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Photos: Marc Chappell, p. 1, 7.

***Jaguars, Triumphs and even an
Audi Participated in the Fall
Drive/Rally***

See Page 7

Annual General Meeting

***Monday, November 10, 7 pm,
68 Knoxdale Road***

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

Annual General Meeting - Monday, November 10th, 7 pm

LOCATION: 68 Knoxdale Road

See Page 3 for more details.

Christmas Party - Saturday, December 6th, 7 pm

LOCATION: The Siddons' Home, 52 Forest Hill Avenue

Hugh and Hally Siddons have again offered to host the annual OJC Christmas Party at their home on Saturday, December 6th. The Siddons' home is located at 52 Forest Hill Avenue in Ottawa and those attending should arrive by 7pm with dinner served at 7:30pm.

The menu is still being firmed up but the cost has been set at \$20 per person with the Club subsidizing the balance. This is a BYOB affair however a non-alcoholic punch will be available.

There will be a voluntary gift exchange, for those wishing to participate. Gifts should not exceed \$15 and there will be no trading.

Additional details and a map will be posted on the website early in December. Parking is limited so please try to double up if possible.

Please confirm your attendance with **Mike O'Brien** at 613-601-5745 or president@ottawajaguarclub.com. It is essential that Mike be notified as soon as possible so that the Siddons can coordinate with the caterer. Cut off date is Monday, December 1st. Pay at the door – exact change or cheque payable to The Ottawa Jaguar Club.

Message to members: This is one of the best opportunities in the year to get together socially in a relaxed environment. Please make an effort to join in.

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.

Annual General Meeting

The Annual General Meeting (AGM) is scheduled for Monday, November 10th at the MWCA Hall at 68 Knoxdale Road, starting at 7pm.

The AGM Agenda is as follows:

Welcome - **Mike O'Brien**

Reports from the Executive (5 minutes each):

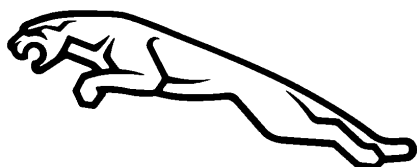
- (1) Technical - **Phil Karam** - Review of 2008 and ideas for 2009.
- (2) Events - **Al Graves** - Report on drives and get-togethers. **Paddy Robertson** - March Dinner. **Mike O'Brien** - Christmas Party 2008.
- (3) Concours - **Mike O'Brien/Mark Roberts** - Overview and possible items for consideration for 2009.
- (4) ABCD and interclub activity - **Al Graves**.
- (5) Membership - **Lee Harrington** - Status and any trend over past years.
- (6) Treasurer - **Roger Gough** - A report as to where we are as of the AGM. The treasurer's report will be provided in detail at the February meeting where the entire year will be presented.
- (7) Jottings - **Ray Newson/Paul Davis** - Successes and recommendations for 2009.
- (8) Website - **Mike O'Brien** - Overview.
- (9) Summary - **Mike O'Brien**.

Items from the floor - Must have been submitted to **Lee Harrington** 20 minutes in advance.

Social half-hour - Coffee and Goodies.

The Election - **Mike O'Brien** - 45 minutes. See note (Upcoming Elections) from **Rob Dunlop** below.

Welcome to new Executive team and wrap-up.



Upcoming Elections

Fellow OJC members,

I've been asked by the President (Mike not Gee Dubya) to once again approach the membership seeking volunteers for the Club Executive to keep our happy little Club functioning for another twelve months. From past experience, this usually elicits one of the following responses from the vast majority:

- ☐ Avoid reading the rest of the text;
- ☐ Claim no competence/experience, shrug apologetically and mumble something about "too busy"; and/or
- ☐ Stare blankly off into space, hoping no one notices you.

I trolled the halls of the Internet seeking inspirational quotes about saving the soul through volunteerism but the relationship between genuine self-sacrifice and running a car club is a bit of a stretch, so I abandoned that approach.

The simple truth is that a club only survives if all of its membership contributes in one manner or another. If you haven't served on the Executive as yet (and there are many in the Club in that boat), maybe it's time to ask yourself what you contribute to the Club in return for the organized meetings and events, invaluable advice and guidance in running your Jag(s) and the companionship of like-minded enthusiasts. None of the Executive positions require more than a few hours of your time a month and fresh ideas from new players can add enormously to a successful year for OJC.

While I can only hope that this feeble effort to inspire will produce a mad rush of volunteers to contact me post haste via email, phone, carrier pigeon or what have you, I'm not naïve enough to only wait silently by the computer/telephone/window ledge and will be contacting members in the short time leading up to the elections at the 10 November AGM. As a reminder, these are the positions available:

President

Secretary

Activities Director

Treasurer

Jaguar Jottings Editor

If you do wish to step forward and discuss details of the positions and/or throw your hat into the ring, you can reach me any time at home (613-834-0588) or email (rojedunl@hotmail.com).

Cheers, Rob Dunlop



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President's Musings

5

The calendar year is rushing to a close and there is snow in Bancroft and it is only October. This means that we only have two events left for the year in the Club. The Annual General Meeting (AGM) will be held at the MWCA Hall on Knoxdale on Monday, November 10th and the Christmas Party will be held at the home of the Siddons on Saturday night, 6 December. Details will be on the website for both events and are elsewhere in this Jottings.

Both of these events are important to the Club. The AGM is the annual forum for review of the past year and discussion about the coming one. It is also the venue for the annual Club elections. There is a large change in the Executive this year and, as you will have seen in Ray Newson's article on the Executive job specifications, none of the jobs are overwhelming. The Christmas Party is a very relaxed and informal social affair and we are indebted to the Siddons for agreeing to host again this year (their third time at bat for this event).

For those of you who are going to be crippled or out of the country on November the 10th, I would like to take this opportunity to thank those members of the Executive who are leaving their posts:

Ray Newson has been a ruthless and determined editor of the Jottings. Even while away in Florida he has reached out to smite those of us who are forgetful or just

lazy to get their material ready. He has also made great efforts to produce his own interesting articles for us to read.

Lee Harrington is a man with many jobs, all of which he does cheerfully. He is retaining his position as membership secretary and Registrar at the Concours but is passing on the task of general secretary.

Roger Gough has been treasurer for 10 years and, due to his exemplary stewardship and some very good fundraising, we are in the black and financially well accounted for.

Allan Graves is probably the hardest working member of the Club as the events coordinator. He has led the Club's membership in the directing council of ABCD, planned a number of very interesting drives and participated in the Concours and just about every other event that we have held.

Paddy Roberston is not leaving any specific post this year but has, despite not having a title, been tireless in her efforts to keep the Club moving forward. I am very grateful for her help in the past year.

In closing, it has been very rewarding for me, as a member of the Executive for the past four years, to have been so well supported by the Executive and by the members of the Club. My military background causes me to be rather direct at times and I applaud your patience. I look forward to continued participation in Club events and helping in whatever way I can.

Cheers, Mike



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Marketplace

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

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

1973 Jaguar E-Type Convertible. Professionally restored by Richard Grenon and probably one of the finest examples in existence today. This car has won awards at the Stowe Vermont Concours D'Elegance (British Invasion), Ottawa's Concours D'Elegance, first place at the Stowe Auto Show and Best of Show at Roqbrune, PQ. The car has not been shown anywhere else due to time constraints. Price: \$150,000. Please contact Steven Elefant, General Wood & Ve-



neers Ltd., 1220 Blvd. Marie-Victorin, Longueuil, PQ, J4G-2H9 (www.gwv.com). [ASO]

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.

Got some obsolete parts? Don't forget, Jaguar Jottings' "Marketplace" is not just for selling Jaguar autos. If you have anything 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. Send us the text of your ad and a picture, if available.

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.

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Club Bulletin Board

Feedback item #4 from the October meeting suggested that a bulletin board/forum for discussions or to post requests for parts/assistance be added to the website.

Mike O'Brien reviewed this request with JNCA's webmaster and they concluded that it would be more beneficial for us to use the club forum on the JCNA website. Mike has since added a link to the JCNA forum from our home page.

To use it, Mike has provided the following:

First, you must register! To do that, go to <http://www.jcna.com/forums/register.php?Vref=JCNA&Mode=New>. This is the registration page. Fill in the requested detail. Please note that our Club is NE48, The Ottawa Jaguar Club. This form allows you to select your own password. Also note that you do not have to register for any of the generic forums - by selecting the Ottawa Jaguar Club in your registration process, you will automatically be registered for the Ottawa forum. Once you have registered, you can use the link on our home page that will ask you to log in (top right corner). You will need to insert your e-mail address and the password that you selected. Once logged in, you can post items to the forum.

When you register at the JCNA forum registration page it is recommended that you check the "remember me" box. If you do not, each time you log in from the link on our website you will be taken to the JCNA forum page with no way back to the OJC page except to leave JCNA and open the OJC home page and click the forum link again. If you check remember me, JCNA will put a device called a cookie on your computer that will cause you to remain logged in and you will only be logged out if you do so manually. If you access the forum from any other computer you will have to log in (enter your e-mail address and password) manually.

It is essential that you know the forum rules which will be policed by both JCNA and the Ottawa Jaguar Club Webmaster. You can find the rules at <http://www.jcna.com/forums/help.html>.

Mike O'Brien

Fall Drive/Rally

TIP TOE THROUGH THE TULIPS

A Fall Drive/Rally presented by the Ottawa Jaguar Club with an invitation to the Ottawa Valley Triumph Club.

Review:

The event was held 5 October 2008, starting and finishing in Carleton Place with a 100 min. lunch stop at Fiddleheads in Perth and a couple of short breaks en-route. The route was all paved roads north of HWY 7 extending west as far as Ardoch/Plevna. Total distance was 272 km. and total driving time was about 4 3/4 hours. Route directions were all "tulip diagrams" with distances and required average speeds given in both kilometres and miles. Ten cars left the start - two others joined and one left at the lunch stop. All eleven cars reached the finish in reasonable time. The weather was cool but sunny and the fall colours were beautiful. All competitors said that they enjoyed the run, even though most had never "rallied" before.

All cars were timed at each of the ten checkpoints they passed, even though some entrants were just "touring" (i.e. they were not trying to maintain the prescribed speeds). All finishers were scored and the top teams were:

FIRST: J-P Giard / Michel Constantineau (OJC) Tied with Don LeBlanc / Janet Dion (OVTC)

SECOND: Brian Mills / Pat Mills (OVTC)

FOURTH: Guy Larabie / Louise Larabie (OJC)



Comments:

Late September / early October is a good time of year to run this style of event. People are reorganized from summer activities and precious cars have not yet been put into hibernation. The fall colours are always a strong attraction, though at their best on sunny days.

It is hoped that this year's low-key event will assuage some members' fears about entering a "rally". The combination of Fall Drive (for those who just want a guided tour of pretty scenery) and Rally (for those who want the extra challenge of time-keeping) attracts more entrants which helps justify the efforts of preparation and the person-power required on the day of the event.

The length and format seemed acceptable to this year's entrants. A mid-morning start, a longish lunch break, a couple of ten minute breaks en-route and a "cocktail hour" finish at a pub encouraged social interactions during the event.

Checkpoints: It would be nice to give Checkpoint people something for their efforts, especially if they are non-OJC members. Some cash to offset their fuel costs or at least a small Jaguar keepsake - we didn't give them anything this time.

Marc & Sheila Chappell

Guy & Christine Goodman



Kudos to Marc and His Helpers

Hello Marc,

I wanted to thank you for the amazing efforts you and your team put into organizing the rally on October 5. All of us from the OVTC had a great time at this event. Personally, I have never seen an event that was as well structured and well run. It was a great pleasure to participate.

Mike - I thank you for extending the invitation to our club to be a part of this great event. The people from the OVTC who participated really enjoyed themselves during the rally, and we enjoyed the opportunity to spend time socially with members of the Jaguar club. Thanks!

I hope that next time a similar event is put together, that you will be able to invite us along again. I'm sure there will be other cooperative club events we will be holding. I will be working to organize the darts tournament for late February, but I'm sure there will be other things as well.

Best regards,

Don

(Don LeBlanc, President OVTC)



Jag Mags by Rob Dunlop

For the doubtless numerically few who find this column of scintillating interest, you've likely noticed in past editions that, not surprisingly, magazines of the same general subject matter (i.e. Jaguars) are likely to carry same or similar articles at the same time (...which begs my wife's question, why *do* I need to subscribe to them all?...).

Such is the situation with the October mags. All three chiefly featured the UK events surrounding the 60th anniversary of the XK engine this past summer, with significant photo coverage of row upon row of gleaming Jags (the gleam coming from the copious rainwater). Personally, I felt somewhat sheepish about fussing over a few clouds in the local weather forecast before deciding about going on a Club drive, after seeing the photos of hordes of "real" enthusiasts huddled smiling under large umbrellas, obviously enjoying themselves. Clearly, we colonials have gotten soft!

In addition, the following highlights are worthy of note:

JAGUAR WORLD (JW)

October 2008: A comprehensive "Owner's Guide" for the Series 2 XJ6 with detailed coverage of strengths and weaknesses of all major components, suggested improvements and a full servicing schedule. Excellent info for those in the market and/or current owners wanting to know more. Other coverage includes an alcohol-fueled, 3.8L engined dragster (400+BHP!!), an equally powerful classic V12 E-Type racer and upgrading XK8 brakes and suspension bushes.

Q&A: Wandering idle on your XJ40? Try replacing the cold start auxiliary air valve. Chastising a Vancouver Island X300 owner with tire tramlining problems for fitting polyurethane suspension bushings. A "check engine" light is not a suggestion to be disregarded because the result may be expensive(!). Accessing recent Jag workshop manuals via www.jaguartechno.com (for a fee..).

Practical Jaguar: Part 2 of a full XJ40 service - detailed article on changing fuel filter, oil, air, electrics, coolant.

Classic Workshop: SU fuel pump - installing an electronic conversion - fully detailed and photographed, an excellent explanation of this very useful upgrade. (Parts are \$80 CDN from Burlen Services).

XJS Bulletin: Putting together the differential that you took apart last month...

Tech Tips: Final instalment on Jag wheels..1986 to present - which wheels for which models?

JAGUAR ENTHUSIASTS' CLUB (JEC)

October 2008: Two insightful articles: "The Price of Quality" by an ex-Jag employee addressing reasons for the quality issues during the halcyon '60s (in essence, "doomed by their success") and "Brown's Lane" - a retrospective following the recent demolition of the original factory.

Bob Bate Tech Topic: Borg Warner auto gearboxes (1958-68). The second article on autoboxes, this time covering earlier models, with the usual BB highly detailed and comprehensive treatment of DIY repairs to the gearbox governor to eliminate jamming.

Letters: Ever wonder about the Brit fascination with Liquid Propane Gas (LPG) conversions on Jags and the ever increasing interest and demand for diesel models? One UK letter writer commented in passing about fully filling up his '91 XJ40 and paying "100+ UK Pounds". A buck or so a litre doesn't look all that bad...

THE E-TYPE

October 2008: More of the ongoing three restorations including a black California car with a restored underside (cleaner than most E-Type topsides!). Part 3 of the V12 rebuild makes it sound almost easy (..I said almost..) and the restorer fumbling with installing a coupe interior continues to mumble and curse...sometimes the best part about these articles is that the reader learns when to leave it to the pros...

Q&A: Further discussion on upgrading interior lighting with LED units including brighter exterior rear lights (..ever think that maybe there's nothing wrong with the lighting...just the E-Type owners are getting older with corresponding weaker eyesight??).

Cheers, Rob Dunlop

October Jag Night

The October meeting was held on Monday October 6th, at the MWCA Hall on Knoxdale Rd.

Mike O'Brien opened the meeting shortly after 7pm, identifying that we would be focussing on two key areas - a review of this year's activities with a view to providing the 2009 Executive with what changes the membership would like to see and **Phil Karam's** timely presentation on winter auto storage.

Notes from both of these activities follow.

Membership Feedback (2008):

Three "syndicates" held a lively discussion on the Club's activities in order to present the incoming Executive with options. The feedback was as follows:

1. Event Schedules: Recommend that driving events (such as the fun Rally) be held either in the spring or late September/early October and invite other clubs.
2. Meetings:
 - a. Location: A perennial issue. Recommend moving to a pub or restaurant where we can have both privacy and a drink to sip.
 - b. Frequency: Our current schedule is year-round. The Club used to shut down for the summer after the Concours. Should we plan just one event for July/August to lessen the "pressure" on the summer months? Should we drop the July/August meetings?
 - c. Meeting Activities:
 - i. After last year's discussion, the format changed from just business to more social/technical, more pizzazz, but attendance still dwindled. Perhaps, because we are not in the same place each month, we are losing people?
 - ii. Presentations: Many members have expertise outside the realm of cars/Jaguars. We could ask them to make presentations at the meetings.
3. Expectations: New and old members alike expect technical and social activities. The buddy system is good. Need to involve spouses more. That might address the access to people with other expertise.
4. OJC Website: Suggest adding a bulletin board/forum for discussion or to post requests for parts/assistance.
5. Cultural Events: It might stimulate attendance and attract spouses if we organize occasional cultural events - concerts, shows, etc. First suggestion was a drive to Watkins Glen, dropping the wives off en route at a "cultural" shopping outlet.
6. Concours: Massage the format.
 - a. Location: Worth looking into another location as the RFC will be under construction next year.
 - b. Name: Calling it Jaguar Day has been successful.
 - c. Out-of-Towners: Not attracting many, but this isn't the focus; conflicting with other JCNA events. The only ones coming are those interested in international points. Prefer to focus on Enthusiasts.
 - d. Meal: The on-site meal was a hit this year (instead of the traditional Meet & Greet the night before).
7. Technical Events:
 - a. Look at joining the activities of other clubs.
 - b. The MG Club used the shop at Jaguar Ottawa for a mechanical session - we could arrange the same type of event either at the dealership or in a member's shop (i.e. Mike O'Brien's).
8. Other Clubs: The Executive has to "interface" with other clubs in order to access their schedules and see if we can partner on some events.

Paddy Robertson

(Continued on Page 10)

October Jag Night (continued)

Jaguar Winter Storage:

1. *Change the oil and filter.* The impurities left in the oil should not be left to sit in the engine all winter. This will also save you a step when getting the car out of storage in the spring.
2. *Brake Fluid.* If you are thinking of changing it, now is the time. Brake fluid attracts moisture and old fluid has moisture along with impurities. If left to sit, it eats away and pits your master cylinder, brake cylinders and calipers. If you are not yet ready for this task, at least suck out the old fluid from the master cylinder reservoir and replace it with fresh fluid. Take the car for a good run to help circulate the remaining fluid with the new. This will also help to dry out the exhaust.
3. *Fill the gas tank.* Fill the tank with fresh gas - high octane or ethanol 89. Since ethanol is 10% alcohol, it is like pouring a gallon of gas line antifreeze into your tank. You could also use a gas stabilizer to help stop degradation of the fuel/octane. Run the car for a few minutes to allow the gas to enter the fuel lines, filter and carburetor/injectors.
4. *Antifreeze.* Check the concentration of the antifreeze and adjust as required.
5. *Non-fuel injected engines.* For non-fuel injected engines it's a good idea to give the engine a shot of oil fog. If you have SU carbs, you can pump the damper reservoir a few times to help the oil coat the cylinders. The best way however is to remove the plugs, oil the cylinders, rotate the engine to coat the cylinders and then replace the plugs.
6. *Emergency Brake.* Never store the car with the emergency brake left engaged as it may seize. And for that matter, store a manual transmission in neutral. You may need to block the wheels to stop the car from moving.
7. *Battery.* Disconnect the **negative terminal first** and then the positive if you wish to remove it from the car. Check the electrolyte level and if necessary top up with **distilled water only**. Keep the battery charged at least once a month or continuously with a 1 amp trickle charger. A battery left stagnant will sulphate and render itself useless.
8. *Tires.* Pump up the tires to 50 lbs or the maximum noted on the sidewalls to help prevent flat spots.
9. *Exterior.* Wash the car thoroughly and wax it if you feel energetic. Lift the wiper blades off of the windshield to help prevent them from flattening.
10. *Interior.* Now is the best time to apply a leather conditioner to the hides. Apply the conditioner and let it sit all winter to soak in before removing. This applies to products like Connolly Hide Food and Leatherique. Throw a few sheets of Breeze Air Freshener or Softener into the interior to discourage rodents and roll the windows down about ¼ inch to let it all breathe.

Phil Karam

Ask the Experts

Hans Sander writes:

Last fall I had to replace the fan clutch on my 1988 XJ6 and subsequently the water pump which also started to leak. When I took the car on the road I experienced hard starting and once warmed up, the idle was erratic to the point of stalling. Acceleration was a nightmare with the engine wanting to stall and bucking like a bronco. Once at a steady speed (100 to 120 km/h) it ran fairly normal but would buck the minute I changed the gas pedal position. Passing another vehicle was almost impossible as the engine would start to buck and actually reduce speed. I attributed the behaviour to the ignition system and changed high tension leads, coil and plugs. A compression test showed all cylinders good. There was no difference in the engine's behaviour. The funny thing was that the car ran normal in all respects when the engine was cold.

Reading the Haynes manual it pointed to the temperature sensor and gave hot and cold resistances. I found that the unit had the proper resistance when cold but would only indicate 145 ohm when hot instead of 280 - 350 ohm as per Haynes. I was able to source a Blue Streak temperature sensor with even more disastrous results than the original. Now the "FUELLING FAILURE" light came on and the car would only start with the pedal to the floor, emitting smoke once started. I exchanged the Blue Streak unit for another one which switched off the fuelling warning, gave good cold starting but still would give an idle that was rough and felt as if the plugs were misfiring. Acceleration is much better but not consistent and on every second or third attempt the car still bucks. Hot resistance of the sensor is 185 ohms, I spliced in a 100 ohm resistor to bring the resistance to 285 ohm as specified by Haynes which resulted in a slight improvement, which is where I am now.

My questions to the members are as follows;

1. Has anyone had the same problem and what was the solution?
2. Does anyone have the correct resistances hot and cold of the sending unit?
3. Where is the best place to source some of these OEM parts?
4. Any advice as to corrective action will be greatly appreciated.

By the way, the car ran great the previous year.

Hans Sander

If any member has any ideas here to help Hans, please contact him at 613-446-7728 or hnssanders@yahoo.ca, please copy Ray@Newson.ca so that we may share your ideas.

OJC Executive

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XK150	JLM9544	£3	€4	\$6
E-Type S1/2	JLM9544	£3	€4	\$6
E-Type S3	C37982	£11	€13	\$19
MK2/S/420	JLM9544	£3	€4	\$6
Daimler V8	8G683	£7	€9	\$13
XJ6/XJ12/XJS	EBC9658	£6	€7	\$10

AIR FILTERS

MK7/8/9	5903	£62	€73	\$110
E-Type S1/2	8416	£8	€9	\$13
E-Type S3	C34348	£6	€8	\$11
MK2 3.4/3.8	C16484	£9	€11	\$17
240	11713	£8	€10	\$15
S-Type/420	C19530	£5	€6	\$9
MK10	C19530	£5	€6	\$9
Daimler V8 2 1/2	C21648	£11	€13	\$19
Daimler V8 250	11875 x 2	£9	€10	\$15
XJ6 S1/2 carb	C30489	£8	€10	\$15
XJ6 S3 inj	EAC4840	£8	€9	\$13
XJ12 carb	C37066 x 2	£22	€27	\$40
XJ12 inj	EAC1828 x 2	£11	€13	\$20
XJS 3.6 flat	EAC1828	£11	€13	\$20
XJS 3.6 round	EAC4840	£8	€9	\$13
XJS V12	EAC1828 x 2	£11	€13	\$20

FUEL FILTERS

MK9	C28080	£8	€10	\$15
XK150	C28080	£8	€10	\$15

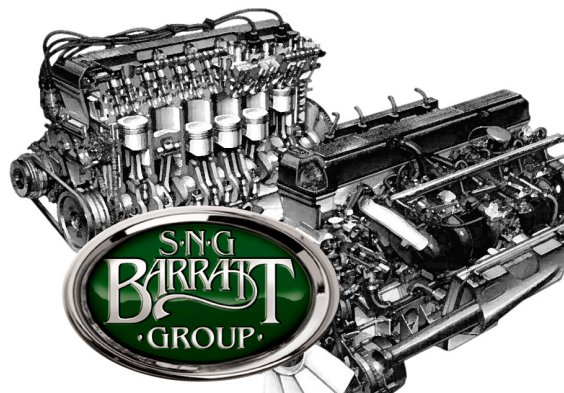
E-Type S1/2	C28080	£8	€10	\$15
E-Type S3 small	C28080	£8	€10	\$15
E-Type S3 large	JS660	£9	€10	\$15
MK2/S/420	C28080	£8	€10	\$15
Daimler V8	C28080	£8	€10	\$15
XJ6 S1/2 small	C28080	£8	€10	\$15
XJ6 S2 large	JS660	£9	€10	\$15
XJ12 carb	JS660	£9	€10	\$15
XJ12 inj pre H.E.	EAC1498	£12	€14	\$21
XJ12 inj H.E.	EAC3112	£12	€15	\$22
XJS inj pre H.E.	EAC1498	£12	€14	\$21
XJS inj H.E.	EAC3112	£12	€15	\$22

SPARK PLUGS

MK7/8/9	N5C	£3	€3	\$4
XK120/140	EAC8916	£2	€3	\$4
XK150	EAC8916	£2	€3	\$4
E-Type S1 3.8	EAC8916	£2	€3	\$4
E-Type S1/2 4.2	N5C	£3	€3	\$4
E-Type S3	EAC8915	£2	€2	\$4
MK2/S	EAC8916	£2	€3	\$4
Daimler V8	N5C	£3	€3	\$4
XJ6 2.8	JLM9664	£2	€2	\$3
XJ6 3.4	EAC8916	£2	€3	\$4
XJ6 S1/2 4.2	EAC8917	£2	€2	\$3
XJ6 S3	EAC8915	£2	€2	\$4
XJ12 pre H.E.	EAC8915	£2	€2	\$4
XJ12 H.E.	EBC4021	£4	€4	\$6
XJS V12 pre H.E.	EAC8915	£2	€2	\$4
XJS V12 H.E.	EBC4021	£4	€4	\$6
XJS 3.6	EBC11480	£3	€4	\$6

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Our quality service parts at competitive
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