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Photos: Paul Davis, p. 9; Alan Graves,
p. 1, 8, 9; Phil Karam, p. 8.

***Alan and Sue Graves' 1994 XJS
Closely Followed by an Older Jag
Wannabe***

See "Member Profile - Alan Graves" on Page 3.

September Jag Night

***Monday, September 10, 7 pm,
68 Knoxdale Road***

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

September Jag Night - Monday, September 10th, 7 pm

LOCATION: Community Centre at 68 Knoxdale Road

Upcoming Events:

October - Fall Colour Drive (more details to follow)

November - Elections Meeting (time to start thinking about how you would like to assist the Club as we do expect a number of executive changes)

December - Is anybody interested in hosting the Christmas Party or should we be looking for a commercial location?

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.

New Event of Interest Added to the JCNA Calendar

The Jaguar Association of New England has added the following new event to the JCNA online Calendar:

Date: 2007-10-13

Type: High Performance Driving

Name: Fall Foliage Rally

Sanctioned: P

Location: Gilford Town Gazebo - 29 Belknap Mountain Road, Gilford NH

Chair: Steven R. Thomas, 603 293 4250 srt@anlytc.com

105 Juniper Ridge Road, Gilford, NH 03249

Co-chair: Tom LeTourneau,

Chief Judge: Aldo Cipriano, (508) 473-1435

Additional information on these events can be found in the JCNA Online Calendar
<http://www.jcna.com/calendar/events.php>

Member Profile - Alan Graves

It seems like Alan Graves has been around the Club for a long time. It has, however, only been a few years. It must be the way that he jumped right in with both feet, getting involved first as Events Coordinator and more recently adding Quasi-official Photographer to his responsibilities. This, along with his active role in bringing our Club closer to and more involved with other British Car Clubs within the Region, makes his presence so noticeable.

Born in London England, Alan's first interest in mechanical things was his great fleet of Dinky Toys and model airplanes back in the 1950's. He recalls reading a "Sunday Times" article reviewing the E-Type Jaguar that had just debuted at Geneva when he was 14 years old and said to himself "One day I will have one of those!!" Hooked on Jaguars at 14? Not the first one in our Club! Alan went north in 1965 to further his education, graduating from university in 1968. It was then on to post-graduate studies, a Masters Degree and his first car. This was a black 1955 Morris Cowley, a version of the Morris Oxford, a big bulbous underpowered saloon/ sedan with an even smaller, lower powered 1200 cc engine and a top speed of 55 mph.



Following Alan's first automotive experience and during his next seven years in England, Alan owned a series of British vehicles that included a 1960 Hillman Minx, which he extensively modified, and a white 1967 Triumph GT6,

purchased in 1970 and again extensively modified and rebuilt during his ownership (the British nickname for a GT6 was "The poor man's E-Type" - getting warm). Next followed a 1970 Triumph 2.5 PI which was a lovely car for a few months before it became a down payment on a house. A 1967 Triumph Herald followed. The house was a good move but the Triumph Herald had a nasty habit of unlatching its "bonnet latches" at speed on the Motorway.



1976 was a very busy year. Alan and Sue got married and, as the company for which he was working decided to shift a large part of its workforce, Alan opted to quit moved the family to Canada and a job with Bell Northern Research (BNR).

Arriving in Ottawa in late 1976 and taking up residence in the Bayshore area, Alan and Sue purchased their first North American auto, a used Mercury Comet - their only Ford. The following year, the Graves moved to a house in Glencairn. A year later (1978) and in need of a toy, Alan purchased a rusty 1971 Triumph GT6 Mark 3. It needed a great deal of body and rocker panel work etc. so the in-laws were drafted into bringing spares from England whenever they came to visit.

The Graves family started to grow in 1979 with the arrival of son Peter, followed by daughter Karen in 1981. In 1983, Alan accepted a relocation to BNR Edmonton and headed west with the GT6 and the replacement for the utterly unloved Comet, a great big Chevy Caprice Station Wagon/Boat. The first three weeks that the Graves were in Edmonton they thought that Alberta drivers were the most dangerous and rudest on the planet - then they swapped their Ontario

plates for Alberta ones and the problem went away (remember those bumper stickers?).

By 1985 the GT6 "had to go" and it was replaced by a 1983 Chevy Camaro Z28 in white with T-tops, a 5 litre V8 and a 5 speed manual transmission - that car was fun!!! A year later the Chevy Caprice was replaced by a very similar (except no fake wood panelling) Chevy Impala wagon just as the Graves stay in Edmonton came to an end, with the closure of BNR Edmonton. They returned to Ottawa and bought a new house in Bridlewood, where they still live today.

When Alan took a temporary overseas assignment back to the UK in 1993, he parted with the two Chevys. In England, the Graves were put into an upscale company-rented house which wouldn't have looked out of place in Kanata Lakes. They were also told that they would be charged the price of running an average Canadian car while they were in England but would be pro-



Triumph GT6 Mk1

vided with a car of their choice (from a list) and all running costs, both for work and private usage, would be covered. Reading down the list Alan stopped at the Bs and got a white 5 speed manual BMW 520 and a gas card good for as much gas as he wanted to use, all for the equivalent cost of running his old Chevy! What a deal!!!

Of course, all good things come to an end, as did the UK assignment two years (and 50,000 BMW miles) later. The Graves returned to Can-



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Member Profile - Alan Graves (continued)

ada and back to their home that had been rented out during their absence. They have now been back nearly 12 years and will likely not move again until after Alan retires, probably some time in the next couple of years.

On return from the UK in 1995, they needed wheels fast (but not fast wheels) so they went shopping one



afternoon and returned with (yawn) a used 1993 Plymouth Grand Voyager (which finally died this spring) for Alan and a 1991 Plymouth Acclaim for Sue. In 2000, Alan bought a 1996 Chrysler LHS which was (and still is) a delight to drive. Sue took over the Voyager and Karen, their daughter, took over the Acclaim, which she drove to its demise at close to 250,000 km in 2005 (the engine kind of self-destructed - Alan thinks that it died of shame from being associated with such a shabby, rusty body). In 2005, Alan added a Chrysler Concorde to the fleet, since the mileage on both the Voyager and LHS were getting rather high, although both remained very dependable. This bought their vehicle contingent to four between them, because back in 2003, after a two year search, Alan had bought his first Jaguar, a metallic red 1994 XJS convertible, acquired from Birkshire Motors in Toronto.

The XJS was purchased while on a road trip with overseas visitors - the visitors had to sit for two hours while Alan checked out his great find, test drove it and made a deal. Imagine Alan's surprise when he entered the XJS into the 2004 Concours Championship Class, mainly to find out what was wrong with the car, and wound up taking 2nd place!!!

When the Voyager finally died, they needed a replacement, and after driving his XJS for some time now, Alan was feeling that a VDP would make a great replacement for a 14 year old Voyager - I guess! Actually the acquisition of the VDP had its roots in not being able to take guests on trips in the other Jaguar unless you are a double amputee as the XJS really is a two-seater.

The 1997 VDP came from a small dealer in St. Catharines and was purchased in a bit of a hurry. Alan had seen the car advertized in AutoTrader and had spoken to the dealer, who had assured him that it was in great shape (which it was, mostly) and that it was rust-free (which it was, almost - a trip to a body shop got a small patch of floor rust excised before the compulsory trip to Krown). When Alan mentioned to a friend that he wanted to go to St. Catharines to look at a car, the friend thought that he was daft (the friend is into airplanes) but in the next breath offered to fly him there in his Cessna 172. Since this trip would require a 50 km. lake crossing in this single engine plane, they would have to climb high enough (8,500 ft.) to glide to the other side etc.... so off they went. Alan had just two hours on the ground to get to the vehicle, inspect and road-test it, make his decision and get back to the airport. So there was a



high possibility of missing something which, of course, he did but nothing that couldn't be fixed. The car is a delight to drive as witnessed on a recent 1,100 km. road trip to Kingston, all over Prince Edward County, back roads up to Barrie via Orillia and then north to Huntsville and into Algonquin Park

before returning to Ottawa. So far, the Graves have put 4,000 km. on this car since getting it in May.

Where's the E-Type? Well, when Alan finally found himself in a position to fulfill his boyhood dream, he also found that he had to make some choices. When looking at the prices and options, the fact that he also wanted a vehicle that they could take on long trips without concern, he found himself settling for the E-Type's once despised successor - the XJS. It is hard to remember now, but there was a keen sense of disappointment in the 1975 motoring press when the



Triumph GT6 Mk3

XJS was unveiled; the XJS certainly has overcome that perspective over the last 30 years!!!

With Alan's history with Triumph, you might wonder why he didn't buy one. The answer is two-fold: Triumphs are also too old to be dependable long distance drivers, and while he could probably get into one, he's not too sure about getting out again ... especially the small GT6 with its low roof-line.

Alan and Sue have taken the XJS on multiple long road trips, including JONAT 2006, and it's been great - the VDP is starting to work out the same. That doesn't mean "no problems" but Alan has found that issues tend to evolve slowly - not leaving one at the roadside but getting picked up at scheduled maintenance. While he would love to do more of his own work on these cars, he doesn't have the time. Alan used to do all of his

Marketplace

Jaguar Jottings accepts advertisements in good faith, but it is in your best interest to make every effort to check offers personally.

1990 Jaguar XJ12, Vanden Plas. Black with tan interior. 53,000 kilometres. Mint condition - never winter driven. Contact Len Phipps at Montreal (514) 569-1589. [JJA]

1989 Jaguar XJ12 Vanden Plas. Alpine Green, mint condition - never winter driven. First place at Stowe in 2002 and second place at Stowe in 2006. \$10,900. Contact Bill Taylor at (514) 737-4913. [JAS]

E-Type FHC 1964 3.8 S1. \$37,500 Can. LHD 87,000 miles, dark blue metallic, black leather interior. Excellent class 3 car in daily use, never winter driven. Ground-up restoration, stripped to bare metal; every moving part rebuilt or replaced, too much to list; contact for details. Photo record available. Took 2nd place (driven class) at OJC 2004 Concours. Contact Doug Bell 819 429-6177 or e-mail joananddoug@citenet.net. [JJAS]



1995 Jaguar XJR. British racing green with cream interior. Fully loaded and in mint condition. Asking **\$12,300.** Call: 613-834-5552. [SON]



1969 Jaguar E-Type roadster. Excellent original car that has never been modified or restored in any way. Imported to the Ottawa area from California a few years ago, it remains a completely original RUST-FREE driver. Has to be seen to be appreciated. Reasonably priced. Contact Trevor Boicey at 613-276-7626 or tboicey@brit.ca. [ASO]

1987 Jaguar V12 VandenPlas. Top of the line luxury saloon with only 71,000 original kilometres. In beautiful condition with many extras including dealer installed rear TV screen. Asking \$20,000 negotiable. Contact Hugh Kwok at 514-992-8928. [ASO]

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

Middle age is when your broad mind and narrow waist begin to change places.

- E. Joseph Crossman

Don't knock the weather. If it didn't change once in a while, nine out of ten people couldn't start a conversation.

- Kin Hubbard

A tree never hits an automobile except in self defense.

- American Proverb

Member Profile - Alan Graves (continued)

own work on the Triumphs - maybe when he finally retires he will get to the Jaguars.

Looking back, Alan notes that the Morris Cowley was the only car that he made any money on. He bought it for £45 and a year later it was rammed in the side by a Ford Corsair. He got his original £45 back from the other driver's insurance company and was told that if he arranged the disposal of the remains, he could keep whatever he made, which was £30. He has never bought a new car, only used cars of between two and four years of age for daily drivers - the Jags of course were older.

Besides his cars, Alan also shares an interest in aviation (he soloed in a glider in 1963), enjoys photography and gets involved in the occasional burst of DIY. He qualified as a Royal Air Force marksman in 1963 while visiting a RAF base as an Air Cadet. He and Sue have been in Canada for 31 years, the same length of time that he has worked for Nortel.

Throughout his lengthy tenure with BNR/Northern Telecom/Nortel, Alan has been primarily in the concept, innovation and front end product/solution research areas. As a result, he's been involved in many new ideas and concepts and is currently in his fifth year of Healthcare, looking at how advanced communications can impact healthcare by streamlining clinical processes and help eliminate many medical problems and errors. He has been involved in a great deal of patent activity in this area and other fronts, currently holding 44 US Patents with at least another 20 pending. Alan is also currently one of five Nortel "Technical Fellows".

On the topic of the Ottawa Jaguar Club, Alan enjoys meeting new folks, the social events, the drives..., the drives..., the drives..., the shows and organizing events (for example, the ABCD).

And the Ottawa Jaguar Club enjoys having such a talented fellow in the Club....Thanks Alan!

Alan Graves and Ray Newson

Ask the Experts

On a recent trip to Pointe-Claire, some lucky OJC members were fortunate enough to get a tour of **Joseph Lew's** diesel electric repair facility.

One of the services that Joseph provides is the testing and reconditioning of fuel injectors for both diesel and gasoline engines.

If you suspect that you have dirty or faulty fuel injectors, Joe charges \$5 to clean, test and calibrate each injector. If they need rebuilding, the cost for most automotive applications is \$35 each and he does offer a discount for Jaguar Club members - a major saving over the \$100 or more to replace each injector.

If you have a need for this service, contact LEW DIESELEC INC. at 514-694-1491 and ask for Joe (see his business card on page 11). You will be responsible for all shipping charges.

Ray Newson

August Meeting

The August meeting was a casual BBQ affair held at the home of **President Mike O'Brien** who served up hot dogs, hamburgers and beer for those in attendance.

Following the meal and time to socialize, we all headed off to visit with Mike's Body & Paint specialist and tips on polishing and buffing paintwork.

Mike's S-Type project car was provided for us all to practice on. In spite of all of the elbow grease applied by many of our members, sorry Mike, I think that you still have a lot of work ahead of you.

We all came away with an improved knowledge of the products to use and tips on how to effectively handle a professional buffer. Unfortunately, nobody thought to bring a camera so, sorry, no pics.

Ray Newson

President's Musings

The summer, sadly, has come and gone and, as a Club, we are entering the autumn of our mandate for the executive. Prior to handing over the reigns to the newly elected group in January, there is some business that we have to deal with from 2007.

Jaguar Day was held for the first time this year with the Concours set as the keystone for the day. It appears that there is a consistent shift away from Champion Class to Driven Class and from Driven to Club Class. The larger attendance in Club Class can be explained to some degree by the effort that we have made to get as many members as possible to bring cars out for the day. The reason for the shift from the other classes is harder to define and warrants a club-wide discussion. As a member Club of JCNA, we are obliged to hold a Concours. Evidence has shown that the vast majority of our members like a social outing where they can bring and exhibit their cars. So, the basis exists for another Jaguar Day next year, with a Concours. We must, however, discuss how to best deal with the competitive part of the Concours. I have agreed to coordinate the planning for and conduct of Jaguar Day next year and I have some ideas that I would like to share with all of you. Therefore, the plan for the meeting on Monday September 10th will be: arrive at 7 pm with your Jaguar; from 7 to 7:30 will be tire kicking and oohing and awing outside, dependent on weather; following that will be 20 minutes to get coffee and goodies and then at 7:45 we will begin our discussion. I am not a judge and have no real interest in the judging aspect of Concours so I will chair the meeting. I would like to have as frank a discussion as possible leading to a consensus as to how we proceed for 2008.

Other things we are planning for the remainder of the fall will include a visit to a specialist muffler shop in Greely that makes stainless exhausts, a visit by a leather worker to show us the challenges of restoring a Jaguar seat, and a visit to a paint shop that uses water-based paint. Watch Jottings and the website for details. See you on the 10th.

Cheers, Mike O'Brien

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OJC Annual Barbeque

This year's "Official" Ottawa Jaguar Club Summer BBQ was graciously hosted by **Phil and Fadia Karam** at their summer cottage at Val des Monts, Quebec.

Some 20 OJC members enjoyed a relaxed Saturday afternoon enjoying the lake, the views and friends in this beautiful setting, before being treated to Phil's culinary skills on the BBQ.

Dinner included grilled chicken breasts cooked over a cedar fire, along with stir fried potatoes, onions, mushrooms, green pepper, celery, carrots, and cherry tomatoes. All served up on pewter plates.

All of this was followed up with local corn on the cob, juicy watermelon and fresh Ontario peaches.

Thanks to Phil and Fadia for hosting this enjoyable event.

Ray Newson



More Photos from the All British Car Day



Almost a Barn Find!

A recent call from a Montreal Jaguar Club member, **Ann-Marie Townsend**, piqued our interest. Ann-Marie was in possession of a completely disassembled 1953 Jaguar XK120 that she had decided to part with. The car was a restoration project of her late husband **Paul** and, after sitting for approximately 10 years in storage, Ann-Marie was looking for assistance with marketing this vehicle.



A call to Ann-Marie's brother-in-law, **Darryl Townsend**, provided the history of the car. Paul was looking for an XK 120 for a restoration project and Darryl had located this car for him in a barn in Pennsylvania. The car had been in storage for approximately 12 to 14 years at that time and was fairly rusty. Darryl did get the car started however and it was driven onto the trailer for transport to Montreal.



Once in Montreal, Paul completely disassembled the vehicle for a full ground-up restoration. Paul had completely restored and powder coated the frame and many of its components ready for reassembly, prior to the untimely halt to this project.

In an effort to understand just what was involved here, I enlisted the assistance of **Phil Karam** and **Merv Clarke** to take a look at the car and to try and assess its status.



The car is stored at a repair facility in Montreal. So, after a Wednesday breakfast club meeting recently, the three of us headed off to Montreal to take a look.

As expected, we found the car completely apart and in boxes etc. and tucked away in several different areas of the storage facility. The frame, as we were advised, was completed and ready for reassem-



bly. Many of its auxiliary components were also ready for reassembly, marked, in boxes and ready to go.

There were two engines, one was completely apart and one was not. We were not sure which one belonged to the vehicle. There was a transmission, flywheel and bell housing sitting on shelves with the instrument cluster and many boxes of parts. Most of the boxes were clearly marked and the contents identified.

All of the body was apart and located in a shipping container outside. Although difficult to identify if it was all there, most of what was visible varied from quite rusty to very rusty. Other than the seat frames and dash components, there was no evidence of any interior parts.

Without a detailed inventory, this car would be best described as a completely disassembled 1953 Jaguar XK120. It appears that



most parts are available, with the exception of those parts that Paul intended to purchase new and these would include the interior and a number of body panels. Appropriate registration and documents are available.

Paul's brother Darryl has a rebuilt rear axle assembly and new gas tank for the car; these parts are located at Darryl's home in Pennsylvania.

If anybody is interested in completing this XK 120 restoration project, Mrs. Townsend is open to offers, please give her a call at 514-484-6641. It's almost a Barn Find!

Ray Newson

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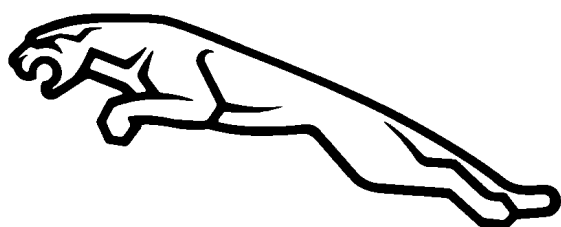
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 E-Type Rubber Footwell Mats If you have been lucky enough to drive your E-Type this Summer you've probably tried hard to keep your feet clean for the drive home. These fitted mats are available for LWB or SWB models and will keep the mud away from your carpet! Price per pair £40 €54 \$65		

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JAGUAR



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