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Jaguar Jottings

March 2011 (Revised)

1985—2011: Celebrating 26 years!



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Dave Kenny, p. 4, 5, 6, 7; Stewart
Robertson, p. 12.

A Pair of XK150s.

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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

14 March: MARCH CLUB NIGHT

Monday, 14 March, 6:30 pm. "Noggin and Nosh" Pub Night. Hard Stones Grill, Main & Bridge Sts, Manotick.

April

9 April: OJC SPRING DINNER

Saturday, 9 April, 5:30 pm. Algonquin College Restaurant International. Approx \$35 per person. Fixed menu, details later. Reservations required, to **Paddy Robertson** (paddy.robertson@rogers.com).

Membership Dues

Dues are \$50. 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.

Editor's Ramblings

Peter Lewis' XK150 Engine Problem: So, what was the answer to the problem as asked in the February Jottings. I only received one reply to the question and that was from our new member **Paul V. Racette** (PVR). His analysis: "My guess about Peter Lewis' problem is that his float was filled with gas - or some other problem that prevented the gas jet from closing and that the front carburetor was leaking." What do you think, Peter?

The Boot 'N' Bonnet Club magazine has some very interesting articles well worth reading, please see: <http://www.britishcarenthusiast.com/BNB/PDF/Winter%20Spanner%202011.pdf>.

JCNA Tech Line up and running: JCNA is pleased to announce that Canadian Clubs can now call the 888-258-2524 number for assistance. The JCNA tech line has been in the works for a while and is finally up and running. You can dial up the main JCNA phone number (888-258-2524) and select option #3 for the Tech Line. At this time, it is for members only so have your JCNA number available. From restoration questions to general mechanical help from the factory publications are available.

Dick Maury, JCNA President

When you dial in, you will receive three options:

Press 1 for Deanie, JCNA Administrator, Membership & Treasurer

Press 2 for Steve, JCNA Regalia

Press 3 for George, JCNA Publications and Tech Hotline

Frank Basten

Birds (Cats?) of a Feather

Last October several of us enjoyed the rare occasion (these days) of not one but two XK150s out stretching their legs in the crisp but brilliant sunshine. Club members **Peter Lewis** and **Ed Theoret** met at Ed's house to compare and contrast their cars before a short blast on back roads nearby.

Although looking alike, both painted in the traditional Old English White, there are numerous differences between Peter's 1958 XK150S Drophead Coupe (DHC) and Ed's 1959 XK150 Open Top Sport (OTS) or roadster which are apparent when you examine the photos closely. Having had the distinct pleasure of joining Peter and Ed on their short drive, it's immensely reassuring to know that "real" hairy-chested sports cars are still alive and well in the otherwise sterile, high tech world of modern motoring!

Rob Dunlop



Motoring Through Ireland - September 2010

About a year ago we planned a trip to Ireland, home to many of our ancestors, to cover most of the Republic and mix as much as possible with the people. I soon established that the best months to tour Ireland are May and September, when the rain is minimum, the temperature moderate and the crowds are least. To do this effectively we chose a central downtown hotel in Dublin, Jurys Inn, opposite Christchurch Cathedral for the first week to tour on foot through the central part of the city. This was very successful and we were able to see all the major sites (St. Patrick's Cathedral, Trinity College, O'Connell St., the post office, the Jeannie Johnston replica (the only immigrant ship to have no loss of life and originally built in Quebec), St. Stephen's Green, the Customhouse, the memorial to the famine victims, other churches and sites) on foot, mostly historical, as this is a passionate interest for both of us. There are many structures dating back 800 years and some even older.



Parade Square of Dublin Castle

For the last two days in Dublin we picked up our rental car to visit several sites both north and south of the city. This car was prepaid through Avis in a good deal. However, you must buy both liability and collision insurance at the time of rental as Canadian insurers will not cover European rentals nor do the credit cards. The insurance, including zero deductible collision, cost slightly more than the rental. This is often not made clear at the time of booking. Beware!!! I had judiciously ordered a small automatic as I have had much experience driving in England on back country roads with hedgerows and stone walls edging on the pavement with no shoulders. At the time of rental I was told they did not have the car specified, but they would for same price, give us a Ford Mondeo diesel, automatic. It seemed nice at the time, but in

Connemara, at the extreme west, the roads are very narrow and windy and sided by hedgerows, houses and stone walls. It became a case of aim and hope it goes through unscathed at the high speed of the local traffic. Another piece of sage advice is that for driving through old European cities like Dublin purchase a detailed map book (for Dublin it was \$20 C). Each evening before we set out I studied the route and alternatives. This paid off the next day when several times we got off track and remembering the street layout I was able to recover. To make things more interesting the streets in Ireland are poorly signed and you can go blocks without seeing any signs; so you need a mental picture of the layout of the route. The reason for these problems is that old cities have irregular street layouts vs. the square block layout of most N. American cities. Often in Dublin a street would suddenly end or merge with another street or change names several times.

Having worked this out, we were able to visit the famous monastery sight to the south called Glendalough (it means glen or valley of two lakes) in the Wicklow mountains. The settlement dates back to 800AD and is beautifully situated including the usual round stone tower with a conical stone cap and church with both stone walls and roof. Beforehand, we stopped in the adjoining village for lunch at what appeared to be an ancient pub. We sat outside in the sun next to a Palm tree and soon discovered the pub was built 30 years ago and the palm had dates. What an amazing climate.

The second expedition was to the north to see the site of the Battle of the Boyne, which was very well done and gave us a lot of insight to this historic battle that we had previously missed. (Interestingly, the Pope had supported the Protestant King William against the Catholic Charles II because Charles was supported by Louis of France and the Pope wanted to see Louis' power limited.) The other sites we visited that day were NewGrange which is a surface structure built 5,000 years ago (older than the pyramids) with a 20 ft. tunnel leading into an interior chamber walled by rocks in a corbelled fashion. The chamber is about 30 ft. high and large enough for about 20 people. In spite of its 5,000 year age the chamber was absolutely dry with no sign of ever having been wet. When the December equinox occurs, the tunnel is so aligned to allow the sunrise to travel through the tunnel into the chamber

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Motoring Through Ireland - September 2010 (continued)

for 17 minutes. The Irish tourist authority holds a raffle every fall of tickets for people to be present in the chamber at the equinox. Later that day we visited the Hill of Tara where the Gaelic High Kings were crowned and often lived. From this hill 26 of the 32 counties of Ireland can be seen. The hill has been repeatedly dug up, which is very obvious.

The next day, Saturday, we left Dublin and drove across the country westward to Connemara west of Galway to our first rented cottage. It turned out to be situated right on the coast about two hours drive west of Galway about 30 minutes from the town of Clifden and 10 minutes from the village of Letterfrack. This cost us 200 Euros for the week and had three bedrooms, living room, dining room, kitchen, sunroom and two bathrooms. The kitchen included washer and dryer, dishwasher, gas stove, microwave, etc. Television was also supplied. But there was no phone. It turns out that Ireland has entirely abandoned public phones and many houses no longer have land-line service. Everywhere it is cellphones. At this point I ended up buying an Irish cellphone and time for 80\$ C. The cottage is about 15 min. walk from a beautiful 1.5 mile sand beach with a magnificent view of the bay and Inishboin Island, originally famous for cattle. To get to this area from Dublin we first used a four lane superhighway, which they call motorways like the Brits and have an M designation. (There is a whole network of toll-based modern superhighways going east-west and north-south through the Republic.) This brought us to the Galway area. Then we transferred to a national route designated an N road; these are usually wide two lane roads with some shoulder and good surface, but passing through the towns. In Connemara near the cottage we were on L (local) roads, which are narrow two lane roads with usually no shoulder and stone walls and houses bordering the road surface and very windy.



Celtic Stone Church (Before 800 AD),
Gelndalough



Celtic Stone Tower,
Glendalough

Once settled here, we found on a commemorative plaque that Alcock and Brown had landed their WW1 twin engined bomber on a bog just outside Clifden on their flight from St. Johns, NFLD. As well, Marconi had received his first signal from Signal Hill, St. Johns, NFLD at a site next to Alcock and Brown's landing point. Clifden itself is a recent town established by an Englishman in the early 1800s. it is very charming with good shops, restaurants and two supermarkets. The village of Letterfrack had a supermarket, restaurant and a national park entry. We traveled northeast from here towards Westport and stopped in the village of Lenain at a weaving facility, where the weaving was shutdown but we found some real and original Irish lace, which is almost unobtainable as the older ladies who tat it are dying off and no one is picking it up. Lenain is also famous as the site of the famous Irish film "The Field", adapted from a book. Near Westport we found Croagpatrick, a famous high hill, where St. Patrick spent one Easter and it is now a revered site requiring a 3.5 hr. climb to the top. There is also a famous memorial to the coffin ship victims, which is very impressive.

The immediate area around the cottage is surrounded by peat bogs and we were able to observe the cutting and processing of peat on a large scale. The other activity in this area is sheep raising - they wander the roads unsupervised and are bold as brass and you must simply stop and wait until they pass. The cottage had a fireplace and had a supply of peat, which gave us very pleasant fires and heat. It turns out that in Irish homes the electric heat is controlled by the power authority and only comes on at 12:15 at night and goes off at 9:15 in the morning. The building being built of cement blocks with no insulation got cold and damp with no heat. I eventually discovered that I could operate one heater outside of the control hours and kept it

(continued on Page 6)

Motoring Through Ireland - September 2010 (continued)

on through the day. To operate the heaters, 2 Euro coins must be inserted in a control box next to the main power switch.

We next made a day trip to the Dingle peninsula south west of Galway, where we observed the Burren, which are large limestone outcrop hills on a large scale. The geology explained in an interpretation center was fascinating including the local history. Then, we drove to the cliffs of Moher on the Atlantic coast, which are 600 to 700 ft. high accompanied by gales up to 70 mph.. There are many signs warning not to stand at the edge of the cliffs because of the high speed gusts, which can blow a person over the cliff.



Forecourt of Trinity College,
Dublin

It is now a week Saturday and we are off to Youghal just east of Cork in the south, where we have rented a holiday townhouse for our final week. This one cost 300 Euros and included three bedrooms, two bath rooms, living room, dining room, kitchen (again washer, dryer, dishwasher, microwave, etc.) and sunroom. The setting was high over the town with a view of the river delta into the sea. The town dates back into early Celtic times as a settlement, which became a major Norman port in the 1200s. We found the two supermarkets and stocked up. Sunday we traced out the old town walk and found the original medieval church built in 1200 and now a Church of Ireland parish. It is one of the best preserved Norman churches and has many mementos dating back to its origins. Moreover it is situated on a site of older churches dating back to 400 AD. There is, at the back, a listing of every vicar dating back to 1200 AD. Next day we traveled to Cashel, the site of another church from early 400s AD, the current ruins dating back to the

late 1100s. Being built on a high hill in the area, there is much history here. Next day we drove to Kilkenny which has a well-preserved castle from the 1200s having been rebuilt in the 1700s. In Kilkenny there is also an early Norman church with a classic Irish stone tower dating from much earlier times than the current church, like every other site. The Irish historians do not know the exact purpose of these towers but they are better built and preserved than the later Norman churches.

Another impressive site in Kilkenny is the Black Abbey dating also from medieval times and founded by monks with a black habit. After Cromwell it was a law court but in the 1800s was returned to the Church. As usual, Cromwell had all the stained glass windows throughout Ireland smashed and the modern ones only date from the 1850s.

Our next visit was to the town of New Ross, where my mother's ancestors boarded a ship for Newfoundland about 1820. We hoped to get some genealogical info here. The town dates also to medieval times and was an important Norman stronghold being a seaport about 30 miles upriver from the south seacoast. While visiting the Church of Ireland church built on a promontory overlooking the town and dating back to 1200, we met a church worker who had lived in Vancouver for ten years and was very friendly. She gave us a lot of info on the Church of Ireland

genealogical search site. We knew my mother's ancestors, a couple named Thomas Cooper (Catholic) and Ann Loftus (Protestant) had eloped by ship because her guardian uncle had refused to allow the marriage to a Catholic. This lady told us that the Loftus family was established in the area directly south of New Ross called the Hook, a peninsula jutting into the sea.



Rented Cottage, Rinvyl,
Connemara

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Motoring Through Ireland - September 2010 (continued)

We also visited another immigrant ship replica, the Dunbrody, which was moored at New Ross. This is an example of a typical ship with serious overcrowding and loss of life. It was actually a 430 ton rating, but was registered for 800 tons. The original was built in Quebec, but this version was built in Ireland. We were directed to the village of Fethard in the Hook, where we stopped for lunch at a pub the next day. This pub was built in the 1700s and called Neville's. After asking about the Loftus family we were shown a book recounting the history of the area by a professor of geography at Dublin University. Here we discovered that the origins of the Loftus family dating back to the time of Elizabeth I, who had sent Adam Loftus, a prominent businessman from Yorkshire, to help civilize the wild Irish. He became the first Anglican bishop of Ireland and a founder of Trinity College. The family then settled in the Hook area and became prominent landowners and politicians. From the book (we bought a copy) we got a lot of valuable info on the origins of my mother's Loftus ancestor.



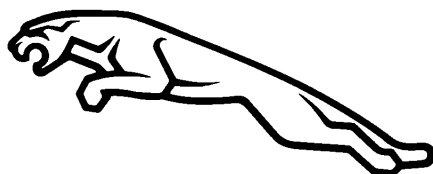
Oldest Operating Lighthouse (Pre 800 AD), Hook Peninsula, Wexford

After, we traveled to the end of the Hook where we found the oldest operating lighthouse in the world, dating back to 800 AD. It started out with monks dragging faggots and wood to the top to burn each night, then an outer wall was added in the 1500s and eventually it was converted to oil then electricity and then automated recently. We also found Loftus Hall the home seat of the Loftus family not far from the lighthouse, but now owned by another family. The last of the Loftus family had emigrated to Chicago in the 1930s. An odd bit of history is that across the bay from the Hook peninsula is the town of Crook. When Cromwell's forces were entering this area to land, he said "We'll land by Hook or by Crook", the origin of this saying. A general comment is that Ireland is amazingly green, even greener than England. It continually strikes you even on cloudy days. We had very little rain, just a few days in total, and much of the time it was sunny and comfortable with sweaters and light jackets. We only needed an umbrella one day.

Something we discovered towards the end of the trip was that in Ireland you get a learner's permit to learn accompanied by a licensed driver. However, you can then get an extension without an accompanying driver and you can keep renewing the learner's permit indefinitely. Some people have been found by the Garda to be driving for five years without a test and real permit. This is now a big issue, but the government seems to be reluctant to act on it. Another interesting point is that in Ireland there are no property taxes for private homes and the municipalities get a grant from the national government in lieu. Everyone we met was very friendly and helpful. The Irish are a warm and gracious people.

This was the end of our touring as the next day we left for Dublin and our flight home. Something to note was the price of fuel. Diesel was around 1.21 Euros (\$1.67 C) per litre and gasoline 1.62 Euros (\$2.24 C) per litre. The Mondeo diesel automatic gave about 40 mpg on the highway.

Dave Kenny



Marketplace

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

1987 Jaguar XJ12 Vanden-

Plas. Asking \$5,900 and will consider all offers. *Please email me with questions or to see.* Prefer to sell to a "car person" who will baby it, bring it back to 100%, and not drive it into the ground. Thanks.

Features: Leather and carpets very fine. No holes, tears, burns, wear, colour Saville Grey. Boot carpets, etc. clean and fine. Quite new correct tires-Michelin. All service receipts since purchase in 2002. Owner's manual in original leather case. Extremely low mileage—6660 km/yr total. 2500 km/yr since my purchase. Never winter-driven by me until occasionally this mild winter 2009-10. V12 300 HP aluminum alloy engine. VDP production: less than one per day. April 2010 Rust Check inspection: "Excellent condition for an '87 model - still structurally sound". Fenders: "Minor blistering" "Frame: intact/solid".

Items to watch or perhaps work

on: Dent ahead of driver's door! Dec 29 2009. Shallow, but unsightly and heart-breaking. LS inner headlight bulb cloudy. Small areas of rust blistering rear wheel arches, lower door skin, windscreen. Headliner sagging. (Can DIYs or when car painted). Cruise control (none since purchase 2002). A/C was working 2 summers ago (Duracool). Dash has usual time-crackled finish (kit available, or just use teak oil). Driver's mirror remote sometimes not. Connection loose? New oil pressure sender reads lower than actual. Bonnet left side hinge bracket has some play. Rear brakes? (Should probably do pads/rotors all around.) Drips oil at rear seal since purchase. I check regularly and keep topped up. Contact Paul Cole, 613-389-8555. [MAM]

Looking to Purchase: Hello, I am looking to purchase a Jaguar E-Type Coupe, 1962 - 1968, any colour but black. If you know of anyone who is interested in selling this vehicle, please let me know or alternatively, forward my contact information as listed below. Thank you and best regards, Barb Rupert. 613-698-8428 (cell) barb.rupert@rogers.com. [MAM]

Jaguar for Sale. 2001 XJR.

BRG mint condition with 80,000 KM. \$16K It is currently stored in our garage in Barrhaven. Contact



Dale_Rabbie@rogers.com

or 613-323-0394. [MAM]

1989 Jaguar XJS V12

Convertible. Colour: Red. VIN:SAJNL4849KC163955 (Verified). \$25,000. 139,000 original kms.



Never winter driven. New tires (6,000 kms.). Complete tune-up (2,000 kms.). New gas tank. All new hoses. Upgraded audio system (six CD changer). All shop manuals (book and CD format). Original rims included. Six new shocks (Bilstein, October 2009). Rebuilt steering rack and power steering (October 2009). Fit for road (safety and E-Test included). Contact J.P. Giard at 613-692-2492. [MAM]

Brake Master Cylinder for Sale.

Part number C26767. Fits all E-types (6 and 12) 1964-74 plus 420/420G. New, unused (NOS) original Lockheed. Current list price: SNG Barratt - \$US 268.25 + shipping/taxes (original Lockheed); Welsh - \$US



235.95 + shipping/taxes (remanufactured). SELLER: ERNIE BAYLISS (ex Club member in BC). OFFERS TO ROB DUNLOP: president@ottawajaguarclub.com, 613-834-0588. [MAM]

1994 Jaguar XJ40(6). Like new, no winters, no rust, "Best in Class" Championship at last year's JCNA Concours. Rated the "Best sorted" Jaguar XJ40. Appraised @ \$15,000. Asking \$10,000. Frank Basten 613-342-0467, e-mail fbas-



ten@ripnet.com. [MAM]

For Sale: 1953 JAGUAR MARK

VII. 56,000 original miles, engine head rebuilt otherwise all original except carpeting and air cleaner. Needs brake master cylinder. Licensed/driven annually up to two years ago. Fully functional. Photo on Outaouais Classic Car Club website (www.avao.ca), under photo albums, first item (members rides), 2008, page 2. Car is in top row right (white Mark VII). Appraised at \$8,500, insured for \$12,500 at time of photo (2008). Contact/offers to JP Sincennes (sincennesj@videotron.ca). [MAM]

Wanted: Looking to purchase a used Moss type 4 speed with overdrive transmission to fit XK140, should be in working condition. An overdrive transmission out of an XK150 would also fit. Gary Grant, Ottawa. Phone: 613-248-0752. [MAM]

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.

President's Musings

March is traditionally the month when the "snowbirds" of our Club head to warmer climes while the less fortunate of us huddle at home before a roaring fire (hopefully in a fireplace) or venture out to pubs and so forth to commiserate with likeminded car nuts about the hopefully rapidly approaching spring.

Such was the case when 18 stalwart members got together 21 Feb. at our new Club venue, the Tifosi Car Club House at St Anthony's, for darts and pizza (photos elsewhere). This is a great location with super automotive ambience (...although perhaps a little too "red"...) and excellent facilities with a very reasonably-priced bar. If the first event is any indication, we can at last look forward to our Club having a good "home". We closed out the month with the traditional inter UK car clubs dart tourney, again with an excellent turnout...it appears from the results though that OJC needs to invest more time in darts training!

This month the Club gathering, on Monday, 14 March, is in Manotick at Hard Stones Grill for a "Noggin and a Nosh". Come out and join your rural Club members for a friendly bit of socialization.

Looking ahead to April, **Paddy Robertson** has arranged for our annual Spring Dinner to take place on Saturday, 4 April at the International Restaurant of Algonquin College. Longer term members may remember the excellent dinners we enjoyed here in the past, with our own dining area and bar. More details will follow but we'll keep you posted when reservations are required.

That's about it for now. With the approaching driving season, don't leave your parts orders too late if you want to be mobile when the snow finally leaves us (...May???...hopefully sooner).

Cheers and Happy Motoring,

Rob Dunlop



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It Was Eight Years Ago This Year...

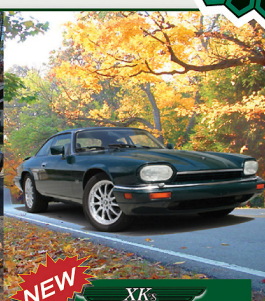
Some photos from the 2003 British Invasion in Stowe, Vermont:



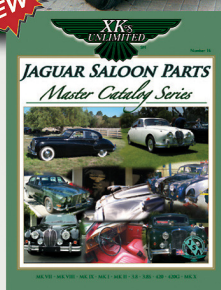
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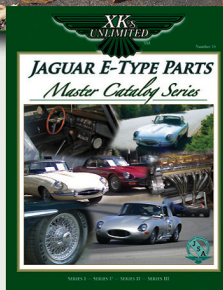
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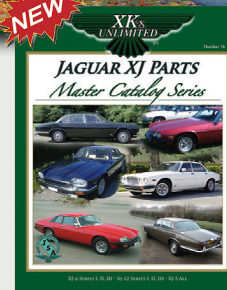
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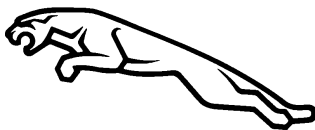
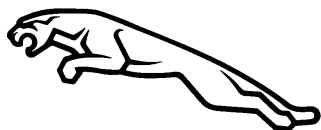
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