

Jaguar Tottings

Ottawa
1985  Club
www.ottawajaguarclub.com

April 2008

April Jag Night

Monday, April 14, 6pm
Aviation Museum,
Rockcliffe Parkway

Highlights ...

JCNA Calendar Events, 2
2009 Jaguar XF, 3
Suspension and
Differential Unit Overhaul, 5
Marketplace, 6
March Jag Night, 6
2008 Ottawa Jaguar Club
Driving Season, 9
March Dinner, 10
2008 JCNA AGM, 10



Photos:

Frank Basten, p. 5, 7;
Al Graves, p. 10;
Lee Harrington, p. 3, 11, 12;
Mike O'Brien, p. 11, 12;
Jaguar Cars Ltd., p. 1.

The All-New 2009 Jaguar XF

See Page 3

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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(613) 225-3449, email pdavis002@sympatico.ca



Club Events

April Jag Night - Monday, April 14th, 6 pm

LOCATION: Aviation Museum, Rockcliffe Parkway

We will be shown the storage hanger not seen by the public as well as the restoration shops. The visit will commence at 6 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, 1327 Old Carriage Lane, Box 2016 R.R. 1, Winchester, ON, K0C 2K0.

JCNA Calendar Events

Date: 2008/04/27

Name: Delaware Valley Jaguar Club Spring Brunch

Location: The Desmond Great Valley, One Liberty Blvd., Malvern, PA 19355 PA

Chair: Pauline Craig, 215-483-5861 pvc16@aol.com, 323 Lodge Road, Philadelphia, PA 19128

Chief Judge: Steve Kress, 215-953-5227 skress@framefit.com

Date: 2008/05/18

Name: Jaguar Association of New England Spring Slalom

Sanctioned: P

Location: Adesa Auto Auction, 200 N. Main Street, Mannville, NJ 08835

Chair: Paul Delatush, 973-984-0422 pad@delatush.com, 500 Old Dover Road, Morris Plains, NJ 07950

Co-chair: Steve Weinstein

Date: 2008/07/27

Name: Jaguar Auto Group Jag Annual Picnic/Road Rally/Car Show

Location: Silas Condict Park - Kinnelon Road, Kinnelon, NJ

Chair: Linda Jones, joneslyndaw@yahoo.com, 5 Esther Court, Chester, NJ

Co-chair: Jim Loudon

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

2009 Jaguar XF

I was very fortunate to be one of the dozen or so Club members that attended Jaguar Ottawa's preview of the new Jaguar XF on February 4th, 2008. It was love at first sight (even after finding out the pricing).

The vehicle styling makes a significant statement and is truly a Jaguar. I was impressed with the stature of the body. There really wasn't anything to improve on. The front, rear and side views were equally impressive and distinctive. The headlight eyebrows actually had small horizontal cuts to allow light to dissipate toward the side of the car (Jaguar refers to these as the Cat's Whiskers). The front fender vents are similar to the XK and XKR. The chrome mesh grille and chrome mesh spoiler openings complete the front end.

The interior was very well appointed in leather and I liked the fact that you could actually sit in the back seat without feeling cramped in. The instrument panel came to life with the turn of a key. The covers over the air vents and GPS opened automatically and the shift rose up from the console. The steering wheel has all of the controls you would expect and the dash controls use touch screen technology. Voice activation for many of the features is available as an option at additional cost.

The XF is powered by a 300bhp V8 engine, has a six speed transmission and Jaguar's computer activated technology suspension. The XF is available in three models - Luxury, Premium and Supercharged. Pricing starts at \$59,000 for the Luxury model and goes up to \$77,000 for the Supercharged edition. I was surprised with the pricing and found it reasonable for the amount of car that you get. Leasing starts at about \$1,000 a month with no down payment.

Jaguar Cars sent up two technical advisors from the United States to train the sales staff at Ottawa Jaguar, and we were able to get up close and personal with many of our questions.

I would like to thank Mark Evans and Andrea Chambers of Ottawa Jaguar for inviting the Club to the preview this great car and providing refreshments for everyone to enjoy.

Lee Harrington





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Suspension and Differential Unit Overhaul

The rear brakes on my 1986 Series 3 XJ12 VDP were not working very well. Investigation soon revealed that the cause was an oil seal on the near side output drive shaft that had deteriorated and leaked oil from the differential all over the brake disc.

This article is intended to give an over-



view of the major items to be considered when carrying out an overhaul of the suspension cage assembly, and all that it contains. This is not a full nut 'n' bolt detail article as much of it is relatively straight forward. Anyone with mechanical aptitude (and fortitude) can carry out this operation. Do not rely on memory as to where some of the less obvious bits go, e.g. small brackets, pipeline routing, etc. Take pictures as you go (a digital camera is a boon for this application) as they will be useful when it comes to re-assembly.

Position your vehicle to ensure that you have room to manoeuvre the complete cage assembly out from underneath the car, either from the side or the rear.

I used six inch ramps under both sets of wheels and added wedges under the front wheels of the car to ensure that the car didn't roll forwards or backwards off the ramps. Jack up the rear of the vehicle to a sufficient height to carry out the preparatory disconnecting work. You will be working under a 4,500 lb. car that is being held up by a hydraulic jack; therefore, while you are prepping for cage removal, have some axle stands strategically placed under the cage assembly - I used four.

Remove the rear wheels and disconnect the drive shaft at the differential (don't forget to mark the mating flanges so that they are replaced in exactly the same location). This is also a good time to drain the oil out of the differential. Remove the mufflers and exhaust pipes, except the curly pieces that go through the cage; these are easier to remove once the cage is out. Disconnect the flexible brake hose and hand brake connection. Remove the grease nipples from the bottom of the hub carriers as these will get damaged when manoeuvring the unit. The radius arms and torsion arms (or trailing arms as some call them) can be very difficult to remove from the chassis mounts. Some leverage with a flat type wrecking iron, wedged between the body mount and rubber bushing, with a hydraulic jack under the other end



of the iron, worked for me. Leave the torsion arms on the cage assembly as these will assist in steadying the cage on the hydraulic cart when moving it around. Remove the nuts only from the eight bolts that hold the rubber shock absorbers onto the chassis (or cage) - some say it is easier to remove the bottom bolts first. Pull the bolts out just prior to lowering the cage assembly.

To remove the cage assembly, the car must be jacked up so that there is approximately 24 inches clearance under the trunk floor (or approximately 14 inches plus the lowered height of your trolley jack). Jack up the car using an adequate trolley jack or cart placed under the cage assembly with an adaptor plate that ensures a good contact in the

load bearing areas of the cage, i.e. one that contacts the heads of the bolts that retain the cover plate. Place bottle jacks under the rear jacking points of the car - I used 12-ton units as they have a larger base plate for stability. The jacks may require additional blocks if they are short stubby units. These jacks are necessary instead of axle stands as more height is required to draw out the cage assembly. They can also be utilized to lift the vehicle further. Once the cage assembly has been removed, place axle stands under the empty wheel arches. These are for safety when carrying out work on the under-body, such as cleaning, de-rusting, painting, etc. You will need assistance when dropping the assembly to stabilize it on the jacks. Its center of gravity is approximately 3 inches forward of the drive shafts.

To work on the cage assembly comfortably, you will need to lift the 600 lb. assembly to a working height. Fortunately, I have a neighbour with a lifting device on his tractor - he moved it to my workshop and placed it on two strong boards across a pair of trestles for me.

You will now have a very dirty, greasy,



oily cage assembly to work on. The worst part of the job is cleaning the parts, I used kerosene.

Don't forget to take pictures to assist in re-assembly!!

(Continued on Page 7)

Marketplace

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

Looking for something?

Got some obsolete parts you no longer need? Don't forget, Jaguar Jotting's "Marketplace" is not just for selling Jaguar autos. If you have anything that you feel would be of interest to our Club members, or are looking for that hard to find part, one of our readers just might be able to help. And of course, ads are free to members of the OJC and JOAM Clubs. Just send us the text of your ad and a picture, if available.

Forward to: Ray Newson, ray@newson.ca or Paul Davis, pdavis002@sympatico.ca.

1968-1970 E-Type. Looking for a clutch pedal or complete pedal set from a 1968-1970 E-Type. Also, I need a stick shift mounted electric overdrive switch and wiring off a 1968-1970 XJ6. Contact Lee Harrington at leeh@robertconstruction.ca. [FMA]

1986 VDP. 1986 VDP V12 saloon for sale. Asking \$5,500. Contact Charles Redmond, 112 Oriole Street, RR#1, Dunrobin ON, 613-832-3326 or via e-mail at chas.redmond@sympatico.ca.



Wanted. Low tone horn for E-Type Series 1. Any functioning horn is fine. Can be from an E-Type S1 or S2, MK II, MK 10, 420, 420G, 3.8 S or XJ6 Series I. Please contact Bob Hiland, 613-692-4459 or hilandb@allstream.net.

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.

March Jag Night

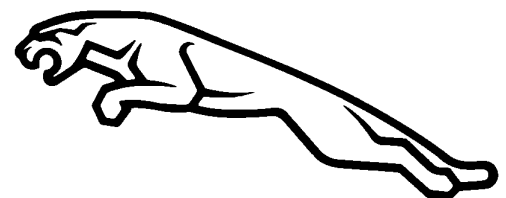
About 15 OJC members met at the Black Dog Pub in Manotick prior to the visit to Stebro Stainless Steel Exhaust Systems. The group enjoyed terrific food and great conversation.

They then headed to the Stebro Exhaust shop for 7 pm only to find the gates locked. **Lee Harrington** had set up the visit and had emailed the shop in the morning confirming the number of attendees. Unfortunately, Lee didn't have the owner's home or cell numbers so the group waited for half an hour and then called it a night.

The next morning, after reading his email, the owner called Lee to apologize to him as well as the Club members who showed up. He stated that he didn't get the email until 11 pm and had marked the wrong date on his calendar. Stebro is willing to reschedule the visit and, after receiving feedback from those in attendance, Lee will set up a date for late April or early May.

Not all was lost, as the group did enjoy their get together at the Black Dog Pub.

Lee Harrington



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Suspension and Differential Unit Overhaul (continued)

When removing the swing arm fulcrum shafts, make careful note of all of the components. There are numerous items that have to be re-aligned on re-assembly (e.g. washers, seals, spacers, holes on the frame, etc.), thus a dummy shaft is required but is still not easy. I turned one up on my lathe.

When removing the output shaft and brake discs, make sure that you make note of the spacers and shims on either side of the discs, and put the



same ones back. Write the thicknesses down.

Whilst the differential was my main area of focus, as can be seen by the pictures of the finished product, a complete re-furbish was carried out.

The differential overhaul was comprised of all new output shaft bearings and oil seals (the original leaker) with a new bearing, crush ring and seal on the input pinion. The output shaft seals and bearings were obtained from Motion Canada and the seal for the input pinion from Canadian Tire (it is a Dodge truck part). The new flexible brake hose was from Browns Lane and a brake calliper overhaul kit was from Longrun Imports.

One area to be very careful of is when tightening the input pinion shaft nut on re-assembly. Prior to removing it, be sure to mark the end of the shaft and nut to ensure that when re-assembling, the two marks line up. This is to set the bearing end load and appears to be the

recommended procedure. I over tightened and turned the nut approximately 1/8 inch past the shaft mark. This meant that I may have overloaded the bearings by compressing the crush ring too much, so I had to take it apart again. A new crush ring was now necessary - at \$40 for a piece of tubing approximately 3/4 inch long and 1 inch diameter.

The real problem now, however, is setting the new end load. The crush ring takes an enormous amount of pressure to collapse, so how do you know at what point is the correct bearing loading?

According to the official Jaguar Manual, the correct bearing loading is when it takes between 5 to 10 lb./in. to turn the input shaft through its **"backlash only"**. If it is taken past, then the entire torque of the differential is being measured. The backlash is very small, I would guess approximately 1 degree, and is very tricky to set. In my opinion, it would make more sense to use a dial indicator on the end float. The experts out there may disagree. *I would be interested in hearing from anyone who has carried this out and how they obtained a satisfactory setting.* While the differential is accessible, remove the back plate and clean out the residual old oil etc. and check for unusual wear on the pinions etc.

A major task in this overhaul was to clean 21 years of oil, grease and dirt off the components, in particular the sheet metal cage. Keep track of the various items as removed, and place them in associated groupings in separate trays. In particular, drive shaft units, as the pivots have many items; seals spacers, etc. A dummy shaft is required to realign all the items, seals and bearings - I made up one.

Brake callipers were overhauled, sand-blasted and new seals and pads were installed. To make sure that the cylinders

are adequately protected during sand blasting, use two pieces of wood with a nut and bolt expanded to hold blocks against the cylinders.

I did not replace my brake discs due to the oil leak as no wear was present.

Take the opportunity to check all of the items associated with the cage assembly for wear and replace if necessary.

De-rust, sand and paint all components. Re-assemble the cage assembly. Place the assembly onto a trolley or cart and replace into vehicle.

It sounds simple and straight forward, and yes, it is. Just think carefully about safety, plan out the operation and have an assistant on hand for removal and re-installation.

As I said in the beginning, this is only an overview to show that it is a fairly easy



and straightforward job to do. If more detail is required, the Jag-Lovers web site (www.jag-lovers.com) is a good source. I also have information, in nut 'n' bolt detail, from Jag-Lovers that I can e-mail to any member who wishes to carry out this operation.

From Frank's "Been there done that file". Please e-mail me with any questions or comments at fbasten@ripnet.com.

Frank Basten

8
Vintage and New Auto and Aircraft Display
Ottawa Jaguar Club
Rockcliffe Flying Club
Vintage Wings of Canada
Jaguar Ottawa



20th Annual Concours d'Elegance

9:00 to 12:00 registration
12:30 Judging
4:00 Awards & Dinner



Information

Lee Harrington
613.745.0328
leeh@robertconstruction.ca

Mark Roberts
613.591.1659
c.roberts@sympatico.ca

www.ottawajaguarclub.com

Jaguar Day

Saturday, June 21, 2008

Rockcliffe Airport

Ottawa



Donalco



Photo Catherine Roberts 2007

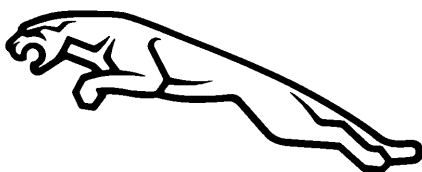


2008 Ottawa Jaguar Club Driving Season

Here's an updated view of the driving events for 2008:

1. A short, pre-season, Jaguar drive and lunch in late April. This is primarily intended to be a social event and the drive component will be short, the emphasis being the lunch. Given the wacky winter of 2007-8, the exact form and details of this will be set in mid-April and communicated by e-mail. Prime organizer - Alan Graves.
2. A spring drive of about 150-220 km. in 3-4 stages, with a lunch stop. This will be run at a somewhat slower pace than last year. It will be held on May 17th, starting around 10:30. Prime organizer - Alan Graves (unless someone else would like to volunteer).
3. An optional drive to and from Hudson for the Hudson British Car Show, dependent upon interest. This would be on May 25th. Prime organizer to be decided - any volunteers?
4. A short drive of probably 100-120 km. in the afternoon ending up at a picturesque location for an early supper on June 28th. Prime organizer - Alan Graves.
5. There will be a Club rally on July 27th. Details to come from Marc Chappell (prime organizer).
6. A time/speed/distance rally with various types of route instructions. About 160 km. on paved roads, generally southwest of Ottawa. Requirements: licensed, roadworthy car; driver and navigator; odometer in miles or kilometres; watch or clock; and pencil. Start: Probably in the Kemptville Mall or nearby. Time: 11:30 am. Mandatory competitors briefing (helpful hints). At 12:01 pm the first car will depart with the remainder at 1 minute intervals. Finish: about 4:30 pm at "Rivergarth" (Chez Chappell), 1085 Island View Drive, Manotick; beer 'n burgers and awards.
7. There will be an "All British" lunch, drive and display to support the Canadian Guide Dogs for the Blind at their annual Garden Party on Aug 17th. The CGDB are always very grateful for our participation. Prime organizer - Alan Graves.
8. On Aug 26th we will again be doing a "Drive , Show and Dine" event at the Hazeldean Cruise Night. Prime organizer - Alan Graves.
9. In September, probably the weekend of the 13 -14th, we will have a two-day, one-night longer drive probably to Prince Edward County to visit some wineries, a Belgian chocolatier and an excellent cheese store. These overnight drives do not see high attendance, usually just 4-6 cars, but those who go really do have a great time - they are more "weekend getaway breaks" than drives. Prime organizer - Alan Graves.
10. The Fall Drive will be held earlier this year, around the 4th or 5th of October. This will be a conservatively paced 200 km. drive, arriving home in the late afternoon from a late morning start. Volunteer requested as prime organizer (if none, Alan Graves will organize (his last in this role)).
11. In addition, there will be a couple of "impromptu" drives on Jag Nights to complement a shortened agenda at the club-house. These will be announced a couple of days in advance (or more) and will end up at a pub, eatery, ice cream parlour or similar - organizing volunteers requested.

Alan Graves



March Dinner

Saturday, March 15, 2008.

Thirty-one members and guests of the OJC enjoyed a gourmet evening at the Restaurant International at Algonquin College. The restaurant is operated and staffed by the School of Hospitality and Tourism so, as we assume they were being 'marked', the table service was very good and the food was wonderfully presented. Judging by the noise level, everyone had a great time!

Paddy Robertson



2008 JCNA AGM

The JCNA Annual General Meeting was held this year in Pittsburgh, Pennsylvania. The AGM is held annually in March to permit changes in rules etc. to be included in the current year's judging schedules. It is normally held in the Southern USA to avoid the chills of winter. Pittsburgh was cool but there was no snow and the rivers were not frozen: good for the Canadians, almost unbearable for those from the Deep South. This year saw probably the best attendance with 62 of 65 clubs represented by delegates or proxy votes. When guests and local club members were added, the numbers were well over 200.

The highlight of the AGM for most of us was an opportunity to meet and chat with Norman Dewis, a Jaguar Cars racing and development legend. He regaled us for over two hours with stories such as driving an E-Type from Coventry to Geneva with only several hours notice and an arrival deadline. In the days of narrow two lane roads in the UK and Europe, he made the trip with an average speed of 68 miles an hour and was 10 minutes early (according to Sir William Lyons, who met him on arrival). There were many other stories that we can share with Club members when we next meet.

The AGM was hosted by the Pittsburgh Jaguar Club supported by the two local Jaguar dealers. The hospitality was flawless and the Sheraton Hotel selected as the venue was spacious and comfortable. We arrived to find a number of Club Jaguars parked at the entrance - the weather meant that cars are already on the road after winter.

On Friday morning, prior to the start of the seminars, we drove the thirty miles to Steubenville, Ohio, the home of Welsh Enterprises. This business offers Jaguar spares for most marques with both new, new-old stock and used parts available. Welsh also has a breaking yard where we saw thirty or so cars in the process of dismantling. We met the four sales people, Greg Welsh (not a family member), the operations manager, and David Welsh, son of the founder Bill, who is running the business on a day-to-day basis. We were very impressed with the sincerity and helpfulness of the staff. It was a pleasure to get to meet the people we talk to on the telephone and see how they conduct business. Welsh handles the shipping of all the Concours trophies for JCNA.

Probably the greatest value of attendance at the AGM

(Continued on Page 11)

2008 JCNA AGM (continued)

was to meet club members from all over North America, including OJOA from Toronto and the Jaguar Club of Mexico. We had ample time to talk to many club members and executives about the kinds of issues that face us such as declining membership, events designed to meet members' needs and attitudes toward judging at Concours. The significant geographical spread between clubs, all of whom live within the JCNA guidelines, gave us a very good sense of how our concerns are viewed by many others and what they are doing to address the same issues.

The other main value of our attendance was to be able to voice a Canadian and an Ottawa voice on issues that directly affect us. Two judging rules were being voted on that affect Canadian Series III saloons: the existence of winter floor mats, which now do not have to be removed when the car is judged, and the existence of special side moldings, that were not offered on US cars. We also learned a lot about slalom rules and activities and rallying - skill sets that are dwindling and events that are being held by an ever smaller number of clubs.

One issue that was discussed that we must be aware of is the coverage offered by the JCNA insurance. The JCNA insurance policy is provided by an American firm called JC Taylor. Recently, the coverage was extended to include Canadian clubs. A recent claim, brought by a club for reimbursement of legal fees for a law suit, caused JCNA to make a special presentation on insurance coverage. It was pointed out that the coverage we receive protects the Club and its members who are involved in organizing and presenting an event or the Club as a whole when carrying on Club business. There is a \$3,000 deductible and it will be normal to share that deductible between JCNA and the local club when a claim arises. It should be noted that individuals participating in an event are not covered by this insurance and require their own auto policies. In addition, where a club organizes an event and provides alcohol, there is a likelihood that coverage would not apply. If an event such as a dinner includes alcohol that is provided by the restaurant etc. then it is expected that coverage would apply. It seems to us that it would be prudent to no longer subsidize alcohol at events and where events such as the Christmas Party are held at a Club member's home, alcoholic drinks should be provided by those attending (BYOB). We also learned that Hagerty Insurance, the primary insurer for antique and special use cars in the US, is planning to expand into Canada.

We had the opportunity to meet most of the JCNA executives, including Steve Weinstein and Sherman Taffell, the North East Directors, in whose district we find ourselves. In addition, we had an opportunity to speak with the management at Welsh and the National Marketing and Promotions Manager for XKs Unlimited about advertising in our newsletter and goodies for the Concours.

So, to the skeptical, we can say the trip was worthwhile and the Club's support of our attendance was a good investment.

Below and on the following page are some photos taken at the AGM and at Welsh Enterprises.

Mike O'Brien and Lee Harrington



Photo 1: The AGM boardroom.



Photo 2: Norman Dewis.

2008 JCNA AGM (continued)



Photo 3: Norman Dewis with Lee Harrington.



Photo 4: Pittsburg Club Cars.



Photo 5: Pittsburg Club Cars.



Photo 6: Welsh Enterprises.



Photo 7: Welsh Enterprises.



Photo 8: Welsh Enterprises.

OJC Executive

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POSTCARD

from Bridgnorth



Here at SNG Barratt, there is nothing we like to see more than the start of the new season and those cars that have been laid up for the Winter venturing out again. With this in mind we are offering 10% discount on the usual retail price of the following routine service and maintenance items....

XK120

Spark Plugs	£2	€3	\$4
Distributor Cap	£24	€33	\$46
Rotor arm	£3	€5	\$6
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straight top hose	£35	€48	\$65
angled top hose	£35	€48	\$65
Oil Filter	£8	€12	\$16
Wiper Blades	£10	€13	\$18
Coil	£84	€114	\$157
HT Lead Set	£77	€105	\$144

XK140

Spark Plugs	£2	€3	\$4
Distributor Cap	£24	€33	\$46
Rotor arm	£3	€5	\$6
Hose Kit	£40	€54	\$75
Oil Filter	£8	€12	\$16
Wiper Blades	£10	€13	\$18
Coil	£84	€114	\$157
HT Lead Set	£77	€105	\$144

XK150

Spark Plugs	£2	€3	\$4
Distributor Cap	£24	€33	\$46
Rotor arm	£3	€5	\$6
Hose Kit	£40	€54	\$75
Oil Filter	£3	€4	\$6
Air Filter			
Fuel Filter	£9	€12	\$17
Wiper Blades	£10	€13	\$18
Coil	£18	€24	\$33
HT Lead Set	£77	€105	\$144

MK1

Spark Plugs	£2	€3	\$4
Distributor Cap	£24	€33	\$46

Rotor arm	£3	€5	\$6
Hose Kit	£62	€84	\$115
Oil Filter	£3	€4	\$6
Fuel Filter	£9	€12	\$17
Wiper Blades	£10	€13	\$18
Coil	£18	€24	\$33
HT Lead Set	£77	€105	\$144

MK2

Spark Plugs	£2	€3	\$4
Distributor Cap			
DMBZ to 1964	£24	€33	\$46
22D6 1964 on	£8	€11	\$15
Rotor arm	£3	€5	\$6
Hose Kit			
2.4	£36	€49	\$68
240	£36	€49	\$68
3.4/3.8	£34	€47	\$64
340	£31	€42	\$58
Oil Filter	£3	€4	\$6
Air Filter			
240 11713	£8	€10	\$14
3.4/3.8/340	£8	€11	\$16
Fuel Filter	£9	€12	\$17
Wiper Blades	£15	€21	\$28
Coil	£18	€24	\$33
HT Lead Set	£77	€105	\$144

Daimler V8

Spark Plugs	£2	€3	\$4
Distributor Cap	£47	€64	\$88
Rotor arm	£15	€21	\$29
Hose Kit	£62	€85	\$117
Oil Filter	£7	€9	\$12
Air Filter			
2.5	£10	€13	\$18
250	£8	€10	\$14
Fuel Filter	£9	€12	\$17
Wiper Blades	£15	€21	\$28
Coil	£18	€24	\$33
HT Lead Set	£33	€45	\$62

E-Type Series 1 3.8

Spark Plugs	£2	€3	\$4
Distributor Cap	£24	€33	\$46
Rotor arm	£3	€5	\$6
Hose Kit	£47	€64	\$88
Oil Filter	£3	€4	\$6
Air Filter	£7	€9	\$13
Fuel Filter	£9	€12	\$17
Wiper Blades	£15	€21	\$28
Coil	£18	€24	\$33
HT Lead Set	£77	€105	\$144

E-Type Series 1/2 4.2

Spark Plugs	£2	€3	\$4
Distributor Cap	£8	€11	\$15
Rotor arm	£3	€5	\$6
Hose Kit			
Series 1	£47	€64	\$88
Series 2	£47	€64	\$88
Oil Filter	£3	€4	\$6
Air Filter	£7	€9	\$13
Fuel Filter	£9	€12	\$17
Wiper Blades	£15	€21	\$28
Coil	£12	€16	\$22
HT Lead Set	£77	€105	\$144

E-Type Series 3 V12

Spark Plugs	£2	€3	\$4
Distributor Cap	£21	€28	\$39
Rotor arm	£13	€17	\$24
Hose Kit	£69	€93	\$128
Oil Filter	£10	€13	\$18
Air Filter	£6	€8	\$11
Fuel Filter			
small type	£9	€12	\$17
large type	£8	€11	\$15
Wiper Blades	£9	€13	\$17
Coil	£32	€44	\$60
HT Lead Set	£31	€43	\$59

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