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**Photos:** Classic Jaguar Tour of  
Patagonia, p. 1; Alan Graves, p. 3.

***Though not on this continent, you  
may wish to check out a true  
adventure with the Classic Jaguar  
Tour of Patagonia.***

*See Page 7.*

***May Jag Night***

***Monday, May 11, 7 pm,  
Stebro, 6939 McKeown Drive, Greely***

## *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 20<sup>th</sup> of each month. All rights reserved. Reproduction and/or modifications are prohibited without prior written approval. Visit us at [www.ottawajaguarclub.com](http://www.ottawajaguarclub.com).

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# **Club Events**

## **May Jag Night - Monday, May 11th, 5:30 pm (Dinner), 7 pm (Visit)**

**LOCATION:** *Stebro, 6939 McKeown Drive, Greely*

Dinner and visit to Stebro Exhaust Systems, Greely.

For those interested in eating beforehand, we'll meet for dinner at 5:30 pm at The Black Dog in Manotick before going on to Stebro in Greely for a 7 pm visit.

**Please note: If coming for dinner, please confirm with Rob no later than Friday, 8 May.**

Stebro is a well-known Canadian firm in existence since 1956, building after market stainless exhaust systems for top end cars including Ferrari, Lamborghini, Porsche and of course Jaguar (Lee Harrington's XJ-SC was used as the template for the XJ-S system). Very popular during the sports car craze years of the '60s, they're well known for their super sound. Peter Broeker, one of the original owners, also built the "Stebro F1" - the only Canadian designed and raced Formula One car to date.

Stebro is located at 6939 McKeown Drive in Greely. Check the club website for dinner location and directions to the pub and Stebro. Come on out and get an earful! It shouldn't be too "exhausting" (...arghh...sorry about that).

## **OJC Spring Drive - Sunday, May 17th, 1 pm - 5:30 pm**

**LOCATION:** *Carleton Place Canadian Tire*

See Page 3 for details.

## **Concours Judges Training - Saturday, May 23rd, 9 am - Noon**

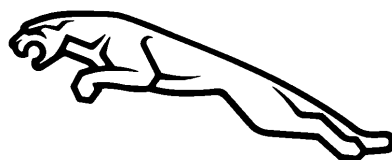
**LOCATION:** *6 Antares Drive, Phase 1, Suite 200 (Corporate Renaissance Group boardroom)*

The session will focus on hands-on training in the parking lot. Coffee will be provided. All **prospective and experienced judges** should attend – everyone needs to brush up on their skills and improve the consistency of the Concours judging. Information: Mark Roberts, Chief Judge, 613.591.1659.

## **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.



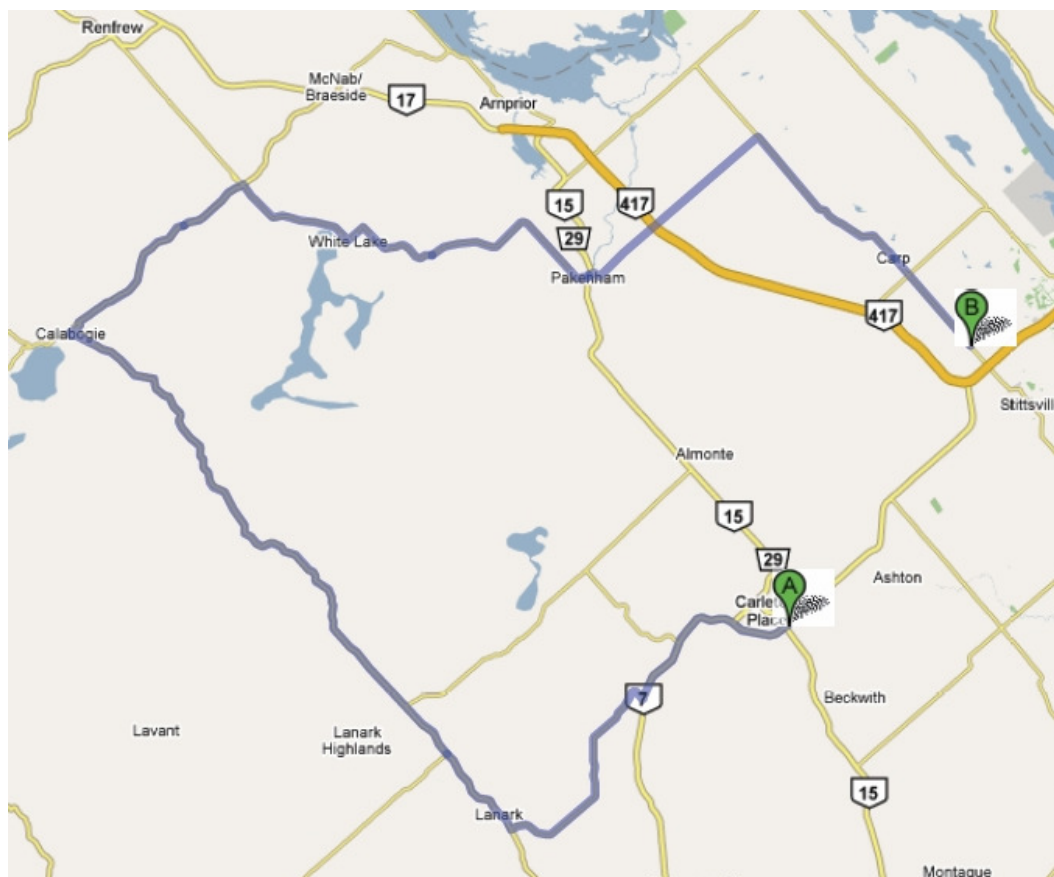
# ***OJC Spring Drive***



This year's Spring Drive will feature the Lanark highlands and the east end of the Madawaska Valley. We will rendezvous at Carleton Place Canadian Tire at 1 pm and then run west and north through the Lanark Highlands, Lanark Town, the Madawaska Valley up to Calabogie and a stop by the lake before heading south east through White Lake, taking a stop at the delightful country store in Pakenham (their fresh-baked cinnamon rolls, drizzled with maple syrup are spectacular) then back through Carp to a post drive reception at the Graves residence.

The run length is 154 km (~ 95 miles) and the allowed time is about 2 ½ hours of driving, with about 90 minutes of stops - so a 1 pm start will allow for a 5 - 5:30 arrival at our place.

The western start will lead into low usage, good quality twisty roads in beautiful, hilly countryside. Some of you may want to arrive in Carleton Place earlier and have lunch there - there are several eateries within a few hundred yards of the rendezvous point. If you are planning to return to our place afterwards, please let me know at [afgraves@rogers.com](mailto:afgraves@rogers.com) so we can plan the après-drive catering.





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## President's Musings

"April showers bring May flowers..." or so the old saying goes. The "flowers" in our case could be considered warm, sunny days (hopefully) for top down driving and car events to enjoy. Our activities pick up significantly starting this month with the Spring Drive on 17 May, a visit to the Beaconsfield Car Show on 31 May followed by the By Ward Market Auto Classic car show in downtown Ottawa on 7 June and our own annual Club Concours and car show, 20 June. Organization for these events is already in hand and ongoing except for Beaconsfield, which chiefly involves leading the Club cars there and back. If you plan on attending and would like to help out, please contact me. Spring and summer calendars are filling up quickly. Don't forget to include OJC events early in your planning. The latest details, as always, are on the Club website.

**April Meeting:** We experienced a heavy dose of the "April showers" for the regular Club meeting at Jaguar Ottawa. But once inside, the warm and generous hospitality of Tim Whelan and other staff members plus the gleaming XKR and XF models inspired the 25+ members and ladies in attendance to enthusiastic discussion over refreshments about Jaguar under Tata ownership, spare parts and servicing. Those desirous

of something a little stronger followed up the very successful evening with a pint at Liam Maguire's.

Our sincere thanks go out to Tim (sales), Ted (servicing) and Mike (parts) for their time and interest. The longstanding and valued support of our local Jaguar dealership continues to be greatly appreciated by OJC.

**JCNA AGM:** Last month I reported that we had proposed Ottawa as the site for the JCNA AGM in 2011. Although normally held each year in March, we had recommended end April / early May as a better timeframe due to our weather conditions that time of year. JCNA advised that for a number of reasons (including concours already underway), delaying the AGM past March wouldn't be possible, so we've withdrawn our offer to host for the time being. We'll tuck this away pending any future change to the JCNA timetable.

We've had excellent turnouts for the Club meetings and events so far this year... let's keep the momentum and enthusiasm going with lots of Jags and members at our upcoming events.

Cheers,



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Photo Catherine Roberts 2008:  
1954 XK120 owned by Phil Karam

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## Other Events



**By Ward Market Auto Classic:** After a long absence, we'd like to return to this popular annual event held in and around the By Ward Market on June 6th. The initial reaction of the organizers to an OJC parking area has been very positive. That said, the event is limited to 100 "speciality and antique" vehicles on a "first come, first served" basis. Each car requires an individual registration form and \$10 (for charity). Cars are apparently "chosen" to participate although it's not clear as to the selection criteria. **Deadline for registration is May 22nd.** The registration form is on the OJC website.

**2009 Merrickville Cruise & Shop:** The 2009 Merrickville Cruise & Shop will be held on Sunday, July 12 from 8:00 am to 4:00 pm. We would like to take this opportunity to invite your Club to participate. There will be lots of prize draws and a 50/50 draw. The volunteer fire department will be serving breakfast and lunch.

We have an area set aside for clubs who would prefer to park as a group or you can park individually throughout the show. For group parking please contact Bob Duncan (613-826-2449, [Bodots@xplornet.com](mailto:Bodots@xplornet.com)) with the number of cars as soon as possible so arrangements can be made.

PS: Check out the website ([Merrickvillecarshow.com](http://Merrickvillecarshow.com)).

## Classic Jaguar Tour of Patagonia <sup>7</sup>

"From the Andes to the Atlantic and back." - An exclusive tour for Jaguars organised by Classic Jaguar Touring. November 2009.

From the beautiful lake district of the Argentine Andes, across the deserted plains of Patagonia to the Atlantic coast where marine wildlife is prolific, this will be an adventure that participants will remember for many years to come.

Open to all types of Jaguars this will be the largest gathering of Classic Jaguar cars ever seen in Patagonia. The very name Patagonia evokes thoughts of expeditions such as those by Welsh immigrants in the 19th century and memories of authors Charles Darwin, Gerald Durrell and Bruce Chatwin.

Pioneers and explorers alike have marvelled at the endless skies and the variety of wildlife, fauna and flora but this time it will be the occupants of 25 Classic Jaguars that will roam the long and virtually traffic free roads of Patagonia. Starting on November 14<sup>th</sup>, with 2 days and nights taking in the sights and sounds of Buenos Aires whilst staying at the 5 star Hyatt Palacio Duhau, entrants will then fly down to Bariloche, the centre of the Argentinean lake district where they will collect their cars from the shipping agent and drive to Patagonia's most famous hotel, the curiously named Llao Llao.

The following 14 days will be spent driving a route in Patagonia that follows the Chubut valley to the World Heritage marine watching site on Peninsula Valdes. After 4 days on the Atlantic coast the return trip will head north and then west to the beautiful town of San Martin de los Andes set in the foothills of the Andes. Staying 3 nights in a five star hotel with a golf course designed by Jack Nicklaus, there will be opportunities to try your hand at golf, fly fishing, horse riding or just relaxing by the pool, or in the hotel's extensive Spa.

The Gala prize giving dinner will be back in Buenos Aires at the Hyatt from where participants may decide to continue their holiday via the Iguazu falls, Machu Picchu or the fabulous beaches of Brazil. The choice is endless.

The tour, limited to 25 cars, is non-competitive with 95% of the driving on tarmac roads. Accommodation varies from 5 star hotels to smaller family run hotels underlining the contrast that is Argentina. Interested parties can find more information on [www.classicjaguartouring.com](http://www.classicjaguartouring.com) or e-mail [ricardogalvani@googlemail.com](mailto:ricardogalvani@googlemail.com).

# Marketplace

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

**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]



**Free Jaguar Engine.** Anyone interested in a free 6 cyl. Jaguar engine? The engine is in Kanata. Contact Bernie at [bbrnd@telus.net](mailto:bbrnd@telus.net). [AMJ]

**1976 XJS V12.** This is a project car and it has run. It is a bigger project then I can handle so I am selling it. The body is in good shape. A new steering rack is installed. A new aluminum fuel tank is built also. I would like to get what I originally paid for the car plus the new parts. Asking \$3,500.00 OBO. Contact Tom Goebel for more information (250-542-7134 (home), 250-558-3200 ext. 449 (work), [thegoebels@shaw.ca](mailto:thegoebels@shaw.ca) (e-mail)). [AMJ]



**1966 Mark 10.** 79,000 original miles. Good condition. No rust. Make an offer! Michael 514-808-3402 or 514-487-3284. [AMJ]



*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.*

## No Spark - Part 1

I would like to relate my story of an old 1988 XJ6 that had given me many years of driving pleasure but was beset by gremlins in spring of 2008 after wintering in my garage.

The previously faultless engine would shake at idle and would hesitate, buck and slow down when accelerating. I knew that this couldn't be spark-related since I had changed the spark plugs and ignition harness in 2007 with very satisfying results. A review of the Haynes manual pointed to the temperature sensing unit or the airflow sensor, and an Ohm meter check confirmed that resistance readings of the temp sensor were not to specs.

A new Bluestreak sensor was installed with even worse results so that the car was no longer drivable, but it did tell me that my diagnosis of the problem was on the right track. A replacement sensor got the car running again after I spliced a 100-Ohm resistor into the sensor circuit to bring the resistance close to specs. However, the roughness and bucking would occasionally return while accelerating but would smooth out at a steady speed. I was reaching my wit's end.

Mike at Global, with gentle prodding by Mike O'Brien, agreed to check my vehicle and after filling him in on the car's history, he took it for a test run since no diagnostic fault detection system exists for this year's model. He was baffled and asked me to return for a complete check.

Just in case it was the Bluestreak's fault, I purchased a used temp sensor which had operated faultlessly on a previous vehicle. No change!! I decided to start from scratch and tackle the ignition system (although I knew it was good). Spark plugs were all OK but a resistance check of the brand new Bosch ignition harness revealed infinite resistance in 3 wires. I also noticed an occasional spark jumping from the coil to the negative terminal. A new NGK ignition set and coil were installed and my troubles were over, or so I thought. I cancelled my appointment with Global.

The euphoria of feeling the engine purr and accelerate smoothly left me after a few days when the problem returned, albeit at a lesser severity. The "new" coil was imitating its previous specimen and was sparking sideways to the negative terminal on the coil. It was now November and I was ready to store the Jag for the winter months as I was somewhat fed up and was glad to take a break from all this.

Now that spring is here, I checked on the warranty for the coil and was told it had run out. Goes to show ya, it ain't always what you think it is! (Part 2 to follow.)

# ***Jag Mags by Rob Dunlop***

A review of selected April 2009 Jaguar magazines.

**JAGUAR WORLD (JW)** The feature article continues the previous month's coverage of the new five litre XK and XF models; this month focusing on road testing the top end XKR and XFR versions. With 510 BHP and 461 lb ft of torque, these machines are seriously quick: rocketing to 60 mph in 4.6 (XKR) and 4.7(XFR) secs. Interestingly, performance differences between the two are minimal, considering the XK's weight advantage with all aluminum construction. The stat that impresses me the most however is the XFR's 50 to 70mph time of 1.9 secs which translates into real road type passing performance. With the various selectable traction and stability controls, the cars are capable of anything from sedate, trouble free fast motoring to wheel smoking, power sliding track antics. The article concludes by suggesting that BMW, Mercedes and Porsche folks are not just looking over their shoulders at this latest pair from Jaguar, but are probably peering into the distance after them as well.

**250,000 Miles in a 3.8 E-type:** An interesting black E-type coupe has surfaced in the US which covered a quarter million miles with the same owner...mostly driven late at night and early morning in California and Nevada, cruising in the desert at 110-120 mph covering 1000 miles in 16-18 hours. Try that nowadays! The car was purchased recently from the original owner, JO Smith, by Mark Miller, a well known US E-type collector. Complete service records were included.

**X308 XJ Buyer's Guide:** Another in the excellent series of JW buyer's guides, this month featuring the V8 replacement for the visually near identical X300. The article points out that while the two models may look alike, the X308 has a virtually new drive train and electrical system. Careful shopping to avoid early V8 engine and transmission problems will reward the buyer with an excellent, durable Jaguar. The XJR version remains one of the quickest sedans on the road (370 BHP and 0-60 in 5.3 secs).

**Mark 2 Memories:** Another 50<sup>th</sup> anniversary of the Mark 2 sedan/saloon commemorative article covers the halcyon days of '60s saloon racing in the UK with lots of photos of dicing Mk 2s, Minis and Lotus Cortinas as well as the spoiler monster Ford Galaxies which eventually overhauled the Jags for top spot.

**Used Test - X350:** With the latest XJ sedan, the X350, already six years old and about to be replaced later this year, JW looks at the used car market for this model in the UK. What's relevant to non-UK readers is the comparison with the X308 article covered earlier. While the conservative styling hasn't help sales of the otherwise leading edge tech auto (it weighs less than the baby X Type), it's clearly a much more reliable and better performing XJ than its ancestors. With the new XJ promising to be much more stylistic, dropping prices for the outgoing X350 could create "a best buy" in the Jag used car market, on both sides of the Atlantic.

**Hands On - Jag Repairs:** The three illustrated articles mentioned last month continue: XJ-S/XJ/XK rear brake overhaul, removing/repairing Series 1 XJ front wings/fenders and Part 3 of an XJ-S rear suspension rebuild. I find most of these exercises as a bit ambitious for "DIY", but if nothing else, you'll know what's involved and why it costs what it does, when you take to a garage for the job.

**XJ-S engine conversion:** Fancy a bit more poke under the bonnet of your beloved XJ-S? Playing with a V12 is complex and expensive...why not try a supercharged six from an X300 XJR? It turns out that the same basis AJ-16 engine for the XJR6 was fitted to late model XJ-S'. An Aussie mechanic is starting into the project and while it's not just a simple matter of "plug and play" (e.g. ECUs need to be swapped), it appears doable. As they say, "watch this space" for further....

**JAGUAR ENTHUSIASTS' CLUB (JEC)** JEC has a new look from cover to back page, which I find a good refresh. The main articles focus on this summer's 25<sup>th</sup> anniversary celebrations for JEC, with some major car gatherings planned in the UK. Front and centre will be the Mark 2 commemorating 50 years since its introduction. Accordingly, the mag continues with another Mark 2 feature, this time cars Paul Skilleter has used and abused over the years. He's not alone....Mark 2s were much loved by '60s gangsters and bank robbers so often appeared in period crime movies hurtling off cliffs to oblivion. I can't help but shudder every time I see one of these wonderful cars being totaled in old movies.

**Jaguar Special Offers:** A new regular feature, it lists (with photos) special parts deals from various traders. The savings are significant with, for example, an XJ40/XJ-S oil pump originally priced at £271.78, going for £89.70. Shipping from the UK is costly but for major savings and for hard to get parts, possibly worth considering....

**Sat-Nav Retrofit:** Jag specialist David Marks takes on retrofitting a sat-nav centre console in an X350. Much of the interior and boot needs to be removed, but interestingly, most of it is just clipped in place. Key in such a swap is electronic compatibility of the donor parts with the receiving auto, but DM makes it look fairly straight forward....other than the photo of him with the main wiring harness around his neck like a giant boa constrictor. (Postscript: Another article elsewhere discusses the general lack of update DVDs for older factory-installed sat-nav systems. It makes you wonder why you would bother with this doubtless costly exercise, when availability of updates appears questionable. I'll stick with my trusty Garmin.

**Bob Bate Tech Topic:** BB tackles the ZF 6 speed automatic gearbox of late model (2003) XK, S and X350 models, demonstrating changing oil, replacing the filter and setting the

(Continued on Page 10)

## 10 *Jag Mags by Rob Dunlop (continued)*

oil level. Servicing the so-called "sealed for life" transmissions in late model Jags has been a hot topic of late, with this exercise being highly recommended if you intend to hang on to your beast for more than 5 or 6 years. Whereas draining oil and replacing with fresh generally works for older models, BB stresses the need to remove the gearbox sump in order to completely drain all of the old oil. His comments about Jag specs versus "reality" are alone worth the price of the mag.

Factory Fit: Another handy new article covers detailed photos of various original E-type components to show the positioning (and existence) of sealing sponges, rubbers, and cable ties, often missing from many restored or rebuilt (or neglected!) cars.

### **THE E-TYPE**

Restorations: With Part 46 covering radio installation and boot board completion, Chris Rooke's restoration odyssey concludes this month (less tires fitment and alignment). He never fails to find some little point under the "did you know?" heading...this month, Series II Es were supplied with only one radio speaker fitted to the passenger side of the centre console - the driver gets engine roar!

McNabb Report: Still swanning around Southern Cal, Paul reports on the La Jolla Car Show, featuring a wide variety of European and US exotica. Jag content included a pristine short nose D-type which started out as a D, was converted to an XKSS at the factory before reverting back to D status in the '80s. The car was originally sold to a Stanley McRobert (as an XKSS) in Canada.

CMC Column: Part 9 (and final) installment of "The Right Way" restoration methods employed by this firm covers installing door skins, door fitment and lead loading. Much more than a sterile step-by-step process, Tim Griffin goes into great detail at each step, also outlining his reasons why (or why not) he employs certain techniques and methods. This nine part series is a must-read for anyone planning a full metal restoration.

Q&As: Ever wondered what's involved in converting from right to left hand drive (or in our case...the other way around)? Apparently no one's written an article or publication on the subject, but generally it involves: a new steering rack, the necessary dashboard panels to swap over the instruments (centre panel - no change), wiring will need to be extended and rerouted, same throttle pedal housing with some adjustment, headlamp change. Access through the bulkhead involves swapping over the blanking plates but otherwise no problem. Steering column and pedal box will mount on either side. Sounds simple enough... a weekend surprise project for Guy Goodman's right hooker when he's away sometime?

**Cheers, Rob Dunlop**

## *Editor's Ramblings*

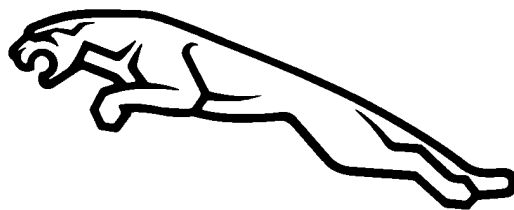
Hans Sanders sent in an article which should *Spark* interest from members (see Page 8 for Part 1).

Also note the Merrickville show is on this year (details on Page 7).

Plus, there is a list chart from "Highway 43 Club" of local car shows. Go to [www.kemptvillecruisenight.com/calendar/index.htm](http://www.kemptvillecruisenight.com/calendar/index.htm) for info.

Interesting "award winning" article in Carolina news letter re: Koolmat installation in a E-type. Go to <http://www.jcna.com/php/clubdisplay.php?club=SE21#newsletter> for info.

**Frank Basten**



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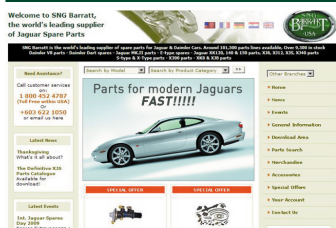
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