

Ottawa



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Jaguar Jottings

March 2010



Vikram's Budget Restoration

See \$1,000 Jags—page 7

Highlights ...

Club Events List, 2
Farewell, Marc, 3
February's Activities, 5
Editor's Ramblings, 6
"C" is for Competition, 6
\$1,000 Jags, 7
Boca Raton Concours, 8
Marketplace, 10

Photos: Vikram Ambrose, 1,7; Ray Newson, 8-9; Stewart Robertson, 3.

March Jag Night

*Monday, March 8, 7 pm,
Royal Oak Pub*

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 Jag Night - Monday, March 8, 7 pm

Members please note new location for the Next "Noggin and a Natter" night is scheduled at Royal Oak on Hunt Club (near the airport) as a strictly social evening, Start time is 7 PM.

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.

Club Events List (Until July 2010)

March

8 Pub Night at Royal Oak, Hunt Club & Uplands. OPI John Price

April

18 Spring Hoist Check. OPIs Lee Harrington and Mike O'Brien

May

10 Visit to Autobahn Tuning in Manotick/Pub Night in Manotick. OPI TBD

? Concours Judges Training. Date TBD. OPI Mark Roberts

29/30 Spring Drive/Intro to Slalom. OPI John Price

30 Hudson Car Show. OPI Frank Basten

June

6 ByWard Market Car Show. OPI Rob Dunlop

14 Concours Preparation at Knoxdale. OPI Mark Roberts

26 Club Concours d'Elegance. OPI Mike O'Brien

July

17 ABCD. OPI Mike O'Brien

31 Club Slalom/BBQ. OPI John Price

Farewell, Marc

We were all stunned and deeply saddened to hear of the sudden passing of club member Marc Chappell on 11 Feb. Marc wasn't able to fight off a severe infection. Sheila was by his side.

Marc and Sheila joined the club in 2002 along with his 1988 Hess & Eisenhardt XJS convertible. A revered NRC engineer, Marc turned to auto restoration in his retirement, his varied interests represented by (amongst others) the 30's Packard, Bristol, BMW and "William" the Morris Minor as well as the Jag, parked in their beautiful Manotick home's capacious garage.

Marc had a longstanding interest in things automotive. In his earlier years, he had also been a serious car rallyist and navigator, participating in many events including the coast-to-coast "Great Race" in the Packard with his long-time friend John Slade.

With the spirit and enthusiasm for life of a much younger man, Marc always found time to participate and help out with the club in addition to his many other activities. Our meetings were greatly enriched by Marc's wry sense of humour and his insightful and well-considered input on club issues.

Very generous and considerate, Marc and Sheila graciously hosted the club's Christmas dinner on two occasions, most recently last December when we had the opportunity to marvel at their wonderful, newly-renovated/rebuilt home. Although Marc had been intensely involved in the home rebuild recently, he somehow found the time to set up a car rally as an interclub activity to occur this coming fall.

The huge attendance at his memorial service left little doubt that Marc had touched many lives in his time on earth. His rally, nicknamed "Chappell's Challenge", will take place this fall and continue as a regular club feature for the future. At Sheila's request, she will continue to be a part of our activities.

Adieu, Marc. While you'll be greatly missed, we can't help but remember and greatly admire a life well and fully lived.

Rob Dunlop



Marc and Sheila at the 2004 Concours





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February's Activities

February Meeting

The February gathering at the Knoxdale Community Centre featured Mr Emile Therrien, former chairman of the Canada Safety Council as guest speaker. Since retiring in 2006, Mr Therrien has remained very active as a safety expert and advocate for everything from traffic safety to skiing helmets.

His topic at the meeting, "traffic calming – a fallacy?" made it clear that his views aren't always party line and offered a refreshing inside view on the powers of the vocal minority segment of the general public to pressure vote-hungry politicians to ignore traffic experts when it comes to issues like traffic bumps and lowered speed limits. The dozen club members in attendance enjoyed engaging in the entertaining discussion although there was no sense of any solution for the foreseeable future, without possibly cleaning house at City Hall in the next municipal elections (...any takers??).

Interclub Dart Tournament

Saturday, February 20th will go down in history as "The Day of the Monumental Struggle" when representatives of the MG, Triumph and Jaguar clubs met to do battle at the Embassy of the former British Protectorate of Newfoundland (aka Newfie Pub). A small but elite group of warriors assembled with ale in hand, to demonstrate superiority at flinging little sharp things at pre-determined locations on round boards of numbers, with varying degrees of accuracy. After four rounds (darts and ale), the vanquishers proved to be the Ottawa Jaguar Club, represented by new member and "ringer" Tony Jeffries and his awe-struck partner, Rob Dunlop ("...I just try to stay out of his way."). Perhaps the masterstroke may have been convincing the MG team to add Mike O'Brien (an MG as well as Jag owner) to their side. While we strongly professed no malice aforethought, his erratic play made it difficult to sound convincing!

Many thanks to Don Leblanc of the Triumph club for organizing this annual event. All in all, an excellent afternoon of food, drink and camaraderie.

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Editor's Ramblings

German Auto Museums, anyone?

Just received e-mail from Wendy VanderMeulen, long time member of the OJC. In her capacity as a travel agent, she recently attended a seminar hosted by the European Commission. She wonders if there would be anyone in the OJC who would be interested in a **tour of Germany** that would be based on visits to the various automotive museums i.e. Audi, BMW, Mercedes Benz, Volkswagen. The event would be organized as a custom tour in early September, this year.

Members interested please contact Wendy at :

Email: wendyv@tpi.ca

WebSite: www.TPIWendy.ca

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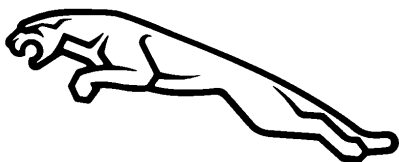
Concours Prizes

What do you do with your Concours prizes - leave them in the cupboard? in a box under the stairs? display all of them somewhere in the house? eat and drink out of some of them (yuk)?

We shortly have to purchase inventory for this year's Concours, and we are not obliged to give an official JCNA-designated item. Why not something useful for a change, like tools, electrical items, books, gift vouchers, etc.? I even thought of mounting a small clock and a thermometer on one of my large plates; it would make a nice desk top item. Good discussion subject for the next meeting, maybe. I will probably be cast out of the JCNA for the suggestion, but let's have some ideas.

Interesting article in the "Growler", the Victoria club magazine, especially if you own a X-type Jaguar. How do you obtain access to the trunk when you have a flat battery? by Gregory Andrachuk

For details see-- <http://www.jcna.com/php/clubdisplay.php?club=NW61#newsletter>



"C" is for Competition

When Sir William Lyons authorized a special competition version of the XK120 to compete in the 1951 LeMans 24 Hour race, he laid the groundwork for the considerable variety of Jaguars we in the Ottawa Jaguar Club are driving today. While some of us are driving Jags from that era, all of us are benefiting from the technology which was the result of the all out assault on LeMans with the C (for Competition) and D Types and while the list of technological innovations from that period and from subsequent racing initiatives would be very long indeed, there is a point to be taken away from all of this. Our Jaguars are designed and built to be DRIVEN and while no one expects us to take them to the track and compete door to door against the modern day cars, there are still lots of things we can do which hark back to the competitive heritage and which can make us, as owners and drivers, feel just a little bit like Moss, Hailwood, Hill and Stewart, if only for a short time.

The intention of this article is to outline some of the activities which we can do with our Jaguars, activities which have that competitive edge. They range from outright racing to various forms of gymkhanas, but all are available to us in the Ottawa Jaguar Club and all are available locally. In future articles, I will describe each event in more detail and give the appropriate contact information but for now, the following outline of some activities should get you thinking about what to do with your Jag when it comes out of the garage in the Spring.

Vintage Racing. The Vintage Automobile Racing Association of Canada (VARAC) runs a complete racing program for a number of classifications of vintage cars. The cars require considerable preparation (roll bars, fuel cells, etc) but it is somewhat like a no-hit hockey league in that the racing is gentlemanly when it comes to corners. Events are held at tracks in Ontario and Quebec, such as Calagobie, Shannonville and Mosport.

Lapping/Track Days. Available at most of the tracks in Ontario, lapping affords the opportunity to drive the car on a closed track, guided by experienced coaches and away from the restrictions of normal traffic laws. Instruction is available and, while the lapping is controlled, the driver gets an excellent opportunity to see what he or she and the car can do.

Slalom. The slalom sees the car driven over a short course, usually in a large parking lot, and allows the driver to compete against the clock. The layout of the course can be adjusted for a variety of cars and the Jaguar Clubs of North America has designed a slalom which can be used for all Jaguars.

Continued on page 7

"C" continued

Rally. The OJC has a rally package which was run successfully last year and rallies are a good way to have fun with the Jag using normal roads. There are a number of rallies run in the Ottawa area during the driving year at varying levels of competitiveness.

Gymkhanas. These events can take a wide variety of forms, are conducted in a controlled space (such as a parking lot) and are designed as fun activities rather than competitive events. They are fun, however, and an inventive gymkhana event can test both car and driver.

Remember the old Jaguar slogan "Grace, Space and Pace". Most of our Jags have grace, not all have that much space, but all have pace, and we can do things with our cars which focuses on that aspect of our Jaguars.

John Price

\$1,000 Jags

Part 1 of 2 - by an unemployed student

This article provides a few tips and techniques on sourcing parts and restoring a classic Jaguar while on a budget.

My name is Vikram Ambrose. I'm a graduate engineering student at the University of Ottawa and I became a member of the Ottawa Jaguar Club in 2008. I bought a 1974 Jaguar XJ12L last year for CAD\$1000.00 and spent the summer of 2008 restoring it. Without even a socket wrench to my name, it cost me roughly \$4000 in parts, tools and labour to get the beast legal and with a few luxuries (Performance Suspension, Ignition etc...). Contrary to popular belief, 50% of my expense was the cost of tools and miscellaneous items, whilst parts and labour was split evenly

25%-25%.

First and foremost, classic car restoration is not a



poor man's

game. If you want champagne taste with a beer budget, you must be willing and able to do 90% of all the labour required to bring the car up to scratch. Don't even think of buying a \$1000 Jag otherwise.

This article is made up of three sections, Parts, Labour and Tools. But as a general rule, "Don't follow the Mad-ding crowd" when it comes to where you buy parts, tools or labour. As a budget restorer, almost all popular shops and garages will be out of your reach.

Parts

Don't run to a specialist supplier whenever you think you need a "special" part. You'll be surprised how many parts are actually standardised. Example, wheel bearings for a 1969 XJ6 can cost up to \$100 from a speciality supplier, but can just as easily be bought from Canadian Tire for \$13.00!

Just like a prudent grocery shopper does, you need to shop around. One store will never ever be the cheapest for all parts. The more leg work you do, the more

you save. Some stores might just be worth buying from for only one particular part. Example. Spark plugs are cheapest at Hosie & Brown and at Car Quest.

Almost all the parts you need are made available through WorldPac (largest parts distributor in North America). All parts retailers and garages buy from WorldPac.

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Continued on page 11

The Boca Raton Concours d'Elegance

The 2010 **Boca Raton Concours d'Elegance** was held on February 22nd at the world famous Boca Raton Resort Hotel in Boca Raton, Florida. A relatively new event, this was the fourth annual Concours. The 130 show cars were complimented by a



number of dealer vehicles that included 2011 Mercedes SLS AMG, an EQUUS (Hyundai), an Audi R8 V10 Spyder and a Ferrari 458 Italia. These four vehicles were the only examples of each in North America at the time of the Concours, and were auctioned off at the Hangar Party the night before the main event. There was also a TESLA 100% electric roadster that bragged 0 to 60(mph) in 3.9 seconds and a range of over 350 km's on a full battery charge. More to come on these interesting vehicles at another time.

Even before entering the show field, the parking garage itself was worth a tour. You know that you are in South Florida when....



your daily driver is a shortened and customized mid 70's vintage Cadillac Seville, all of the work was very well done, but... The 60's vintage VW bus in the background was immaculate

and would have been right at home on the Concours field.

On the show field and from the weird and wonderful corner, actually Class 60 – Race Cars, was this fascinating 1915 Ven Blerck Special Racer.

Continued page 8



This car was built on an early American LaFrance Fire Engine chassis and equipped with a 17 Litre Van Blerck marine engine, typically built in the early teens for the wealthy to use in their speed boats.



The 6 cylinder engine with 3 spark plugs per cylinder and pistons the size of 2 lb coffee cans puts out over 200 HP. It has a three speed transmission coupled to chain drives on both rear wheels. As the owner, J.P. Van De Bundt, says, "it's like driving something out of a Jules Verne novel."



Also of note: a **1947 Crosley Convertible**. Crosley, who originally built radios and refrigerators, turned out Crosley automobiles from 1937 to 1952. This example is equipped with 44.5 cu in 4 cylinder engine producing 26.5 HP.



This is an Italian **1961 Autobianchi Bianchina**. Originally introduced in 1957, the 499cc, 2 cylinder air-cooled rear mounted engine produces 21 HP. This is enough to propel this car up to 60 mph and, with around 50 mpg of fuel economy, a driving range of about 300 miles. Autobianchi was an Italian auto manufacturer created by Bianchi, Pirelli and Fiat in 1955. The company was used to test new and innovative ideas by Fiat that eventually found their way into mainstream Fiat Vehicles, such as fibreglass bodies and front wheel drive.

This beautiful **1952 MG TD** deserves honourable mention here as it has just been returned from a complete restoration by **Black Horse Garage** in Bridgeport, Connecticut. When you are in Florida, this is like the guy next door.

Cont'd page 9

Boca Raton Continued



Of note is an **SS100** that **Black Horse** is currently working on and plans to have ready for the Pebble Beach Concours in August.

There were a number of Jaguars in the show. However, many did not show well as they kept "Bonnet's Up" all day and provided very little information other than owner's name and address. Those that I was able to capture included this beautiful 1953 XK 120; again, just back from a complete restoration.



It is powered by the original 3.5 L 6 cylinder engine producing 180 HP.

This next Jaguar is a race-prepared Gran Turismo Jaguar, or as we would say, a race prepared 1965 E Type.



This car's 4.2 L, 6 cylinders produces 300 HP. It is owned/raced and was presented by Jaime Del Valle of San Juan, Puerto Rico.



Admittedly, Rolls Royce Autos do seem to be getting bigger...



but as far as Hood Ornaments go, this one is a little overkill.

The Rolls Royce hood ornament called "*The Spirit of Ecstasy*" has a story all of its own. The *Spirit of Ecstasy*, enshrined in the figure of a woman in fluttering robes, is a mascot that has adorned the radiator of almost every Rolls Royce since antiquity.

The story of the *Spirit of Ecstasy* is rooted in the secret affair between Eleanor Velasco Thornton and John Walter Edward-Scott Montagu (second Lord Montagu of Beaulieu after 1905, a pioneer of the automobile movement and editor of *The Car*). Eleanor, a woman of unsurpassed beauty and intellect, was John Walter's secretary, and their love was to remain hidden, limited to their friends, for more than a decade.

Gold plated versions, as well as sculp-



tures for enthusiasts were made available from the company at a hefty charge. *The Spirit of Ecstasy* has become a Legendary Icon on its own, symbolizing the pursuit of Freedom, Success, Love and Elegance.

Guys, this is one bit of trivia that you may wish to share with your wives and (or) lovers. You may even want to purchase her a 20" statuette of her own—just \$3786.00 USD + tax & shipping. A great conversation piece, especially as you now know the story.

The Boca Raton Concours d'Elegance 2010 was well worth the \$50 P/P entry fee plus \$7 Parking. However, it does have a way to go to compare to an Amelia Island or Pebble Beach. As far as value, Amelia Island at \$45 + \$10 parking is the best, Pebble Beach at \$150 (\$175 at the gate) is pricy. The food at Amelia Island was reasonable; unfortunately, I can't say the same for Boca: 2 bottles of water \$7; lunch at a walk-up counter—1 BLT sandwich, 1 Chilli Dog, 1 Reg Hot Dog, a small chicken salad, a bag of chips (dry), 2 Ice Teas (sm), 1 Ginger ale (sm fountain drink): **\$72.96**.

The cars were shown very well with lots of space on the Hotel's driving range (no pun intended). What was missing was the detailed history and pertinent details provided with each car at Amelia. The car ID plates (with minimal info) and the fact that many owners left hoods up, doors open all day, made getting quality photographs and information about the cars very difficult.

But still, as I said, well worth attending and more to come; the cars that you really want to see, pre war luxury, American iron from the 50's & 60's, and those newest of the new.

Ray Newson

Marketplace

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

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. [FMA]



Herewith the list of parts etc. that I have: 1968 XJ6 4.2 complete dashboard - front dashboard with gauges, in burl walnut. Two aluminum dashboard console trim. Toolkit (original) for XJ. Original front grill for XJ6. Factory service manual. Original XJ6 owners manual. Momo leather steering wheel, 2 spoke with hub for XJ 4.2. 3.8S service manual. Two hub caps - 3.8 steel script. I am asking \$75 for the lot but if someone wants these items and will pick them up here in Cobourg, I will not ask for any payment. Of course, I would not expect anyone to come here in Winter!! Your choice obviously!! Contact Ruth Leak (ruth_leak@yahoo.ca). [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.

\$1,000 Jags—continued

However without a distributor license you cannot buy directly. Nevertheless, there are many credible and safe online retailers that front WorldPac with a very little mark-up, e.g. www.autopartsway.ca, that you can purchase from and have shipped.

If you can't find what you need through WorldPac, but don't necessarily need new parts, there are many small honest one-man businesses that just sell used Jag parts. Example: David Boger of www.everydayjag.com - tell him Vikram sent you. :)

Despite Ottawa's lack of heavy industrialisation, there are machine shops all over town that can fabricate or repair anything you need for very little money. Example: I got 4 fulcrum shafts made for \$20 at a workshop on Bentley Ave which would have cost me \$200 at XKs Unlimited.

If you've found yourself in a situation where you need a brand new and super exclusive Jaguar part, then you're pretty much screwed. You will have to call a speciality broker like XKs Unlimited or Welsh for the part and pray it doesn't cost you a fortune.

Don't be under the illusion that buying from Jaguar or a speciality broker will always get you parts of higher quality than no-name retailers. Jaguar barely makes any legacy parts anymore, 99% of your parts are going to be third party OEM Replacements regardless of where you buy from.

Part 2 of \$1,000 Jags will continue in the April issue of Jottings with a discussion of sourcing labour as well as tools and the great resource that is the Ottawa Jaguar Club. My \$1000 Jag: read about her at <http://vikramambrose.blogspot.com/>.

Vikram Ambrose

LONG LIVE ULTRA 94!

Anxiety by car enthusiasts over the possible loss in Ontario of the only commercially-available 94 high octane gasoline (Ultra 94) has been relieved with the announcement that it will remain available although Sunoco is merging with Petro-Canada. Petro-Canada will continue to market Ultra 94 including adding it to existing Petro-Canada stations, making it much more accessible than through the current Sunoco chain. Of the existing 274 Sunoco stations, 70 will close due to proximity to existing Petro-Canada stations (corner of Blair and Innes Road?), but the overall effect should be more stations with 94 octane fuel. Certainly good news for E-type owners!

DO YOU HAVE A TIMELESS CLASSIC?

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