



***Highlights ...***

Scottsdale Auctions, 3  
President's Musings, 5  
Marketplace, 6  
Editor Ramblings, 6  
Jag Mags by Rob Dunlop, 8  
A New E-Type?, 10

**Photos:** Phil Karam, p. 1,3,7.

***A pair of Jaguar XKs seen at the  
Gooding and Company  
auction in Scottsdale, Arizona.***

*See Page 3*

***March Club Dinner***

***Sunday, March 8, 6 pm,  
Courtyard Restaurant***

## *Jaguar Jottings*

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# *Club Events*

## **March Club Dinner - Sunday, March 8th, 6 pm for 6:30 Sit Down**

**LOCATION:** *Courtyard Restaurant, 21 George Street*

For this year's gathering, we've booked a private room upstairs at the *Courtyard Restaurant* in the By Ward Market. Menu details below. The Club will not be subsidizing attendance. **To reserve, contact Rob Dunlop at 613-834-0588.**

### Appetizer

Chef's Inspiration Soup  
Mixed Baby Greens Salad with Dried Cranberries and Shallot Vinaigrette

### Main Course

Pan-Roasted Boneless Chicken Breast with Chardonnay Butter Emulsion  
Grilled Angus Striploin Steak with Pinot Noir and Garlic Reduction  
Pan-Seared Filet of Salmon with Warm Fennel Vinaigrette

### Dessert

Raisin Bread Pudding with Bourbon Caramel Sauce  
Maple Sugar Pie with Vanilla Ice Cream

All main courses include fresh vegetables of the day and thyme-roasted fingerling potatoes as well as freshly baked bread with butter and brewed coffee and tea. Other beverages and wine available at additional expense. \$42.25 per person including all taxes and gratuity. Individual bills.

## **April Jag Night - Monday, April 6th, 7 pm**

**LOCATION:** *68 Knoxdale Road*

## **Membership Dues**

Dues are \$60. 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, 1372 Old Carriage Lane, Box 2016 R.R. 1, Winchester, ON, K0C 2K0.

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# Scottsdale Auctions - January 2009

After leaving Fadia and friends behind in the -20°C cold , I took off to sunny Scottsdale, Arizona (+75°F) to meet up with John Smiley and my car buddies, Ron and Don from Cleveland, Ohio. In total, we visited six car auctions, at least twice each.

The financial climate has certainly deflated the value of the cars by at least 25-30% with record numbers not obtaining their reserve bid and hence, no sale.

The following are the cars that met my interest and my camera's eye.

## Barrett-Jackson "Circus" ([www.Barrett-Jackson.com](http://www.Barrett-Jackson.com))

The show just gets bigger and bigger. All cars had a "No Reserve", hence the owners were slaughtered. Look to the long-faced Craig Jackson to remove his "No Reserve" clause for next year, otherwise, no cars will show up. A 1993 XJ220 did however fetch \$200,000 + 10% buyers premium for \$220,000.

## RM Auctions ([www.RMauctions.com](http://www.RMauctions.com))

RM is the Canadian auction house and, in my opinion, the best and largest in the world for classic cars. I have been to their other auctions in London , Pebble Beach and Meadowbrook and, without a doubt, they have some of the finest automobiles in the world. Their proven extravagance is always the best of the week. This year their sales amounted to \$18 million US; in 2008 their sales were \$27 million US.



1992 Jaguar XJ220  
\$154,000 - Sold



1937 Bugatti 57 SC  
Atlante Coupe \$4.5  
million - Not Sold



1960 Jaguar MK II  
3.8 \$88,000 - Sold



1960 Jaguar MK II  
3.8 Interior

In addition, a 1953 Jaguar XK120 FHC sold for \$71,000 and a 1954 Jaguar XK120 SE OTS sold for \$85,000.

## Gooding and Company ([www.Goodinco.com](http://www.Goodinco.com))

A breakaway from RM, they are now a premier auction house that started off in Pebble Beach. This year they realized \$32 million at Scottsdale, up from \$21 million in their first year.

Only five months ago, they netted \$64 million in sales at Pebble Beach. This was capped by a \$8 million sale of the 1937 Bugatti 57 SC Atlantique Coupe that didn't sell this year for \$4.5 million at the RM action!



2006 Spiker CR  
Spider \$148,000 -  
Sold



1937 Talbot-Lago  
T150 CSS Teardrop  
Coupe \$3.5 million -  
Sold



1932 Daimler 40/50  
Double Six Sport  
Saloon \$3 million -  
Sold



Deco Rides Bugatti  
\$200,000 - Sold



1959 Jaguar XK120S  
3.4 Roadster  
\$121,000 - Sold



1955 Jaguar XK140  
DHC \$82,500 - Sold

(Continued on Page 7)



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## President's Musings

I'm happy to report that, contrary to world economics, the Club is starting off the year in a very promising manner. The February meeting, a pub night at Liam Maguire's, was a rousing success with around 25 members in attendance, including five or six ladies. Social gatherings tend to be our best attended events and the ale and chat night served to confirm it. We'd welcome your feedback - good, bad or otherwise - as we intend to run a few more of these throughout the year.

Next up is the Spring Dinner on 8 March at the Courtyard Restaurant. As I write, we are close to 30 attendees confirmed, which coincides with the usual 30 to 40 who enjoy this annual event. A new venue for the Club but a restaurant known for its great ambience and excellent food, it should be a great kick off to the Melting Season.

For April, we'll gather back at the Knoxdale Community Centre for a more car-oriented gathering, details "TBA". There will be general discussion time where we'd welcome knowing what you have planned for your Jag(s) this year and bring along your questions for a Q&A session and/or car bits and pieces of interest for "Show & Tell". Come out and I can promise a great cup of coffee from the Club's new, magic coffee ma-

chine! Please note, this will be 6 April versus the usual second Monday of the month, which this year is Easter Monday.

Finally, some potentially exciting news for OJC down the road a bit. In response to JCNA's call for clubs to host the Annual General Meeting, we are recommending Ottawa as the site for April/May 2011 or 2012. If selected, we'd have the honour (and challenge) of hosting in our beautiful city around 250 Jag lovers from the 53 clubs in the USA, Canada and Mexico as well as company and parts supplier representatives.

Clearly, this would require a major commitment from all OJC Club members and as such, we'd approach the general membership for agreement before formally accepting to host. For starters, it's important to note that these events are usually revenue neutral with attendees paying their own way and other expenses offset by sponsorship funding. The initial reaction from members in the know has been very positive and enthusiastic. More to follow at the April meeting and as more information becomes available.

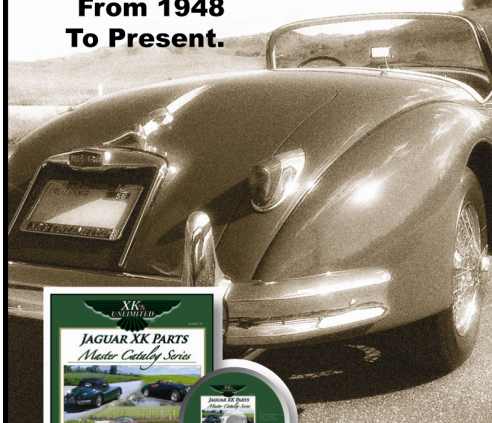
**Cheers,  
Rob Dunlop**



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# Marketplace

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

**Four Dayton Wire Wheels** shod with Dunlop Elite P205/70R15 radials. Like new! \$1,000 for all four. I have converted my XK150 back to original 16 inch whitewalls. Please contact Dave Boon at 613-731-4166 or [daveboon@rogers.com](mailto:daveboon@rogers.com). [DJF]

**1973 Jaguar E-Type Convertible.** Professionally restored by Richard Grenon and probably one of the finest examples in existence today. This car has won awards at the Stowe Vermont Concours D'Elegance (British Invasion), Ottawa's Concours D'Elegance, first place at the Stowe Auto Show and Best of Show at



Rogbrune, PQ. The car has not been shown anywhere else due to time constraints. Price: \$150,000. Please contact Steven Elefant, General Wood & Ve-neers Ltd., 1220 Blvd. Marie-Victorin, Longueuil, PQ, J4G-2H9 ([www.gww.com](http://www.gww.com)). [DJF]

**Offer... free loan of hoist, Ottawa.** Jag owner in Ottawa moving to new house, future garage has not yet been built. Has Hydra-lift four post hoist and nowhere to store. If you have room for it and want to use it until my garage is built mid-2009 or later, we'll work it out. Installs easily but requires drilling into floor. Call Trevor, 613-276-7626 or [trevor@boicey.com](mailto:trevor@boicey.com). [DJF]

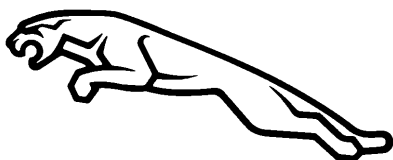
**1974 Series II XJ6L Saloon.** Rare primrose yellow with great curb appeal (MMELLOW). Has Safety Certificate. Very original 107,000 miles. Second owner, since 1989. Drives well, good interior, Clarion stereo. Very little mileage on tires and shocks, new brake work. Plenty of documentation including workshop and parts manuals. Needs work on air conditioning and some body work (mainly rear panel). \$5,400. Anthony Pearson 613-225-0351 or [apa@magma.ca](mailto:apa@magma.ca). [DJF]



**1968 Series 1 1/2 E-Type Convertible.** After many years of ownership, we have decided to sell the car. I have attached a picture. Asking \$40,000. Any one that is interested may contact me (Brian Luckhurst) at [bdlmarine@rogers.com](mailto:bdlmarine@rogers.com) or at 416-543-0455. [FMA]



*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.*



# Editor's Ramblings

Most of us own makes of vehicles other than Jaguars. I have an '89 Grand Marquis and a '99 Cadillac Deville (with 145km on the clock). The Caddy is really the vehicle that "sparked" this ramble.

The Northstar eight cylinder crosswise mounted engine in the Caddy is typical of many cars today - the rear spark plugs appear to be impossible to access for servicing. (This is so, as I was led to believe by a mechanic who said "you have to do it by feel.") Not so, it is easier than you think.

Remove the fancy aluminum/or plastic covers off the top of the engine first. Then remove the HT coils, complete with steel brackets they are mounted to, at the rear of the engine. It is now much easier to reach the four rear plugs. All the plugs on my engine were extremely tight and I had to use a 18" extension bar on the plug wrench. It also helps if the engine is warm.

All the wires and cylinders are numbered so they are easy to attach correctly. This method, I suspect, may be applicable to other vehicles with a crosswise engine configuration.

## Have you serviced your plugs lately?

I happened to learn that when the spark plugs are installed at the manufacturer they do not use copper based anti-seize grease and if you have run your vehicle for more than 140km you probably will not be able to remove the spark plugs from an aluminum cylinder head. It is not unknown for spark plugs to break and leave the thread portion in-situ. The cost to replace the aluminum head is in the order of \$2,000.

## Tech note:

For those of you with a Jaguar S-Type, the Victoria BC Club NW61 Newsletter has an interesting article on front light bulb replacement. It is called "The \$150 Light Bulb" and is well worth reading - very educational. Please see their web page at <http://www.jcna.com/php/clubdisplay.php?club=NW61#newsletter>.

(Continued on Page 7)



# ***Scottsdale Auctions - January 2009***

## ***(continued)***

### **Russo and Steele ([www.RussoandSteele.com](http://www.RussoandSteele.com))**

Russo and Steele is a successful breakaway from Barrett-Jackson. Drew has been focusing on European and Muscle Cars and growing every year.

This year he had no less than ten XK120-140-150 cars and at least six E-Types. This is the most I have ever seen in any auction over the last eight years. Now the tough part ... none of them sold! And, none met their reserve. As a matter of fact, only about 15-20% of the cars at Russo and Steele met their reserve.



1966 Jaguar XJ13 \$133,000 - Sold



1953 Jaguar XK120  
FHC - Not Sold



Early XK120 With  
Studless Cam Covers  
and Sandcase SU  
Carbs

### **Silver Auctions Fort McDowell ([www.SilverAuctions.com](http://www.SilverAuctions.com))**

Probably 250 cars and 20% sales. This is a low-end local auction that provides a nice country drive to the Casino and a low-budget auction.



1933 Austin Bantam  
\$16,250 - Sold

I would have bought it, had John agreed to put it in the back of his pick-up truck box and bring it home!

**Phil Karam**

## ***Editor's Ramblings (continued)***

### **Stop Press**

I just received the following notice from Brian Blackwell re: The Jaguar Challenge Championship 2009 - San Antonio:

With three months to go, the events are all falling into place for giving every JCNA member the most that San Antonio and the Texas Hill Country have to offer. Please share with other members and include in you local Club newsletter and website the following link to information that is available on that web page about the Challenge Championship - <http://www.jcna.com/library/jcc/2009/index.php>. For any questions, please call Brian Blackwell at 210-695-8504 (evenings) or 210-381-7737 (mobile) or by email at [bblackwell@jcna.com](mailto:bblackwell@jcna.com).

**Frank Basten,  
Editor**

# *Jag Mags by Rob Dunlop*

A review of selected February 2009 Jaguar magazines.

## **JAGUAR WORLD (JW)**

The front page main article is the announcement of the exciting, new XF Diesel S, a car sadly not destined for North America. Picture this: a 3.0 litre twin turbo diesel, 275 bhp, 442 ft lb of torque, 0 - 60 mph in 5.9 sec, top speed (limited) of 155 mph ... and 42 miles to a gallon of diesel. These are XK-like performance figures and extremely important to the XF's success in the UK where 80% of XF sales to date have been diesels. No wonder the traditional US luxury car market is starting to backtrack in their steadfast anti-diesel thinking. North American diesel emissions standards are apparently no longer a showstopper for the newer engines ... too bad we can't get the price of diesel fuel down below gasoline levels as elsewhere. Clearly, with diesel mileage and high performance, you can have your cake and eat it too!

**E-Types:** SNG Barratt now produces a replacement "quick" steering rack resulting in 2.5 versus 3 turns lock-to-lock and improved steering response. It looks original but has eight versus seven teeth on the rack.

**Paint removal:** How about a blasting medium to strip paint that won't scratch metal, harm chrome or damage hoses and bearings and there's no need to mask glass or rubber? Try sodium bicarbonate (burp!). Sodablast Systems in the UK provides a mobile service. (Small business idea for Canada?)

**Collectors:** Two separate articles highlight the mouthwatering car collections of Terry Larson in Arizona and Christian Jenny in Switzerland. Larson is a well-known restorer of racing and rare Jaguars and Jenny is a guy rich enough to buy some of them! The Larson article features "OKV 2" a '54 Le Mans D-Type which he now owns (along with several other C-Types, D-Types, XK SSs, SS 100s, etc.). Jenny has managed to acquire several significant models including the prototype SS 90 and Geneva Auto Show launch E-Type coupe as well as a selection of all XKs, all E-Types, a C Type, SS100s and a road-registered Lister-Jaguar racer. "There but for money go you or I..."

**Hands On – Jag Repairs:** Three excellent illustrated articles: replacing XJ-S front-wheel bearings and brakes, XJ-S rear suspension strip down and inspection and Series I to III XJ rear sill and wheel arch repairs. Sign of the Times: a fourth article on two pages with 12 photos covers replacing S-Type light bulbs ... so much for ease of DIY with later Jags.

## **JAGUAR ENTHUSIASTS' CLUB (JEC)**

**January 2009:** JEC announced the appointment of Sue

Hedley, longstanding Club executive member, as the first lady Chairman of the Club. A XKR driver, she's sure to have her hands otherwise full keeping the often contentious JEC meetings in hand!

**Wire Wheel Options:** Have a small (OK, large) wad of cash burning a hole in your pocket? How about treating your beast to some Borrani wire wheels? Handmade in Italy for Ferrari, Maserati and Aston Martin, they also have models for XK and E-Type Jags. They have more spokes in a more complicated pattern, which allows greater offset options. They produce six different wheels for E-Types and 10 for XKs, dependent on rim width, offset and diameter. Each wheel is delivered with its own red cloth cover (a sure sign that they're not cheap) for approx \$1,500 Cdn (E-Type / Mk 2) each or \$1,700 for the XK range. Please note: before you rush off your order, for maintenance (e.g. spoke adjustment), they must go back to the factory in Milan. (Maybe they have a group rate?)

**XK8 Forum:** Reference replacing top timing chain tensioners on the 4.0 liter engine (a recommended undertaking), the expert opinion as that based on the special tools cost, time required and consequence of error. DIY is not really viable.

**XJ8 Forum:** JEC expert Dave Marks delves into the currently topical issue of replacing transmission fluid in newer "sealed for life" auto transmissions. He recommends fluid changes at the 50K miles service intervals (not DIY) while considering cost versus life expectancy of the transmission (the X308 autobox has an inherent "fatal flaw" resulting in high probability of failure by 200,000 miles).

**XJ-S Forum:** Useful summary of XJ-SC (cabriolet) production numbers, colours, variants (e.g. 423 XJ-SCs were sold in Canada, including Lee Harrington's).

**Bob Bate Tech Topic:** Adjusting tappets, camshaft timing and related service. Following on from BB's article last month on timing chains, this is an outstanding treatise with superb photos on everything related to the subject. Better detailed and illustrated than the factory manuals, BB explains in detail the operation of tappets, tappet buckets and camshafts. Learn why that engine clatter may not be just tappet adjustment related. A must for anyone rebuilding or adjusting an XK engine.

**February 2009:** Lots of good general reading articles, but to save time and space, I'll limit my comments to two.

**Bob Bate Tech Topic:** Part 2 of the preceding article on camshafts and tappets. Please see my comment above. I can only hope that BB decides to produce a book with all

(Continued on Page 9)



# *Jag Mags by Rob Dunlop (continued)*

of this excellent information and his personal insight collected together. It's by far the best I've seen on the subject ... as is usually the case with every topic BB tackles. In truth, he's the main (if not only) reason I continue to subscribe to JEC, which has become more of a UK club scene document. OK ... but of limited relevance to us this side of the Atlantic.

If I Won the Lotto...: Ever wonder what it would be like to treat Old Betsy to a cost-no-object restoration? A gentleman in the UK, particularly enamored with his 1989 4.0 litre XJ40 (?), decided to submit it to a total rebuild. He insisted that wherever possible, new parts were to be used, resulting in parts being sourced globally. He added some upgrades and higher end materials (e.g. leather throughout), but generally it was standard. The bill, after three years work and over 2,000 man hours, amounted to ... wait for it ... \$260,000 Cdn! The article concludes that this is very likely the best XJ40 in the world (do ya think??).

## **THE E-TYPE**

Restorations: John Cooper's V12 E-Type rebuild nears the end, with his lengthy article on fettling (a wonderful, benign English word that doesn't begin to describe the pain and anguish usually involved with this process) the myriad little niggles with the engine. Chris Rooke's marathon rebuild (this is Part 44) focuses on door handles and locks. He discovers that E-Type door handles are, in fact, mounted by Jaguar upside down on the cars (...guess how he found out...). I come away from both these articles (indeed the two series) amazed and wondering where they find the time to not only rebuild a car but then write lengthy and eloquent articles about it.

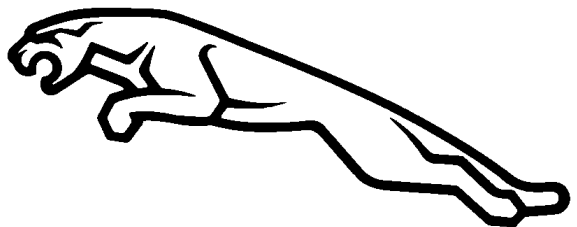
McNabb Report: Our Calgary-based scribe visits two California-based E-Type owners while wintering down south (...wimp...calls himself Canadian eh?). The article looks at a standard and a modified ("upgraded") car, with the owners swapping to compare and contrast. Interestingly, the author doesn't necessarily opt for the newly upgraded car, pointing out that it greatly depends on where and how you drive.

CMC Column: I've been remiss in not mentioning before this excellent series of articles by Tim Griffin of Classic Motor Cars (CMC) which goes through, in great detail, the step-by-step process of body restoration they employ during restorations. Entitled "The Right Way" and at Part 7 this month, he covers not only the process but the techniques, considerations, pitfalls, tips and tricks to the extent where I think even I could

tackle the job. A highly recommended read before you pick up that welding torch.

Q&A: MWS (wire wheel supplier) rep Guy Gardner addresses the issues of fitting tubes to tubeless tires and making wire wheels tubeless. Apparently, some UK tire fitters are refusing to fit tubes to tires marked "tubeless". As a result, MWS has in recent years, introduced tubeless versions of their wire wheels (identified by the pre-fitted valve in the rim). He notes that applying sealant to a wire wheel is not the only factor in making a wire wheel tubeless. While MWS applies sealant to both tubed and tubeless wire wheels (to protect the rim and prevent rusting), **a tubed wheel cannot be made tubeless by any means**. While the sealant will prevent air leaking past the spoke holes, **a tubeless wheel requires a redesigned rim to incorporate a second safety hump** necessary to hold the tire bead in place.

**Cheers, Rob Dunlop**



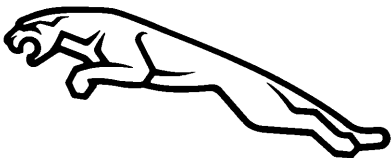
## ***A New E-Type?***

Ever since the demise of a F-Type concept car with the Ford takeover back in 2000, there have been off and on rumours of an E-Type replacement sports car in Jaguar's future. As recently reported by *Autocar* magazine, and picked up by several on line auto journals, there's more substance to these rumours of late.

The latest speculation points to a small, two-seater roadster dubbed the XE to ride on a shortened XK aluminum platform and powered by a mighty 450 HP V-6. According to *Autocar*, the XE is still on track to launch in 2011 or 2012. Intended as an SLK, Z4, Boxster competitor, the engine is likely to be supercharged in order to achieve the suggested HP.

Jaguar has taken great strides improving its product line of late, with the aluminum XK, the S-Type replacement XF (both just "up engined" with a new 5.0 litre 510HP V-8) as well as the upcoming new XJ flagship sedan in 2009/2010. A new smaller sports car would be a nice fit to the Jaguar fleet. Of course, this doesn't take into account the spectre of the declining world economy which looms large over all of the auto industry. It may not be a question of whether an exciting new XE roadster makes it to your dealer, but more whether there will be a Jaguar dealership to go to at all. With the tremendous improvements across the product line, Jaguar certainly deserves a chance.

**Rob Dunlop**



## ***Purrfect Thoughts***

To invent, you need a good imagination and a pile of junk.

- Thomas Edison

For all the advances in medicine, there is still no cure for the common birthday.

- Senator John Glenn

Santa Claus has the right idea: Visit people once a year.

- Victor Borge

Success is getting what you want. Happiness is liking what you get.

- Anonymous

I have never let my schooling interfere with my education.

- Mark Twain

There are two kinds of people who never amount to much: those who cannot do what they are told, and those who can do nothing else.

- Cyrus Curtis

Middle age is when you've met so many people that every new person you meet reminds you of someone else.

- Ogden Nash

Bumper Stickers:

- Silence is golden, but duct tape is silver.

- HONK if you've never seen an uzi fired from a car window before!

- Keep honking! I'm reloading!

- Don't make plans - a plan is a projected disappointment.

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Remember, first come, first served, so be sure to be quick!!!

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