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Photos: Paul Davis, p. 1; Mark Ettinger, p. 10;
Al Graves, p. 9; Ray Newson, p. 9; Mike
O'Brien, p. 3.

***A Blast from the Past - A Shot
from the 1997 ByWard Market
Auto Show that Featured
OJC Jaguars***

January Jag Night

***Monday, January 12, 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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(613) 225-3449
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Club Events

January Jag Night - Monday, January 12th, 7 pm

LOCATION: 68 Knoxdale Road

SOLD OUT!!

The annual Christmas Dinner, to be held on Saturday, December 6th at the home of Hugh and Hally Siddons has been sold out with 54 members planning to attend. For those attending, don't forget the gift exchange!

REMINDER!

Send in your 2009 membership fees now and save \$10. If you send your cheque before December 31st, the fee is \$50 - after that date it is \$60. Over 30 members have already taken advantage of early registration. Please make your cheque payable to Ottawa Jaguar Club and send it, together with any updated information, to:

Lee Harrington

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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 Minutes

The Ottawa Jaguar Club Annual General Meeting was held on Monday, November 10, 2008. Thirty members were in attendance.

President **Mike O'Brien** opened the meeting at 7:14 pm and introduced the agenda, starting with reports on 2008's activities and from the Executive.

Club Activities:

Phil Karam, Technical Activities: The "Miniman" visit in September was well received. Hopefully we can do more technical sessions next year, especially now that Phil's new garage has been finished.

Al Graves, Activities Coordinator: We set out to have more variety in the drives, including the spring drive to Renfrew, the support of the Canadian Guide Dogs for the Blind tea with other clubs, the Hazeldean cruise night (42 cars from various British car clubs and we've been asked back for 2009), and the 2-day Picton/Prince Edward County drive in September. ABCD (All British Car Day) in July was successful.

Paddy Robertson, March Dinner: About 30 people attended the dinner at the Restaurant International at Algonquin College. This was the third or fourth year at this venue, so will seek a different site for 2009.

Mike O'Brien, Christmas Party: **Hugh and Hally Sidons** are hosting the party on December 6th. The cost is \$30 per plate, and 45 or more are already signed up. The Club is paying \$15.00 per plate beyond the charge of \$30.00. It will start at 6:30.

Mark Roberts, Concours Chief Judge: From a judging and technical standpoint, (the Concours) went fairly well. The three complaints about judging were dealt with satisfactorily. The layout worked well. It would be nice to see more of the older vehicles. Mark will spend more time with the judges next year on the hands-on aspect of judging.

Mike O'Brien, Concours Chair: The organization went very well. Dropping the Meet & Greet for a meal at the Concours was successful, although next year we'll have the food delivered earlier. Next year's challenge will be deciding whether to go back to the airfield as the Rockcliffe Flying Club will be under construction.

Lee Harrington, Membership: Sixty-eight members are paid up for 2008. Every year we pick up a few members and lose a few.

Roger Gough, Treasurer: Roger presented an interim statement, showing the Club has a bank balance of approximately \$8,150 and the books balance. He disputed the membership total, saying he receiving 66 dues.

Ray Newson and **Paul Davis**, *Jaguar Jottings*. 2008 was

another successful year, with new articles from members. December will be Ray's last issue, and he thanked all the members who have contributed over the last five years. Paul will continue as the layout artist and producer for the next year. Frank Basten is taking on the Editor's post. *Jottings* has migrated from an expensive printed and mailed newsletter to an electronic version which is supported by advertising revenues. *Jottings* is a vehicle for the membership, reporting on monthly events and printing technical articles of interest.

Mike O'Brien, Website: Mike has two projects outstanding – adding Phil Karam's XK140 to the project page and rebuilding the links page.

Special Presentations, Mike O'Brien:

This was Mike's third year as President, and he thanked all the Executive and all the members of the Club who contributed. He then presented plaques of appreciation to a few people leaving the Executive this year:

Roger Gough, Treasurer for ten years, for doing a meticulous job.

Lee Harrington, for doing multiple jobs over the last few years.

Alan Graves, who put his soul into thinking up activities and getting people out to drive their cars.

Frank Basten, a rather belated thank you for his term as Vice President in 2007.

Ray Newson, who was always in contact as Editor of the *Jottings*, no matter where he was.



Paddy Robertson, although not on the Executive, was thanked for assisting with many projects over the years.

Motions, Lee Harrington:

Motion: Lee moved that the Club continue to be affiliated with JCNA. Seconded by Phil Karam. **CARRIED.**

Discussion: Membership in JCNA includes event insurance and subscription to the *Jaguar Journal*. We also have the

(Continued on Page 7)



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President's Musings

This is my last opportunity to speak to the whole Club as I leave the office of President at the end of the month. I would like to take the time in these few sentences to tell you how much I have enjoyed the opportunity of being a member of the Ottawa Jaguar Club.

I don't remember how I found out about the Club, but felt that I should find someone who knew more than I did about the car that I had just received from my brother...which was close to zero. My first meetings were at the Italian restaurant on Industrial (Capone's). I squeezed into a tiny room and tried to figure out who was who. I was very concerned that I was about to be immersed in a group of snobs who only wanted to party. How wrong I was. I was welcomed and within twenty minutes someone took my money. The entire meeting was about organizing some event or other. I became concerned near the end of the meeting that my suspicions had been confirmed, but several folks stayed on afterward and spoke with me about my car and told me who to see to answer questions.

It is now six years and many Jaguars later, and I find the participation with all of you very rewarding both

socially and technically. I have given up the role of President because I have run out of ideas. The Club needs a constant infusion of new ideas and new enthusiasms to maintain its vitality. I must admit that I have found of late that I just don't have the drive to participate in everything the Club is doing.

The future of the Club is in the good hands of my successor, Rob Dunlop. He has the organizational skills of a military officer and is blessed with a good dose of the common sense and patience issued to all Air Force officers, but only one in three soldiers (I missed mine).

I would like to close by thanking all of you for your support over the past three years. I assure you that I will remain active with the Club and will do whatever is needed to help out.

Cheers, Mike





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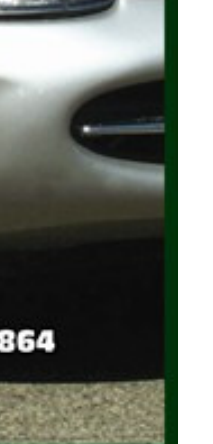


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Marketplace

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. [DJF]

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.gww.com). [DJF]



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. [DJF]

1974 Series II XJ6L Saloon. Rare primrose yellow with great curb appeal (MMELLOW). Has Safety Certificate. Very original 107,000 miles. Second owner, since 1989. Drives well, good interior, Clarion stereo. Very little mileage on tires and shocks, new brake work. Plenty of documentation including workshop and parts manuals. Needs work on air conditioning and some body work (mainly rear panel). \$5,400. Anthony Pearson 613-225-0351 or apa@magnum.ca. [DJF]



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.

New Events of Interest Added to the JCNA Calendar

The Jaguar Association of New England has added the following new event to the JCNA online Calendar:

Date: 2009-04-18

Type: Slalom

Name: JANE 2009 Spring Slalom

Sanctioned: P

Location: Fort Devens, Ayer, MA

Chair: Tom Parish, 978-828-4707, tparish@carlisle-co.com, 8 Woodbury Drive, Westford, MA

Co-chair: Bill Parish

Chief Judge: Aldo Cipriano, 508-473-1435

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

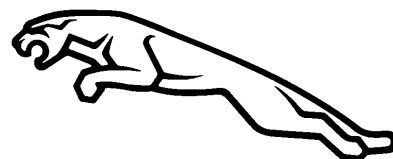
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Annual General Meeting Minutes

(continued)

advantage of ordering Concours trophies, being part of a larger 'lobby', and have access to the JCNA website forum, technical resources, etc..

Motion: Lee moved that the Club allocate a total of \$650 (per year) for participation in the JCNA Annual General Meeting, frequency to be determined by the Executive committee. Seconded by Pete Whitworth.

CARRIED.

Discussion: Lee and Mike, who both attended the 2008 AGM, felt that they were able to affect the discussions in particular relating to insurance coverage and liquor at Club events. The value of JCNA is networking and access to the resources of a larger organization. The cost of attending the AGM is considerably more for two people than the \$650 being requested.

General Discussion:

Club Funds: Suggestions were made on what the Club should do with the substantial balance in the account.

- A donation to CHEO of \$3,000.
- Use the funds for advertising.
- Pay for a better location for the Concours.
- Free membership every seven years, or reduce fees

After discussion about the validity of giving funds donated to the OJC by sponsors to a charity, reducing membership fees, the need for a minimum operating 'float', etc., the decision was that the new Executive should take this under advisement in the New Year and bring it forward at a later meeting.

Meeting Location: Some discussion was held at the October meeting about a new place, e.g. the Mooney's Bay Bis-tro owner has offered to host the meetings. The community hall requires a contract, signatures, and the key be picked up each time, as well as participation in community events. If the OJC stays, we will need volunteers to share the responsibilities. Suggested that a list of volunteers be set up for each meeting, and even pay the building care-taker to do the community volunteer work that is required of the Club as part of the contract for this free space. This item will be left to the new Executive for a decision.

Elections:

Motion: Rob Dunlop, as the nominations chair, presented a slate of volunteers for the positions of the Club Executive and moved that the nominations be closed and the slate of nominees be elected. Seconded by Paddy Robertson.

CARRIED.

2009 Executive as follows:

(Changes in bold)

President: Rob Dunlop

Vice President: Chuck Robinson

Secretary: Paddy Robertson

Treasurer: Stewart Robertson

Membership: Lee Harrington

Librarian: Merv Clarke

Technical Activity Coordinator: Phil Karam

Events Coordinator: Executive Committee

Chief Judge: Mark Roberts

Concours Chair: Mike O'Brien

Webmaster: Mike O'Brien

Jottings Editor: Frank Basten

Jottings Publisher: Paul Davis

Frank Basten gave a vote of thanks to Mike O'Brien for three years as President.

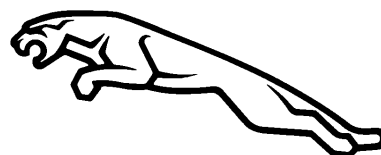
Mark Roberts reminded the members present of the good work done by Rob Dunlop as Chief Judge. Mike O'Brien will get him a plaque.

Motion: Mark Roberts moved that Rob, as the new President, obtain a plaque for Mike O'Brien. **CARRIED.**

The meeting ended at about 9:00 pm. There will be no monthly meeting in December.

Next meeting is Monday, January 12, 2009 at the Community Hall on Knoxdale, starting at 7pm.

Paddy Robertson



Jag Mags by Rob Dunlop

With most of our Jags put away for hibernation, Jag Mags can provide the fodder for dreams until getting them on the road once again six months or so hence (arghhhh!). Let the dreaming begin...

JAGUAR WORLD (JW)

November 2008: Hard to believe that the latest XK/XKR sports models are already three years old and some are starting to appear on the "pre-owned" market. To that end, JW offers a comprehensive "Buyer's Guide" detailing strengths and weaknesses, although in the case of this Jag model, it's refreshingly free of major problem areas. The article concludes "...a used example represents quite exceptional value, and there are relatively few pitfalls to be aware of.." Sounds like a winner to look for a few years down the road. Several articles focus on the changes to Jaguar over the past twenty years since *Jaguar Quarterly*, the predecessor to JW, first appeared. For the "wind in the hair" brigade, there's an interesting piece on the famous SS100 once owned and raced by US radio and TV personality, Dave Garroway. He swapped out the original engine for an XK unit from an XK120 and added alligator leather seats and steering wheel (!!) which the restored car still retains. Certainly one of a kind...

Q&A: An X300 radio/cassette unit is relatively easy to remove and replace and/or upgrade with a CD player (...in case you were wondering...). More queries about early/late model timing chain tensioners in the Jag V8s (all 4.0 litre engines should have upper/lower tensioners replaced ...4.2 litre engines aren't afflicted).

Practical Jaguar: X-Type transmission replacement - definitely not a DIY exercise and underscores why this model's longevity is seriously doubtful when value vs. necessary costly dealer repairs come into question down the road. For the gearheads however, the excellent photos and process description reveals some of the latest technology in Jag's only AWD.

Hands On: Service on an XK140 - applicable to many XK-engined models, a fundamental servicing description with lots of good photos and some of the latest thinking (and products) to keep your beast healthy.

XJS Bulletin: Still putting together the differential that you took apart two months ago...

JAGUAR ENTHUSIASTS' CLUB (JEC)

November 2008: Interesting to note how, over the last few months, JEC has shifted the club's (and magazine's) focus from an "all models" type approach towards individual model forums (currently nine) each with its own section in the magazine. I personally like this approach and find it useful and easier to locate articles of personal interest. It's one way to address the diversity of interests in a Jag club, but probably not effective for small groups such as OJC (...or...?). There's an excellent follow-up article to "The Story of Brown's Lane" from last month, this time focusing on a detailed description of 1950's assembly line methods and lots of period photos. Sign of the Times...two pictorial articles of the Polish and Czech Jaguar clubs bombing around Eastern Europe (...hope the roads have improved..).

Bob Bate Tech Topic: A smorgasbord of new S Type niggly problems. The usual BB highly detailed and comprehensive treatment of DIY repairs. I don't believe we currently have any new S Types in the Club so I won't belabour the subject.

Mark 1 Project: The restoration of a 1959 3.4 sedan for the Jag museum continues... Great photos, but of particular note, the factory-approved method for aligning the rear axle - two straight 2X4s and a tape measure....

THE E-TYPE

November 2008: The ongoing restoration sagas continue... The V12 rebuild is completed and this month's excellent article with superb photos covers reinstallation in car and debugging in detail. Very useful for anyone thinking they may take this on. The restorer fumbling with installing a coupe interior still continues to mumble and curse but with some progress. His pearls of wisdom this month...get a pro to install the front and rear windscreens and don't expect to install a rear hatch door in a weekend.

Q&A: Is worry about your SU fuel pump dying on the road keeping you awake at night?...get an SU electronic unit (no contacts) and run it in parallel to the original pump. Yet again the question about needing hardened valve seats to run on unleaded petrol. K&N reply: "Our experience...tends to agree that the standard seats are hard enough to allow use of unleaded fuel. Retard ignition slightly if engine pings and treat your gas tank to a lead additive occasionally "to keep it running sweetly". (I knew about one but haven't tried two...anyone out there regularly use a lead additive?).

Cheers, Rob Dunlop

2008 - Another Successful Year

As the year draws to an end, its time to reflect on the highlights of the Club over the past year.

A visit to Star Motors in January to see and learn about the new and environmentally-friendly water-borne spray paint system continued the Club's focus on providing interesting and informational visits to local businesses of interest to our members.

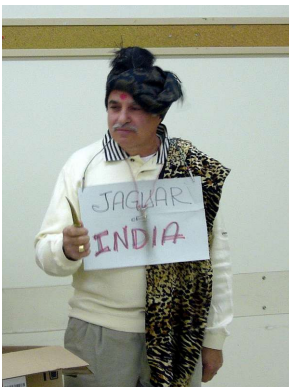
In February, 22 members were given a private tour of the Museum of Science and Technology Presentation Area. Many vehicles from the Popemobile to a Sears Roebuck kit car were viewed while preservationist Serge Ouellete provided a brief history on many of these vehicles not normally available for public viewing.

March was a busy month: **Mike O'Brien** and **Lee Harrington** represented our Club at the JCNA-AGM in Pittsburgh. The March Dinner was again held at the Restaurant International at Algonquin College with 31 members enjoying another successful evening of dining and friendship. Attendees to the March meeting enjoyed great food and conversation at



the Black Dog Pub in Manotick in lieu of a visit to Stebro Exhaust.

In keeping with the continued interest in Museums, a visit to the Canada Aviation Museum was the highlight in April. Marc Ducharme, Chief of Operations at the Museum, gave the Club a personal tour. Again, lucky members of the Club got behind the scenes and were able to view many aircraft not normally available to the public and hear first-hand commentary from Marc.



At the May meeting, Tata Motors were well represented by their man in Canada, **Phil Karam**. Phil provided an overview of things to do when you get your car out of winter storage.

On June 1st, after two cancellations due to weather, the Spring Drive finally took place with seven Club autos and members enjoying a tour west

of the city. The trip included (amongst other stops) a stop to check out **Dave Clyne's** progress on his E-Type

restoration and then onto the Cheshire Car Pub and a drink for some, plus dinner for others.

June of course was again Concours month with another successful show held at the Rockcliffe Flying Club. The new Enthusiasts Class introduced several interesting non-Jaguar entrants and one of the highlights was



John Wood's 1936 SS saloon that John brought all of the way from Kingston.

The July meeting, hosted by **Peter Whitworth** at the Kars Airfield, is fast becoming a popular annual event. The BBQ, opportunity to socialize and generous trips offered by Peter in his vintage airplane all make for a very pleasant get-together. Another popular July event was again the All British Car Day (ABCD) held at Britannia Park where the Ottawa Jaguar Club continues to be well represented.

During August, after lunching at the Swan, about 15 members participated in the Canadian Guide Dogs for the Blind Garden Party fund raiser in support of this worthy cause. Later in the month, a number of members also participated in the Hazeldean Cruise Night and then dined at the Cheshire Cat Pub, another popular event and opportunity to kibitz with other auto enthusiasts, in particular, other British car owners.



In September, a number of members enjoyed an overnight trip into the Prince Edward County area touring wineries and other places of interest. After being previously delayed due to weather, the annual OJC BBQ took place at the home of **JP and Colleen Giard** on the Rideau River. A good time was had by all.

October saw the Fall Drive combined into a Fun Rally by **Marc Chappell**. Although there was some apprehension on the part of some entrants new to rallying, at the end of the day, all enjoyed the adventure.

November brought in a month of change as the AGM saw a number of key Executive positions change hands. The new

(continued on Page 10)

2008 - Another Successful Year (continued)

team will be challenged to keep the membership entertained in the upcoming year.

Not to be forgotten, the *Jottings* brought you interesting original articles such as: The Cars of the Blackhawk Mu-



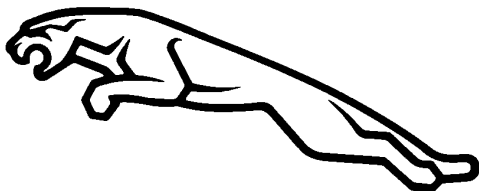
seum, Wings & Things and the artwork of Mark Ettinger, a Jaguar suspension and differential unit overhaul by **Frank Basten**, Concours guidelines for Participants and Judges, Jag Mags Review - a new monthly feature by **Rob Dunlop**, a special feature on DIY chrome work by Jim VanAlstyne to mention a few features.

We still have December yet to fill out the year. December's highlight is always the Christmas Party and this year's party, already sold out, promises to be another huge success.

And we should not forget the Breakfast Club that continues to attract a number of members every Wednesday morning on a weekly basis.

Clearly, 2008 was another successful year for Ottawa Jaguar Club members who had a number of interesting social, technical and educational activities to participate in. Here's wishing the Executive Team for 2009 continued success.

Ray Newson



Ask the Experts

Last month Hans Sander wrote to "The Experts" looking for assistance with the erratic performance of his 1988 XJ6. Mike O'Brien responded with the following:

Hans, I am no techy, however, it sounds to me as if the temperature sensor is telling the computer that the engine is always cold and the computer is telling the injectors to produce a rich mixture. That would explain the blue smoke and hard starting when hot. The source of the temperature sensor can be Welsh Enterprises or XKs Unlimited. (See the links page on our website.) Another source might be Global Auto on Woodward Ave. (See the sponsor's page on our website.) Mike Doherty, the owner, has an early 90s XJ6 (actually known to most of us as an XJ40) parts cars. The engine ran well when he got it and it may have a good sensor...cheap.

Hans' follow-up:

Mike O'Brian was nice enough to intervene on my behalf with Mike at Global and I got a used temperature sensor for next to nothing. I only installed it a week ago and it seems to solve 90% of the problem. I still have some hesitation at irregular intervals when trying to accelerate, but only when the engine is hot. I checked the cold and hot resistances (2430 Ohm/201 Ohm) which is about 150 Ohm less at hot than the specs call for according to Haynes. I spliced two 100 Ohm resistors in series into the wiring harness (to bring the hot resistance closer to spec, 400 Ohm) and took the car for a short test drive. The performance was normal although it did not quite reach operating temperature. It looks as if I am on the right track. The Jag turned 20 yrs old this year and I suppose one has to forgive the car for feeling its age after 210, 000 trouble free kilometres.

Hans reported on the final solution:

Here is an update on the status of my XJ6 problem: I stopped by at Global and had Mike Doherty take the car for a test ride. He thought that the problem was ignition related and not, as I thought, fuel related. I had discounted the possibility of an ignition problem because last year I had installed a new Bosch ignition harness, plugs and coil. I also played around with the temperature sensing unit, as all signs pointed to this item as the culprit. And, matter of fact, the new unit seemed to improve performance, although only temporarily. Given Mike Doherty's opinion, I checked the Bosch ignition wires and found that the resistance was very high and that 2 leads showed no continuity on the Ohm meter. I decided to replace the Bosch wires with a new set of NGK wires, and lo and behold, the Jag was a different animal. I now have good starting, smooth idle and acceleration, and respect for Mike Doherty's expertise.

Hans Sander

The moral of the story is that you just can't take anything for granted Ray

2009 OJC Executive

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rojedunl@hotmail.com

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Chuck Robinson 613-523-1799

Secretary:

Paddy Robertson 613-729-8859

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Lee Harrington 613-774-4532

Treasurer: Stewart Robertson 613-729-8859

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Social: Executive Committee

Technical: Phil Karam 613-521-5100

Concours Chair: Mike O'Brien 613-258-9136

Chief Judge: Mark Roberts 613-591-1659

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Jottings Editor: Frank Basten 613-342-0467

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Daimler V8	8G683	£7	€9	\$13
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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

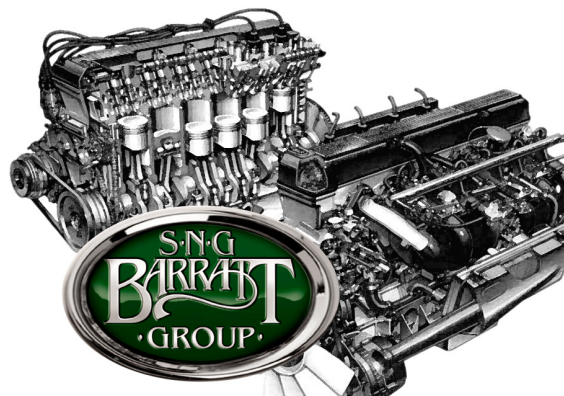
E-Type S1/2	C28080	£8	€10	\$15
E-Type S3 small	C28080	£8	€10	\$15
E-Type S3 large	JS660	£9	€10	\$15
MK2/S/420	C28080	£8	€10	\$15
Daimler V8	C28080	£8	€10	\$15
XJ6 S1/2 small	C28080	£8	€10	\$15
XJ6 S2 large	JS660	£9	€10	\$15
XJ12 carb	JS660	£9	€10	\$15
XJ12 inj pre H.E.	EAC1498	£12	€14	\$21
XJ12 inj H.E.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

Service *v.t.* renew filters, fluids & consumables at manufacturer specified intervals.

Our quality service parts at competitive prices across the whole JAGUAR range means that servicing your car thoroughly is not as costly as one might expect!



"Please note that this is only a fraction of our total stockholding of service spares. If the item you need isn't listed please call. We'll be delighted to quote you pricing for your total JAGUAR requirements!!!"

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