

November 2001

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Secretary: John Smiley

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Membership: Harry Brownell

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Jaguar Jottings is the monthly publication of the Ottawa Jaguar Club. It is produced for the information of its members and welcomes your participation.

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November Meeting

Monday, November 12th

7:30 pm at Capone's Ristorante

831 Industrial Road

Fall Drive to Montebello!

Saturday, October 13th, was cool and dark, but a lovely day for driving! Eight cars (and 18 members) from Ottawa made the hour-long "fall colours" trek to Chateau Montebello to meet up with the Montreal Club. What an excellent occasion to get to know our neighbouring club! The Chateau is wonderful and we had a lovely lunch. More photos page 9...



Jean & Rob Dunlop drove with the top down! OJC welcomes them back from a 3-year posting in Germany and reminds them that this is October! In Canada!

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Photos: Paddy Robertson

Note: Last month's "anonymous" photos were taken by Jim Walker

OJC Website: www.ncf.ca/ojc

Notes from the October Meeting



John T. Smiley, Secretary

The meeting, held at Capone's Restaurant, was called to order by **Michael Stott** at 7:30 p.m. with 24 members in attendance.

Since the last meeting, Michael had been talking to both of the Vancouver, B.C. Jaguar Clubs. The main topic was the JCNA and what action, if any, should be taken with respect to their Chapter direction.

This prompted Michael to list such items as:

- Event insurance;
- Trophies;
- Judging Standards for Concours events;
- Communication and get-togethers with other Clubs in our region;
- Content of the Jaguar Journal; and
- Communication of JCNA Board activities.

The list was distributed to the members present for open discussion and written comments. At the end of the meeting,

the papers were collected and Michael will review the comments and report back to the members.

Frank Basten received an e-mail from **Stephane Bruneau** of the Museum of Science and Technology advising that 15 June 2002 had been set aside for the Ottawa Concours.

Ray Redshaw received a round of applause for winning First overall at The British Invasion at Stowe, Vermont.

Hugh Siddons has offered to host the Christmas Party. A date will be advised later.

Guy Larabie gave a short talk on his recent visit to the Pebble Beach car shows and passed around some photos. He also mentioned his visit to the Blackhawk Collection in Danville, CA and the J.D. Nethercott Collection in Selmar CA.

Michael Stott adjourned the meeting and the usual informal discussion and socializing took place.

Ottawa Jaguar Club Christmas Party 2001

Hally & Hugh Siddons are pleased to be hosting this year's Christmas Party and cordially invite all members of the OJC to their home at 52 Forest Hill Avenue (close to the Baseline/Prince of Wales intersection) on Friday, December 7th. Cocktails begin at 7:00 pm with a buffet dinner to follow at approximately 8:00 pm.

Hally is still working out the finances but the best guess is that it will be close to \$30 per person. Dress is casual, however the Host and Hostess say "come as you wish". A fruit-punch as well as non-alcoholic beverages (sodas) will be available and you are invited to B.Y.O.B.

It is hoped that there will be a great turnout and confirmations would be appreciated prior to the deadline of November 29th. Telephone Hugh or Hally at 613 727-5777.



Wendy VanderMeulen
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President's Message

Michael Stott

At the recent October meeting I conducted an informal review with the members present. The topic was 'What do we want from JCNA?' In order to stimulate discussion I prepared a list of 11 discussion topics and I thought it would be worthwhile to summarize the results here. If in my attempts at brevity I have left something out, I apologize in advance.

1. Events Insurance. We currently insure via the British Car Council. It costs \$2 per head. JCNA can apparently provide such insurance but it costs \$2US per head and there is a lingering uncertainty regarding effectiveness in Canada. Consequently we do not want anything changed.

2. Trophies. A good part of the Concours entry fee goes to buying trophies from JCNA. They are attractive and unique and are therefore of value to the members. We don't want anything new or different here.

3. Concours Judging Standards. JCNA imparts an attempt to have reasonably common standards at

Concours events. The general system is regarded as OK. A configuration manual for some of the older models would be nice but is not critical. Our Concours objective is that everyone should enjoy themselves so we're not too concerned with finicky detail.

4. Get-Togethers with Other JCNA Clubs. In view of our distance from the US border there was no great support for requesting JCNA to organize more inter-club meetings in our region. Also, organizing a 'Canada-only' region was not seen as particularly useful.

5. Discounts at suppliers. These were perceived to be of value if local. JCNA-negotiated discounts are liable to be US and therefore of reduced value to OJC members.

6. Jaguar Journal. We'd like more technical articles, write-ups on cars (classic and modern), Club activities, Concours information from other clubs (maybe with scores on the website, but not crucial). We'd like fewer travelogues, Selling pieces for new cars.

Continued on Page 9

Market Place

This newsletter accepts advertisements in good faith, but we suggest that it is in your best interest to make every effort to check offers personally.

For Sale – Michelin H Rated Performance directional snow tires, size 225 X 55 R16. Tires are in next to new condition. Asking \$ 350 (or B.O.) for all four. Call Guy Larabie, 613-445-2173.

For Sale – 1957 Mk VIII Saloon. This vehicle was originally fitted with a standard transmission with OD and a 3.4 engine. It was once part of Governor General Vanier's entourage but unfortunately is now but a parts car. Comes with some spare parts and the original engine. \$500 OBO. Contact Dave Boon, Ottawa 613-731-4166, email daveboon@sympatico.ca.

This space is free to OJC and JOA-Montreal members. If you wish to sell parts or vehicles, contact the Editor to provide the information.

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OJC Events Calendar

November 12 - Monthly Meeting

December 7 - Christmas Party

June 15, 2002 - OJC Concours d'Elegance



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Looking For Vintage Racing Cars: any type, pre-1972

By Daniel Thompson

In my "other" life as a member of VARAC (Vintage Automobile Racing Association of Canada), I have been toying with the idea of creating a Quebec-based division of VARAC in order to stimulate interest in vintage racing here in Quebec and at Mont Tremblant in particular.

In this case "vintage" racing refers to any racing car, whether it be a formula car, sports racing car or production based racer, that was built and raced before 1972 (called historic) and before 1959 (called vintage).

I believe there are still quite a few vintage race cars in the province of Quebec that have long been abandoned and are probably languishing in

somebody's garage or barn. There are a number of enthusiasts out there who would very much like to purchase and restore racing cars with Canadian racing history, be they a Formula Ford, Mini Cooper "S" or Lotus Eleven.

If you have heard of such a car or project, even if it is a rumour or "a friend of a friend", please contact me at the coordinates below and I will check it out.

Thanks,

Daniel Thompson
JOA-Montreal
1-800-667-0716
514 848-0716
dthompson@gbcc.ca

Correspondence from Gary Hagopian, JCNA President to Daniel Thompson

Hi Daniel,

Nice article regarding Stowe! [October issue of *Jaguar Jottings*] I enjoyed reading the whole of "Jottings", and was glad to see you so involved. I am particularly interested in what your memberships want from the JCNA, as I think those results may help guide us to provide better service to the JCNA membership as a whole. If you run a hard campaign and get elected Regional Director, you'll be in a great position to help direct those efforts.

Regards,
Gary Hagopian, JCNA Pres.

Editor's Note: It is interesting, as well as somewhat comforting, to see that our very own President's interest in improving the value of JCNA is supported by the President of the national club. This is also the same Gary Hagopian who participated in our Concours this year!

Now, for complete representation, we are only left with the challenge to have Daniel Thompson elected as our JCNA representative for the Northeast Region. Let's not miss out on this opportunity – BE SURE TO VOTE !!!!

Jim Walker

JOA-Montreal Calendar of Activities 2001

November 20	JOA meeting at Cote St. Luc BBQ
December ??	JOA Xmas party at home of JOA president

J.O.A. Montreal



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James Langton - Investment Executive; December 1999

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Gordon Pape - The Moneyletter; September 1999

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Duff Young - FundMonitor 1998

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Peter Brewster - Globe & Mail Report on Business; February 6th, 1997

"These days the investment horizon of the typical portfolio manager is about 15 minutes. In an era of computer-driven trading, it is a refreshing change to find a portfolio containing stocks which have been held for more than a decade and one now trading at almost twenty times original cost. Patient birds do get the worms after all."

Larry Davis - This week in Business; January 27th, 1990

For more information or to arrange a meeting please contact:

**Daniel Thompson
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Daniel Thompson: **Regional Director candidate for the Northeast Region of JCNA**

Although I still have not received my copy of the Sept.-Oct. issue of *Jaguar Journal*, I understand it is now in the hands of most of the membership (why so late?). Therefore the ballots for Regional Director should also be in the hands of the members. Please allow me to elaborate a bit further on my platform and qualifications. If possible and if it is felt the idea has merit, perhaps newsletter editors of all the clubs in the Northeast could publish the profiles of the 3 candidates in their next newsletter.

Daniel Thompson - age 39, married to Mady, three children under 9 years old. I have been involved in Jaguars all my life. My parents were members and partly responsible for founding the original JOA in Montreal back in the mid-1950's. They owned a succession of Xk's and participated in rallies, hillclimbs, ice races and concours. I have owned and restored a string of British cars since the age of 16 including several Jaguars. I currently own an E-type, a "Proteus" C-type replica, a MkIX and a MkX. The C-type has been sold to make room in the garage for the MkIX restoration. The E-type is driven hard and is approaching 100,000 miles.

The Jaguar club in Montreal (known as JOA) had stagnated by the early 1980's largely due to the advancing age of the membership, the exodus of English speaking people from Montreal and the lack of enthusiasm for Jaguar models of the 1970's. I re-incarnated the club in 1990 and ran it as an informal network of owners throughout the decade. In 2001 I decided the impetus was in place to "go formal" and registered the re-born club with JCNA. We now

have 70 paying members and are growing every month.

Services are available to members in both French and English. We also share resources with the Ottawa Jaguar Club, located just two hours' drive away, including newsletter editor and treasurer. The alliance has proved successful: more people attend the monthly meetings and fresh faces appear at the club-sponsored events.

I have been surprised during the last year at the lack of direction and focus at the JCNA level. We paid our dues (which amount to roughly 1/2 of our annual budget) to the national organization and received the (late in arriving) copy of the *Jaguar Journal*. I have to admit to being hard pressed to identify any other benefits our club members receive for the amount of money we contribute to JCNA. A handful of people seem to be doing 99% of the work at the national level (and should be complimented for their efforts), but the end product is lacking in appeal to the vast majority of the membership.

I believe that I represent the "next generation" as far as enthusiastic Jaguar owners are concerned. I'm the guy who will likely be buying an F-type and I'm the guy who will be attending concours, rallies and slaloms 20 years from now. My perception is that JCNA has been run by the same "clique" of people for roughly the last 20 years and I believe it is time for some new blood and fresh ideas. I am not naive enough to think that I can do it all by myself, but I hope to work to make JCNA a more attractive place to devote time and effort for a whole new generation of Jaguar lovers. Some of the issues I believe are over-

due and require immediate attention:

◆ The *Jaguar Journal*, even with the recent re-style, is simply not up to par when compared with other club magazines or even magazines of Jaguar clubs in other countries. As one of my club members described it, "it's not a keeper, I throw it away". A major initiative should be undertaken to make the magazine bigger, better and more user friendly. I cannot believe that our club magazine has so little in the way of local content or technical articles.

◆ The whole concours set-up including the "rules" has become overly complex and far from user friendly. A major re-vamp is needed in order to attract new people to this activity as the present system seems more inclined to drive away participants rather than encourage them to participate.

◆ A complicated and very user-unfriendly system is in place for verifying the authenticity of the various Jaguar models. It seems as though the ability to judge what is "concours correct" is in the hands of a privileged few and for the benefit of a privileged few. I would like to see the process of determining what is "right" be returned to the people who populate JCNA.

I find it hard to believe that an organization like JCNA, which is scoring concours participants at meets across the nation, does not have a set of authenticity or judging guides in place for each of the models in question.

It is a huge and difficult undertaking, but not impossible!

Continued on page 8

◆ More needs to be done to encourage the new Jaguar owners to participate in the club. In this vein, the parent company, Jaguar Cars, and the Ford Motor Company have to be made aware of the importance of JCNA in the overall desire to advance the brand and create a new set of loyal customers. I hate to bring it up, but the care and attention lavished on BMW owners by the firm makes Jaguar's efforts look grossly inadequate. JCNA can and should play a much more active role in the marketing plans of Jaguar.

◆ The wave of the future also ties in directly to technology and the lines of communication between JCNA and its membership. The web page and the email correspondence must be given the time and resources necessary to bring them up to world class standards. There is a distinct lack of communication between members, clubs and regions.

◆ Why doesn't the JCNA web page have a technical discussion forum? Why doesn't the Jaguar Journal have a technical discussion forum? Why do the web page and the Journal appear to be operating on separate agendas?

It may sound as though I am preparing to drop my "day job" and take up the cause of JCNA. Of course, in reality that is not the case. I have a day job in the world of finance that keeps me extremely busy. I also have a very supportive wife and three wonderful children. "Playing" with Jaguars and Jaguar clubs comes third in the pecking order. I usually do my best work, whether it is under the car or in front of the computer, between 9 p.m. and 2 a.m.; office and family take up the rest of the time. I believe that with careful planning I can attend one JCNA

national meeting per year, likely by flying in and taking my wife along for a "mini-vacation". I should also be able to plan on two or three visits to concours or other activities within my region per year; likely organizing the visits around a family activity (does Jaguar make a minivan?).

A vote for me would be a vote for change and fresh initiatives. May I suggest you, the membership, consider the choice of candidates carefully and TAKE THE TIME TO VOTE!

Respectfully,
Daniel Thompson

Updates to OJC Membership List

John Charman advises that he has received the following changes to the membership list that was sent out last month. Please make the changes in your copy. If anyone else has changes, please email icall@compuserve.com

Changes:

1. David Kenny's email address is david.kenny@sympatico.ca
2. Charles Boker should be Charles Bokor
3. Ron Dunlop's new address is: 5982 Meadowglen Drive, Orleans, ON K1C 5W5 Telephone: Home 613 834-0588; Office 613 945-5139. Email Rojeun1@hotmail.com
4. Michael Jackson's address is 865 1007 St-Mathieu, Montreal, QC, H3H 2S4
5. Michel Lalonde's car is a Sovereign not an XJ6

Report on the Upcoming OJC Elections

Wendy VanderMeulen
Past President

So far, I have the following list of candidates. Please review the list and don't be shy about volunteering for a position. The OJC, as with all similar clubs, needs good volunteers. If you are interested, contact me at any of the addresses listed below.

President - **Dan Thompson**

Vice President - open

Secretary - **John Smiley**

Treasurer - **Roger Gough?**

Membership - **Harry Brownell** will if no one else wants it

Concours 2002 - **Frank Basten**

Chief Judge - **Harry Brownell** will if no one else wants it

Activities - **Barbara Woods** and I would like to suggest something different for next year - we want 12 volunteers, one for each month of the year. That way, no one person is "stuck" with finding things for the whole year. We'll explain it at the November meeting and hope that we will have 12 solid volunteers.

Wendy VanderMeulen
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wendyv@sympatico.ca

President's Message

Continued from page 3

7. Technical Interchange. There was very strong support for the inclusion of technical support and know-how articles. We understood the concerns re liability but felt this could be covered off with the proper disclaimers and the benefits would outweigh the concerns.

8. There was support for the idea of specific technical exchange among JCNA members, possibly via the website.

9. There was no support for coordination of the *Jaguar Journal* and the website.

10. We would like to see increased visibility of JCNA Board activities. This might be achieved by, for example, the publication of agendas, minutes, etc. In addition, we would like to see publication of annual budgets, statements and the like in reasonable detail.

So, there we have it – an impromptu summary of what the OJC members like and would like to see improved about JCNA. The upcoming election candidates might like to address these issues in their campaigns.

Meanwhile, our club elections are to take place at the regular November meeting. So make your vote count in both the local and JCNA elections.

Mike Stott

Montebello Drive - October 13th



The OJC contributed a classy load on the short ferry ride across the Ottawa River to Quebec



The Dunlops' "seasonally-coloured" E-type provided a wonderful focus for a group photo before heading off to Montebello



Marthanna, Keitha, Wendy, Odette and Jean



Montreal Club Classics - didn't they gleam!



Mike Stott, OJC (above) and Bill Taylor, JOA-M, thanked everyone for coming out



Tips of the month

E-Type Spare Tire

Guy Goodman, OJC

Do you find it as frustrating as I do to check the pressure in your E-Type spare tire? Not only do you have to empty the boot, roll back the hardura and lift out the floor board to get to the spare but you also have to unclamp the spare and lift it out to get at the valve stem.

After years of this frustration, I've found a good and rather simple solution. It's a flexible valve stem extension. The total length is 7". One end screws onto the valve stem, just like any other extension that you can get at, say, Canadian Tire. The middle 4½" is a flexible rubber tube and you can bend it back through the wire spokes. It comes with some bracketry so you can hook it over one of the spokes and press the pressure gauge on to it without it disappearing back to the other side of the wheel.

And where do you get this wonderful invention? Probably most camping trailer/RV stores stock them or can get them for you. Mine came from Ottawa Camping Trailers, 4815 Bank Street, Ottawa K1X 1G6 (613-822-2268). They come in pairs (they are, after all, designed for trailers and RVs) at \$24.99 + tax (total \$28.74). You

might think that's a bit expensive but it covers two cars – and I think less than \$15 is worth it to simplify checking the spare tire pressure on my E-Type.

Zenith Stromberg carburetors

Walt Osborn

Tip #1: These carburetors are somewhat troublesome anyway, but a new gremlin has come up. If you have Grose Jets installed, don't drive the car very often and/or use cheap gas - you are headed for trouble. There is nothing wrong with the Grose jets. It's the other details that make the difference.

The Grose jet uses two balls to regulate or shut off the flow of fuel into the carburetor float chamber. One ball - the larger one, acts upon a much smaller ball to shut off the flow. The latter ball is small in area and does not weigh much. When the varnish residue, from the gasoline, coats the inside of the fuel system, trouble begins. It sticks this small ball in the shut position and will not allow fuel into the float bowl and, at some later time, makes the engine hard or impossible to start.

If it sticks **open** - the engine floods. The fuel pressure from the pump is insufficient to unseat the small ball even

though the float is down and the large ball has moved down. The cure is to clean the varnish out of the Grose jets (needle & seat) and add some fuel injector cleaner to the gas and drive the car sufficient to keep the gasoline freshened.

Use a gas stabilizer product for periods of storage and use only the best quality gas - at least one with fuel injector cleaner additive which will tend to keep the varnish in the gas in solution.

Tip # 2 (all models):

A word about cleaning the fuel system. If there is already gas residue and varnish build-up plated out on the inside of your fuel system and you are driving the car (usually after the car has been inoperative for a year or two). Remove the varnish slowly by adding injector cleaner to a full tank of major brand gas (I use Chevron). Drive the car as much as possible and keep doing this until the system is clean. If you overdose on the injector cleaner and there is a lot of varnish build up-it can cause the varnish to become syrupy and really gum things up-even ruin the engine. Either remove the varnish slowly or pull the system apart and have the parts and the fuel tank chemically cleaned.

Be especially careful about running a freshly rebuilt engine on old gas. The varnish can cause the intake valves to stick open with catastrophic results. Good Luck!

Walt Osborn

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