



His & Hers Silver Cats

Ed and Ada Theoret's Prized Jaguars.

See March's Member Profile.

Highlights ...

Member Profile - Edgar Theoret, 3
Marketplace, 6
Technical Tips, 6
February Meeting Notes, 7
Targa Newfoundland: Part I, 8
2007 OJC Events Calendar, 9

Photos: Garth Gulleckson, p. 8, 10;
Robert Ryan, p. 8; Stewart Robertson,
p. 11; Ed Theoret, p. 1, 3, 5

March Dinner

Saturday, March 17, 6 pm,
Restaurant International at Algonquin College

Jaguar Jottings

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Jaguar Jottings is an official publication of the Ottawa Jaguar Club. Eleven issues are produced February to December for the information of its members. We welcome your participation. Deadline for contributions is the 20th of each month. All rights reserved. Reproduction and /or modifications are prohibited without prior written approval. Visit us at www.ottawajaguarclub.com

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Club Events

March Dinner - Saturday, March 17th

See below.

NOTE: There will be NO meeting in March.

Membership Dues

Dues are \$60 per year. Our excellent benefits plan includes membership in OJC as well as the Jaguar Clubs of North America, the *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*.

Make your cheque payable to *Ottawa Jaguar Club* and send it to Membership chair, Lee Harrington, 1327 Old Carriage Lane, Box 2016 R.R. 1, Winchester, ON, K0C 2K0.

March Dinner

Saturday, March 17th

The OJC's Annual March Dinner will be held at the Restaurant International at Algonquin College (1385 Woodroffe Avenue). Complimentary parking is available in Lot 4, located in front of the Hospitality Centre, on a first-come-first-served basis.

The evening will start with cocktails at 6 pm and a sit-down gourmet dinner to follow at 7 pm. We'll start with an appetizer, soup or salad and enjoy, for the main course, a selection of fish, meat, poultry and vegetarian entrées. This will be followed by a delectable dessert. Beverages are extra and can be paid for directly to the Restaurant. Dress is semi-formal.

To reserve, please contact Paddy Robertson at 613-729-8859 or at stewart008@sympatico.ca. **The deadline for reservations is Tuesday, March 6th.** The cost is \$35 per person, payable in advance.

Member Profile: Edgar Theoret

Ed Theoret has been a Club Member since 1998 and always very active in the business of the club. Ed also shares his time with The Antique Automobile Club of Ottawa, the Cadillac Trillium Club and the Rolls Royce Owners Club.

The clubs that Ed belongs to does give us a clue to the long list of interesting vehicles he has owned over the years. Those vehicles have included a 1941 Cadillac Sedanette, a 1951 Riley RME/RMA, a 1967



MGB/GT and a 1951 Bentley S1 along with his 1967 E-Type and 1990 XJ40 Jaguars. Ed obviously has a penchant for British cars, an attraction he says is "because of their classic lines."

Ed purchased his 1967 E-Type 4.2L FHC in December of 1997. He was in Kemptville to pick up new leather seat covers for his MGB at "Brit Pieces". Tom Sawyer was giving him a tour of his garage and vehicles when Ed spotted the silver beauty tucked away in the southwest corner. The car had come to Kemptville from Virginia and after a very brief discussion, a deal was struck. Ada



was away babysitting one of their grandchildren in Montreal at the time and Ed was on the loose. Ed did casually mention their new pur-

chase to her during a phone call that evening; no more need be said.



The E-Type was shipped home and restoration work commenced. The interior was stripped, and all of the exterior fittings removed. The engine was in excellent condition but was in need of a clutch. In the spring of 1998 and after all of the prep work, the car was again moved, this time to Wagorns Garage on Cyrville Road where the clutch was replaced, a new exhaust system installed and the car treated to a general tune-up.

Next the paintwork, and we can all learn some tips from how Ed handled this part of the restoration. After visit-



ing many body and paint shops, Ed chose Rene Paquette's Garage near Navan. The car was to be stripped to the metal, all rust cut out and patched metal-to-metal, primed and painted. Before starting the work Ed drew up a "Work Agreement" detailing the work step-by-step and requiring that he be notified and allowed to inspect the work after each phase was completed. This process worked very well for Ed and the agreement that he used has been attached here for the benefit of anyone who would like to

follow his process. Just one week later, the car was back home and the assembly of all of the refurbished bits and pieces began.

With time marching on, and now eleven grandchildren keeping Ed and Ada busier and busier at the Holiday House in the Gatineaus, the cars rarely got driven. With that in mind, the Riley and the



Bentley were put up for sale.

A local lady and her husband expressed interest in the Riley and after a test drive agreed to purchase it. Before leaving, the husband asked what was under cover number two sitting beside the Riley. Ed showed him the Bentley and after another test drive, the Bentley was also sold. The Theorets also had a 1958 Grenell mahogany boat that was well used and loved up at the lake. Before leaving, the lady noticed the boat and inquired about its history. You guessed it: ka'ching, another



sale added to the package



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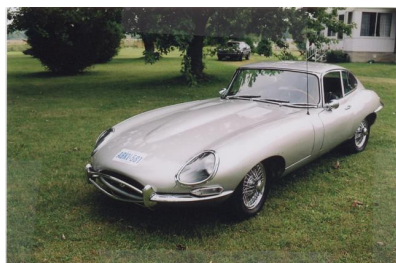
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Member Profile: Edgar Theoret (concluded)

deal. Later the Cadillac went to the Montreal area and the MGB to a family member. We all have to agree that parting with these treasures is tough, but they also need to be used and



exercised. When the time comes that we no longer have the time to use them, finding them a new home is the right thing to do.

The E-Type did look lonely in the garage all by itself, so when Ed learned about a low mileage 1990 XJ40 Executive Sedan, in pristine condition, his interest piqued. After obtaining permission to talk to the owner via a friend, a trip to Rockport was planned. At first glance Ed and Ada both immediately agreed that this car

would be a welcome addition. It had air conditioning, cruise control, and all the goodies along with excellent interior and exterior trim. The garage now sports His & Hers Jaguars in matching colour.

Ray Newson



WORK AGREEMENT

May 27, 1998

1967 XKE Jaguar Coupe 4.2

VIN _____

1. Take off all exterior paint to metal. Notify the owner when it is stripped.
2. Repair metal to metal when required, using as little filler as possible. Notify the owner when this is completed.
3. Sandblast areas such as front fender/chrome slot.
4. Ensure motor, dashboard, steering wheel, and exterior wire wheels are covered at all times.
5. Photos will be taken by owner at various stages for later write-up for Jaguar Club.
6. Repaint car silver colour, the same as when delivered to shop. Cost of paint included in price.
7. Under hood, paint louver area only.
8. Should Rene Paquette encounter more work and difficult situation, a 10% margin is agreed upon. Both parties must agree.
9. Agreed cost is _____.

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1986 Series 3 Sovereign XJ. Exterior grey with grey interior. Has 157,000 kms but very clean and well looked after. Contact Mrs. H. Lamarre in Laval QC, 450-661-6316. Make an offer. [SON]

1996 Jaguar, XJS 4.0 Litre, Convertible, Celebration Edition produced in a limited quantity to mark Jaguar's 60th year. Jaguar Daimler Heritage confirmation certificate available. Special celebration exterior colour, bright turquoise, tan leather interior, black insulated soft-top, special premium wheels. Never winter driven, excellent condition, none better. A Concours d'Elegance winner, fully loaded with only 67,271 miles. Maintenance records available. **\$25,500.** Contact Joyce Mount at 613-828-4547, Ottawa. [OND]



1990 Jaguar XJ12, Vanden Plas. Black with tan interior. 53,000 kilometres. Mint condition - never winter driven. Contact Len at Montreal (514) 496-1589. [NDF]

Advertising in Market Place is free to OJC members, \$10 to others. If you wish to sell parts or vehicles, contact the Editor. Ads run for 3 months. Please let us know if your ad should be cancelled or extended.

Purrfect Thoughts

Learn from the mistakes of others. You can't live long enough to make them all yourself.

- Anonymous

If you chase two rabbits, both will escape.

- Anonymous

When your work speaks for itself, don't interrupt.

- Henry J. Kaiser

Never eat more than you can lift.

- Miss Piggy

If everything seems under control, you're just not going fast enough.

- Mario Andretti

That the automobile has practically reached the limit of its development is suggested by the fact that during the past year no improvements of a radical nature have been introduced.

- Scientific American (June 2, 1909)

Technical Tips

The following Tips are the first of several from Global Auto Care. The others will be presented in a future Jaguar Jottings.

Coolant: This is one of the most overlooked and potentially expensive maintenance items. We have seen engine coolant turn corrosive and eat into the cylinder block of a 1976 Rolls Royce. The engine block was destroyed beyond repair. To this day, this holds first place as the largest single repair invoice at Global. This instance was exceptional, as the car had been sitting in storage for a number of years. However, it does prove that coolant can become very corrosive. Along with being an antifreeze, coolant also contains rust inhibitors. These additives break down over time, with a life expectancy of two years in the old "green" type coolant. New "long life" coolants last longer, but still need changing. We recommend that you look at your vehicle's maintenance schedule. To change the coolant properly, you must drain as much coolant as possible from the radiator, block/head and heating system. This is a good time to perform a cooling system flush using compatible flushing chemicals.

Brake Fluid: There are three different types of brake fluid: DOT3, DOT4 and DOT5. DOT3 and DOT4 are glycol-based and hygroscopic. DOT5 is silicone-based and does not absorb water. As your brake fluid absorbs water over time, the boiling point drops. When the water boils, turning it into steam, the hydraulic system no longer contains pure brake fluid. The result is no longer a solid column of fluid which, in turn, results in a spongy brake pedal. Excessive water in the system also causes corrosion. This will happen with DOT5 as well; although the boiling point is quite stable, water pockets can cause corrosion. Thus, most vehicle manufacturers recommend changing the brake fluid. It is easy to remember to have this done if you change your coolant and brake fluid at the same time.

February Meeting Notes

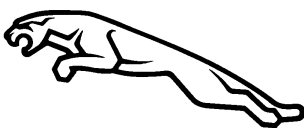
Eighteen members met at the community center on Knoxdale. The meeting opened at 7:10 pm. Mike O'Brien introduced two new members and a visitor. Michel Constantineau has joined as a recent owner of an 89 Sovereign. Peter O'Gorman, from Arnprior has joined having just acquired an XJSC. Finally Wayne Caverly Vice President of the Jaguar Owner's Association of Montreal spent the evening with us. His interest was in how we offered service to our membership with a view to applying our successes to the Montreal Club.

Two items were on the agenda. The constitution of the club has been revised by the executive over the past six months. Copies were sent electronically to all members for their review. Four members provided e-mail approval by proxy and sixteen members present voted for the amended constitution. There was a quorum present and the vote carried.

Roger Gough, Club Treasurer, had presented his report via e-mail, and posted the details in the hall for members to see. A review shows that the Club has a solid financial basis and good financial management procedures. Expenditures for

2006 included a number of "no charge" events such as BBQs and the Christmas Party incurred a loss. Despite this with accounts receivables and current assets included the Club made a modest profit over the year. The Executive will continue to monitor each event as planning proceeds. The members present voted unanimously to approve the Treasurer's report. He in turn thanks those present for the support given him over the past seven years.

After some general discussion the members adjourned to Global Auto Care on Woodward Avenue where Mike Shore and Mike Doherty spent an hour explaining what Global can offer club members and answering a myriad of questions regarding owners cars and their challenges. They had coffee and goodies and a hand-out listing solutions to some more common user maintenance issues. Two door prizes were offered: Phil Karam won a gift certificate and Frank Basten won a jar of Connelly Hide food. Mike O'Brien thanked them for their hospitality and the effort made for our visit.



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Trivial Matters

1. What was introduced in 1937 that would remain until 1952 on Ford automobiles?

- ☐ Two-piece windshield
- ☐ Four-wheel brakes
- ☐ Electric starter
- ☐ Fender Skirts

2. What year were demountable tires introduced?

- ☐ 1900
- ☐ 1915
- ☐ 1929
- ☐ 1934

3. How many taillights did the Stingray have in the song "Dead Man Curve"?

- ☐ 2
- ☐ 4
- ☐ 6
- ☐ 8

4. Who introduced laminated safety glass in 1926?

- ☐ Ford
- ☐ Packard
- ☐ Rickenbacker
- ☐ Duesenberg

5. What was Buick's first car, the Model-A or Model-B?

- ☐ Model-A
- ☐ Model-B

Answers on page 10.

Targa Newfoundland:Part I

The following article is by Evan Gamblin, one of the participants in the 2006 Targa Newfoundland and a former OJC member. He and his partner, Glen Clarke, campaigned a 1979 Porsche 911. Part I is presented this month and the subsequent Part(s) will follow in a later edition(s) of Jaguar Jottings.

1. Overview

In the Aug 2006 issue, I described



Greenspond - slick road, strong crosswinds and really dedicated marshals

Glen Clarke's and my adventures in the 2005 Targa Newfoundland tarmac rally. For background on the event, please refer to that article or check the Targa website (www.targanewfoundland.com).

In 2006, the format was like past years: one day for scrutineering and preparation, another day to run the two qualifying stages (Prologue) and five days on which we ran 6-9 competitive stages each day.

This year, for the first time, the event was structured to become progressively harder over time. Easy stages were moved to the first and second days and the hard ones to the end. As it turned out this meant that right up until the final day, at least six teams were in reach of the overall win.

They were:

Jud Buchanan/Jim Adams, 1967 Acadian Canso

Glen Clarke/Evan Gamblin, 1979 Porsche 911
Scott Giannou/Ray Felice, 1981 Porsche 911
Roy Hopkins/Adrienne Hughes, 1969 BMW 2002
Mark Swain/Mike Bell, 2001 Corvette Z06
Keith Townsend/Jen Horsey, 2005 Subaru STI

The organizers have successfully tuned the handicapping system to level the playing field among cars of different ages and degrees of modification. The first three of these teams belonged to the Classic division (cars built from 1947-81) and the others to the Modern division (1982-2006).

What no one could have foreseen was the visit from Hurricane Florence on the third day of competition. Anyone who thought they'd experienced the full range of Newfoundland September weather found they still had quite a bit to learn. The good news was that as Florence's 150+ kph winds came ashore on the southern coast of the province, the Targa was winding along the northern-central coast east of Gander. The winds we experienced were not as strong. The next day, when Targa traveled to the southern coast, the blue sky and calm seas gave no hint the storm had ever been there.

The automated timing system was a very important change this year. Introduced to improve accuracy and consistency of stage timing, It also improved traffic flow through the time controls.

Leg 1 - South Avalon (St John's-Gander, 7 Stages)

Apart from town stages in Placentia and Gander, these are long fast coastal stages on which it's fairly easy to achieve the target times. This year Placentia ran in the reverse direction from other years, with harder times. Only

Buchanan/Adams and ourselves made our target time.

Gander ran at a different time of day than usual, and on several straights we drove directly into low sun. Had to slow to spot a corner in the glare and took a 4 second penalty. The Porsche Cayman of Jakubowski/Carmichael running just ahead of us experienced an ABS problem, jumped the curb and stopped against a porch. No one was hurt, although ironically the only aspect of the entire event the local CBC chose to cover was this incident. The front of the Cayman sustained enough damage to retire it.

Today's other casualties include the factory Subaru STI of Pat Richard and Clarke Paynter which threw a rod, but will return tomorrow, the MiniUSA entry (crashed and retired, driver continuing in another Mini), Arnold Hoar's Echo that ditched on the Cape Shore stage, the Bavaria of past winners Bill Arnold and Allan Ryall which



Airborne in Brigus

blew a head gasket, and the Hopkins/Hughes BMW 2002 "Woodstock" which blew a cooling hose.

Overall standings at day's end:
Buchanan/Adams
Clarke/Gamblin
Hopkins/Hughes

2007 OJC Events Calendar

(Detail changes shown in red)

EVENT	DATE	TIME	LOCATION	COMMENTS
Spring Dinner	17 March	6:00 PM for 7:00 PM	Algonquin College	Details on Social Page.
Jag Night	9 April	7:00 PM	68 Knoxdale Road	To Be Confirmed (TBC)
Spring Drive	13 May	TBC	TBC	Details available in due course.
Concours Judges Training	14 May	6:00 PM	68 Knoxdale Road	Details from Chief Judge.
Jag Night	11 June	7:00 PM	68 Knoxdale Road	Local event - details to follow.
Concours d'Elegance	22 June	7:00 PM	TBC	Meet & Greet - location TBC.
Concours d'Elegance	23 June	All Day	Rockcliffe Flying Club	More details in due course.
Jag Night	9 July	7:00 PM	68 Knoxdale Road	TBC
All British Car Day	14 July	All Day	Andrew Haydon Park	More details to follow, Al Graves coordinator.
Jag Night	13 August	TBC	TBC	TBC
Annual BBQ/Corn Roast	19 August	TBC	TBC	TBC - May be associated with car event.
Jag Night	10 September	TBC	TBC	May be show and shine at Hazeldean Mall.
Fall Colour Drive	14 October	TBC	TBC	Note that Thanksgiving is 8 October.
Jag Night/Annual General Meeting	12 November	7:00 PM	68 Knoxdale Road	Elections, remainder TBC.
Christmas Party	15 December	TBC	TBC - Volunteer Host?	TBC

Targa Newfoundland: Part I (concluded)

Leg 2 - Exploits (Gander-Gander, 7 Stages)

Three new stages this year made for an interesting morning. The new gearing was very helpful in several gravel-strewn stages, because Glen was able to just point-and-squirt.

Overall standings at day's end:
Clarke/Gamblin
Buchanan/Adams
Hopkins/Hughes

Leg 3, Kittiwake Coast (Gander-Clareville, 6 Stages, 2 cancelled)

Cresting a hill in the New-Wes-Valley stage, a strong gust twitches the rear of the car to the left. On the reverse slope the car fishtails briefly while Glen controls it, and then stalls and coasts downhill through a T-junction. All this time Glen is trying to restart it. This takes quite a while, and results in a 34 sec penalty.



Brigus - Sprinting out of the final corner

Greenspond – slick road, strong crosswinds and really dedicated marshals. Going out to the Greenspond stage, a strong sea is breaking along the causeway and blowing over the road. Townsley/Fuhrmann in the open Factory Five Cobra receive a generous deluge of cold saltwater directly in the cockpit. A sailmaker by trade, Alan has thoughtfully provided the cockpit and seats with lots of drainage. (Townsley/Fuhrmann persevered to win the Grand Touring Un-equipped class).

The marshals on this stage are dedicated even by Targa standards, cheerfully enduring the rain and a biting wind that makes walking (and in places, even standing) a challenge. With rain and spray blowing horizontally across the road, some teams are rapidly discovering why installing side windows would have been a good idea. We're in relatively good shape, with only half-an-inch of water on the floor.

On the final straight at least one of the smaller cars finds the combination of slick pavement and strong crosswind causes an unexpected lane change at speed. Fortunately there are no more serious incidents. At the flying finish we're traveling about 45 kph slower than in the dry, but make our time. The two stages after this are cancelled due to storm surge flooding the stage. Bypassing the cancelled stages means long transits on the Trans Canada Highway. Recent resurfacing has left this main highway in the eastern part of the province very treacherous in the wet. Kimber/O'Kane, veterans of Targas in both hemispheres experience a straight line spin in their twin-turbo Supra - fortunately without hitting anything. By the time we reach Clareville, the wind has dropped and it's just raining.

Overall standings at day's end:
Giannou/Felice
Buchanan/Adams
Swain/Bell

Leg 4 - Burin (Clareville-Marystown, 7 Stages, 1 cancelled)

We trailer the car from Clareville to Marystown. Almost at the start line, a TV cameraman calls our attention to a gas leak at the rear of the car. At the end of that stage with help from Bill Arnold, a Team VDG crew-member and scrutineer Gary Ball,

Glen is able to rapidly fix a fuel leak and pressure regulator failure that threatened to stop us cold. However, we arrive about 10 minutes late to start the next stage. According to the regs this can cost us a 3 second penalty for every 30 secs we are late.

The remaining stages go well and by the end of the day we are leading by 14 seconds on the road, apart from any penalty. The only unusual stage today was this one.

A CLIFF-HANGER!

TO BE CONTINUED WITH DAY 4, STAGE 6.

Trivial Matters Answers

Question 1

Two-piece windshield

Question 2

1915

Question 3

6

Question 4

Rickenbacker

Question 5

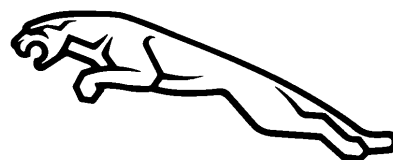
Model-B



What the Camera Saw.

Ahhh! The summer of 2004!

Here are two photos taken of OJC members enjoying themselves at the Merrickville Car Show in June or July of 2004. Both photos show participants partaking in a great alfresco lunch in the shade and next to E-Types - I wonder if they could therefore be considered true "shadetree mechanics"?



Is your Jaguar a labour of love,
or maybe you just love to labour?



From over 25 years of experience we know that just like their cars, Jaguar drivers are incredibly diverse. Many just like to drive, loving nothing more than a blast down the motorway or the challenge of a winding B road.

Some love restoration and excel in resurrecting a phoenix from the ashes following months and possibly years of painstaking dedication. Others however, like a little of both and enjoy a little fettling before a run in the country on a crisp Sunday afternoon and lunch at a favourite hostelry.

But whether you are an experienced rust killer, Sunday driver or maybe a little of both, SNG Barratt offer a parts service that is really second to none. Vastly experienced staff, an informative website, free catalogues, enormous stockholding, fast despatch and best of all great prices!

So if you're hoping to go a little faster, planning a ground up restoration or just want a new Jaguar baseball cap to keep your hair in place when the top's down. SNG Barratt really are the people you should be speaking to!



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