

Jaguar Jottings

FEBRUARY 2012

www.ottawajaguarclub.com



Ottawa
1986  Club

Jaguar Jottings

Publisher: Vikram Ambrose

613-421-4506

noel.ambrose@gmail.com

Editor: Frank Basten

613-342-0467

fbasten@ripnet.com

*Special thanks to **Paddy Robertson** for editing this issue.*

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.

Advertising

Full Page \$25/month, or \$250/year (11 issues)

Back Cover \$300/year (11 issues)

1/2 Page \$15/month or \$150/year (11 issues)

1/4 Page \$10/month or \$100/year (11 issues)

Business Card \$5/month or \$50.00/year

Marketplace Ads are free to members and will run 3 months unless cancelled or renewed; \$10 to non-members.

Submit advertisements to the publisher



Membership Dues

Dues are \$50. Our excellent benefits plan includes membership in OJC as well as the Jaguar Club of North America, the *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*.

Make your cheque for \$50.00 payable to: **Ottawa Jaguar Club**. And mail it to the Membership Director Karen Wilson. Please do not mail cash.

Karen Wilson
777 Otty Lake Side Road, RR3
Perth, Ontario
nada. K7H 3C5

Events This Month

13th—Couples darts and pizza—St Anthony's

18th—All British Car Club Dart Tournament—Royal Canadian Legion Barhaven

Photo Credits

Front cover—"Jaguar XK Snow" by **Xantijn Ve**

The Rise of the Phoenix—**Mike O'Brien**

Jaguar and NASCAR—**Unknown**

Clarkson shows the Indians how its done with an XJS—TV Episode: Top Gear India Special by **BBC U.K**

The most efficient Jaguar ever—**Jaguar.com**

Looking Back—**Unknown**

Jaguar beats German rivals for "2011 Sports Car of the Year" - **Jaguar.com**

In This Issue

President's Musings	3
The Rise of the Phoenix	4
Jaguar and NASCAR	7
Clarkson shows the Indians how its done with an XJS	8
The most efficient Jaguar ever	10
OttawaJaguarClub.com Analytics	11
Looking Back : Part 1	12
Jaguar beats German rivals for "2011 Sports Car of the Year"	14
Marketplace	15

President's Musings

Greetings fellow Jaguarists and welcome to another year with your favourite car club. 2012 eh?..... is it just me or has the past decade since the new century literally flown past? In any event, my objective is to enjoy the time not keep track of it. With that in mind, may I suggest you give our website ottawajaguarclub.com a gander and check out the 2012 Activities List to see what we have in mind to exercise you and your automobile. Fear not...the current slush and drizzle will give way to sunshine and green grass...I promise!

January Jaguar Evening

We kicked off the New Year at Rob Staruck's garage 9 Jan to check out what's keeping him busy these days. A couple of club E-types graced his spotless facilities as 25+guys and gals mingled sipping beverages and nibbling on Jill Staruck's delectable hors d'oeuvres. Rob briefed us on the perils of ethanol on old Jag fuel systems and showed us modern components (carb floats, jets etc) to keep the problem at bay. Afterwards, a goodly number ventured on to the Cheshire Cat pub for a noggin and a nosh, although I'm not sure who had the space after filling up on Jill's goodies. Many thanks Jill and Rob for the super hospitality!

Club Projects

Regular visitors to our website will be aware of the Projects section. Of late your webmaster, Mike O'Brien has completed coverage of Dave Clyne's full restoration of his E-type coupe which got back on the road last summer. Dave's a first time restorer so his excellent report is certainly inspirational (or daunting as the case may be...) but definitely worth a look. In the same vein, Mike O'Brien isn't busy enough these days with his various Jags projects, Concours planning and mastering the website

to ignore the challenge of returning Bob Higgs' accident VDP (aka Black Cherry) to roadworthiness. With a crew of volunteers, the project is moving along nicely. See page 4 for a feature article on the restoration. Again, most worthy of checking out and admiringparticularly if your tech skills are confounded by changing a headlight bulb on your Jag.

Spring Events

Next up is our Club Darts and Pizza evening , Monday, 13 Feb, at the St Anthony's Tifosi Club House. This is a mixed team, very informal darts tourney ideal for the casual and first time darts players. We'll provide the pizza to keep up your strength. Please let us know if you plan on attending. Later in the month is the annual interclub dart tourney. For March we have a gathering to discuss the best suppliers for the various bits and pieces needed to keep your beast running, followed in April by our annual Welcome to Spring (hopefully) dinner. Be sure to make note on your calendars and keep an eye on our website and watch for club emails for details closer to the events.

Cheers and Happy Motoring,

Rob Dunlop

Members' Corner

This is the first of a periodic column to introduce new club members and provide updates on our membership (new cars, projects etc). Your input to the editor is always welcome.

John Blais

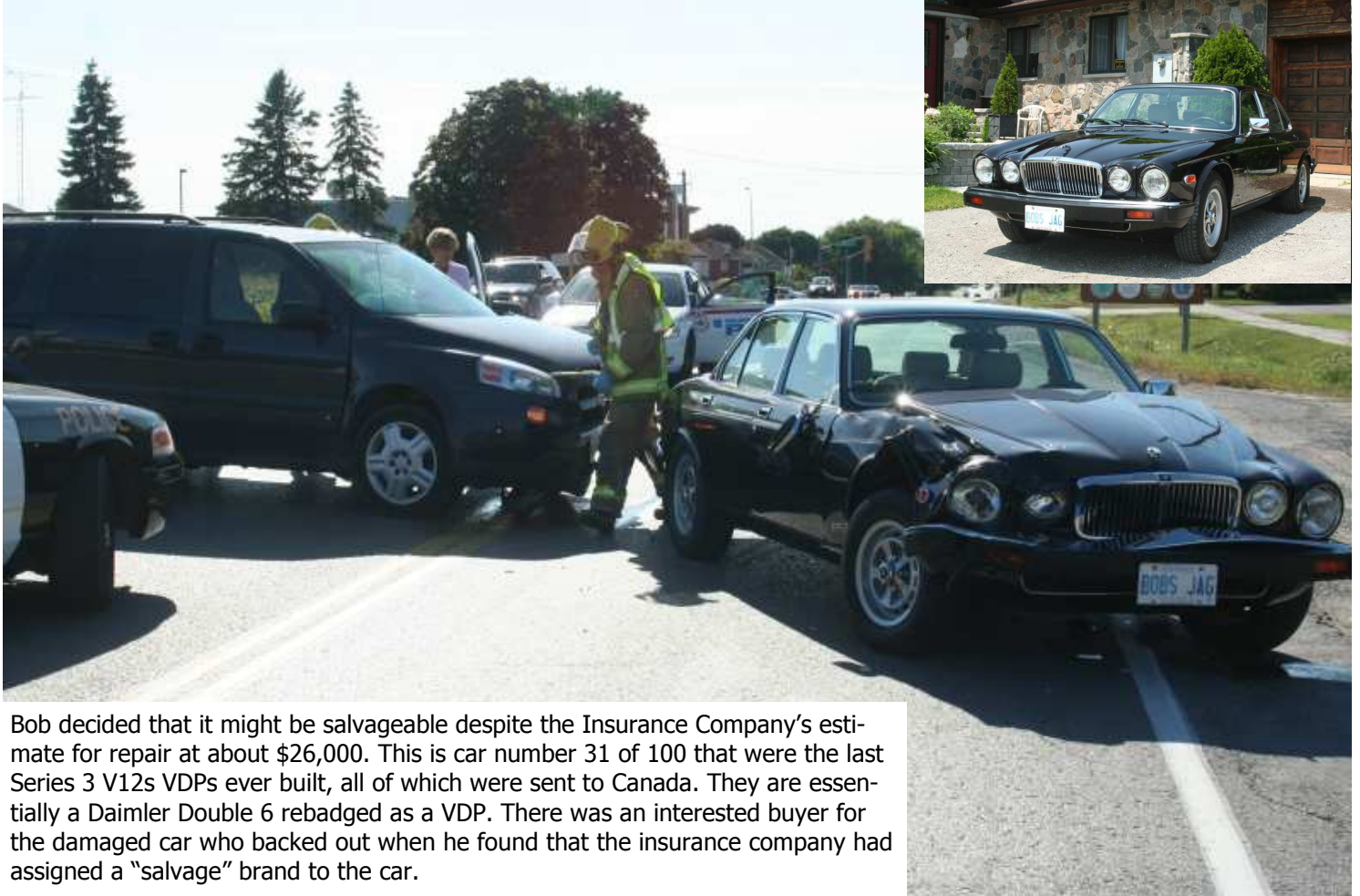
A hearty welcome to John who hails from Almonte and owns a 1961 (i.e. early model) E-type. John is interested in participating in the full slate of our activities including social events, cruises and drives, technical events and car shows. We look forward to seeing him and his rare E-type when the weather turns hospitable.

Paul and Kit Racette

Quebec member Paul and his wife Kit aren't new members but first timers at a club meeting when they made the journey to Rob Staruck's in January. Over a brew, I learned that he's owned and restored several Jags including a Mk 2, S Type and E-type. Kit comes from a motoring family as her dad was the engineer responsible for the building of the Mosport race track. As a teen, she recalls checking entry passes, once refusing access to a driver without a pass...one of the famous Rodriguez brothers! We hope to see more of them now that their daughter and her husband have moved to Ottawa.

The Rise of the Phoenix

Late last summer Bob Higgs, a member of our Club who lives in Whitby was on his way home from the Bronte show, when as he approached home, a lady ran into his 1992 Series 3 Vandenplas and totaled it.



Bob decided that it might be salvageable despite the Insurance Company's estimate for repair at about \$26,000. This is car number 31 of 100 that were the last Series 3 V12s VDPs ever built, all of which were sent to Canada. They are essentially a Daimler Double 6 rebadged as a VDP. There was an interested buyer for the damaged car who backed out when he found that the insurance company had assigned a "salvage" brand to the car.

I couldn't see the car being parted out and, in a moment of gay abandon, I bought it along with the vast majority of parts needed to rebuild it. I had previously spoken with John Pritchard at the Hallville Sportscar Factory about rebuilding the damaged metal parts. He assured me that he could straighten the car. So off I went to Toronto with my trusty trailer and we loaded the car and a completely refurbished front cross member and I headed home.

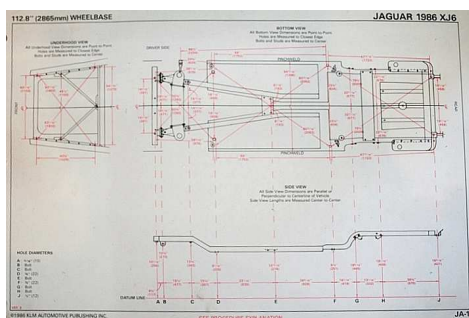


Once settled in John's personal workshop, an investigation began. It was clear that the engine had to come out as did the cross member and the steering rack. That meant removing the exhaust. This was no mean feat as the passenger fender was crushed against the air filter housing. It took about two weeks to get the engine clear for removal. The removal was accomplished by a team of experts from the Ottawa Jaguar Club including (left to right) Phil Karam, Al Graves, Vikram Ambrose and Merv Clarke. The amazing thing about this 4 hour event was that there was no one in charge.

With a clear engine bay, I began to disassemble all the electrics and brake lines along the inner passenger fender.

Once everything was out of the way including the ABS control unit (the only year that series 3 had ABS brakes) and the wiper motor, John set to work stretching the inner fender to remove the serious bend in the box frame. This was achieved by anchoring the chassis to a heavy steel frame and pulling on the front of the fender with a hydraulic device. It came forward 3.5 inches.

The next part was truly amazing. Bob and I had used a huge steel saw to remove the passenger inner fender from an XJ6 parts car to be used as a donor for the Black Cherry (the cars paint colour). The fender was returned to the Hallville workshop, reduced to size, sandblasted and primed. Then John matched the old inner fender with the new one. There were subtle differences, primarily in the positioning of the access holes for brakes and electrical. John placed the fender and tinkered with it until it looked right and then began measuring. Using long aluminum rods with measurement marks like a tape measure. He applied the distances



from the manufacturer's build sheets and determined that the car was exactly square up to the firewall. He then marked the centre of the holes used on either side of the front of the cross member (now installed) to allow adjustment of the new and as yet not welded inner fender. Once that was square, he insured that the new fender was correct in the vertical plane. With the welding complete, he primed the whole addition, inside and



out, with black primer to make sure that the final coat of black cherry paint would cover.

So, now it is early January and the front end is back together and the

reinstallation has begun. The ABS and brake lines are back together, and the wiring looms are slowly snaking their way forward from the firewall as I find the pictures that I took during disassembly.

The next big step is the return of the engine and transmission both of which have been cleaned.

ANY VOLUNTEERS?



Mike O'Brien



As a response to crooked stock car racing, the National Association for Stock Car Auto Racing or otherwise known as NASCAR was formed in 1948. There were two main classes; the "Sportsman" were stripped down hotted up 1930s coupes and sedans (mostly Ford, Chevy and Dodge); the "Late Models" were unmodified cars straight off the showroom floor. The Late Model was the dominant class and attracted the most fans.

The early 1950s Late Model races would see the winner's circles dominated by Rocket OIDs, Hudson Hornets and Chrysler 300s, with Lincolns, Mercurys, Dodges and Fords also taking a share of the glory.

In this era there were no restrictions against non-American automobiles and foreign cars, particularly Jaguars and Porsches were often seen on the dirt and paved ovals both in the USA and Canada. But it was only until one particularly memorable race held on the 13th of June 1954, when a team of Jaguars decisively showed their class over a mixed field of cars (both domestic and offshore makes) rarely seen before or after!

It was a NASCAR premium event, the 100 Mile Grand National on a 2 mile oval course on an air force base in

Linden, NJ. Amongst the 43 cars on the grid that summer afternoon, twenty-one foreign cars mustered the tarmac: thirteen Jaguars, five MG's, a Morgan, an Austin Healey and a Porsche.

Car enthusiast and Jazz musician Paul Whiteman entered his new XK120 coupe for this Grand National, to be driven by veteran oval track driver Al Keller. Keller ran 29 NASCAR Grand National races between 1949 and 1956 and managed twelve top tens.

Not only did the Whiteman/Keller Jag take 1st place in front of Joe Eubanks in a Hudson and 3rd place finisher NASCAR legend Buck Baker in a '54 Olds, but Jags filled 4th, 5th and 6th money positions. The Healey came in a respectable 12th, a Jag 13th and a MG in 14th. The sole Porsche managed to nab 16th place. The Morgan came in 41st, ahead of an MG in 42nd and interestingly enough a Jag was also listed as "last".

Shortly afterwards NASCAR banned all non-American entries. It was only in 2004, almost 50 years later, when



Toyota was allowed to enter the NASCAR Craftsman Truck Series with the Toyota Tundra. The restriction was relaxed in recognition of the fact that the Tundra, while Japanese in origin, is built in the United States.

Was the punishment Detroit iron received that afternoon in 1954 from "dinky toy" British cars enough to cause the ban? We like to think so.

Vikram Ambrose

Source: Jaguars and NASCAR by David Boon

Clarkson shows the Indians how its done with an XJS



BCC's motoring TV show "Top Gear" needs no introduction. Over the last few years, it has become the custom to have a "special" episode for the holiday season. The bombastic leader, Jeremy Clarkson has led the boys to places like Bolivia, Botswana and Vietnam. This year the trio went to India on a mission to reestablish trade with the emerging super power.

The old boys had a budget of £7,000 each to buy a car for the trip. Clarkson arrives in a late model face-lift Jaguar XJS 6 cylinder. James May, quite expectedly buys a Rolls-Royce Silver Shadow S2; and Richard Hammond, a beautiful, classic Mini Cooper.

One of their many comedic missions was to show that by using British cars instead of the Indian railway, food deliveries could be made much faster. The boys raced through busy Indian streets with remarkable ease. Jeremy's XJS even looked natural amongst the dynamic Indian traffic.

Their next mission was to go to the Himalayas. This involved modifying their cars for the drive up the mountains. In order to improve ground clearance on the XJS, Jeremy cut the exhaust off and welded in six straight pipes out of the bonnet. The resulting noise was so deafening that he eventually added six individual mufflers.

Air conditioning is a necessity in the Indian heat. Except for May's Rolls, the XJS and the Cooper did not have working air conditioning. In typical Top-Gear fashion, Jeremy and Hammond sabotage May's A/C by purging the system in open air! If you don't already know, this is completely illegal, even in India. I'm sure the BBC will be receiving more than a few complaints over this incident.



The trio eventually make it up the Himalayas and find a group of youths playing cricket. In a fit of brilliance, Jeremy invents "Straight 6 Cricket". This involves placing a tennis ball at the top of each of the 6 exhaust pipes and then starting the Jag. The force of the exhaust gas, shoots the ball into the air, and now several batsmen try and hit the ball

Trying to describe a Top Gear episode in words is like trying to describe a flower with mathematics. It would probably work, but won't make much sense. No article can do justice in expressing the many interesting, exciting and dangerous moments throughout the special. It's fun for the entire family. I encourage everyone to watch it.

Vikram Ambrose



The Most Efficient Jaguar Ever! New York to L.A in a 2.2L XF Diesel

Averaged 56mpg (4.5L/100Km) over 2884 miles

In November last year, Jaguar Cars Ltd. sponsored a Jaguar XF 2.2L Diesel on a cross country trip through 11 states covering a total distance of 2,884 miles. The frugal diesel cat managed the trip with just 4 fuel stops—making it the most efficient Jaguar ever made.

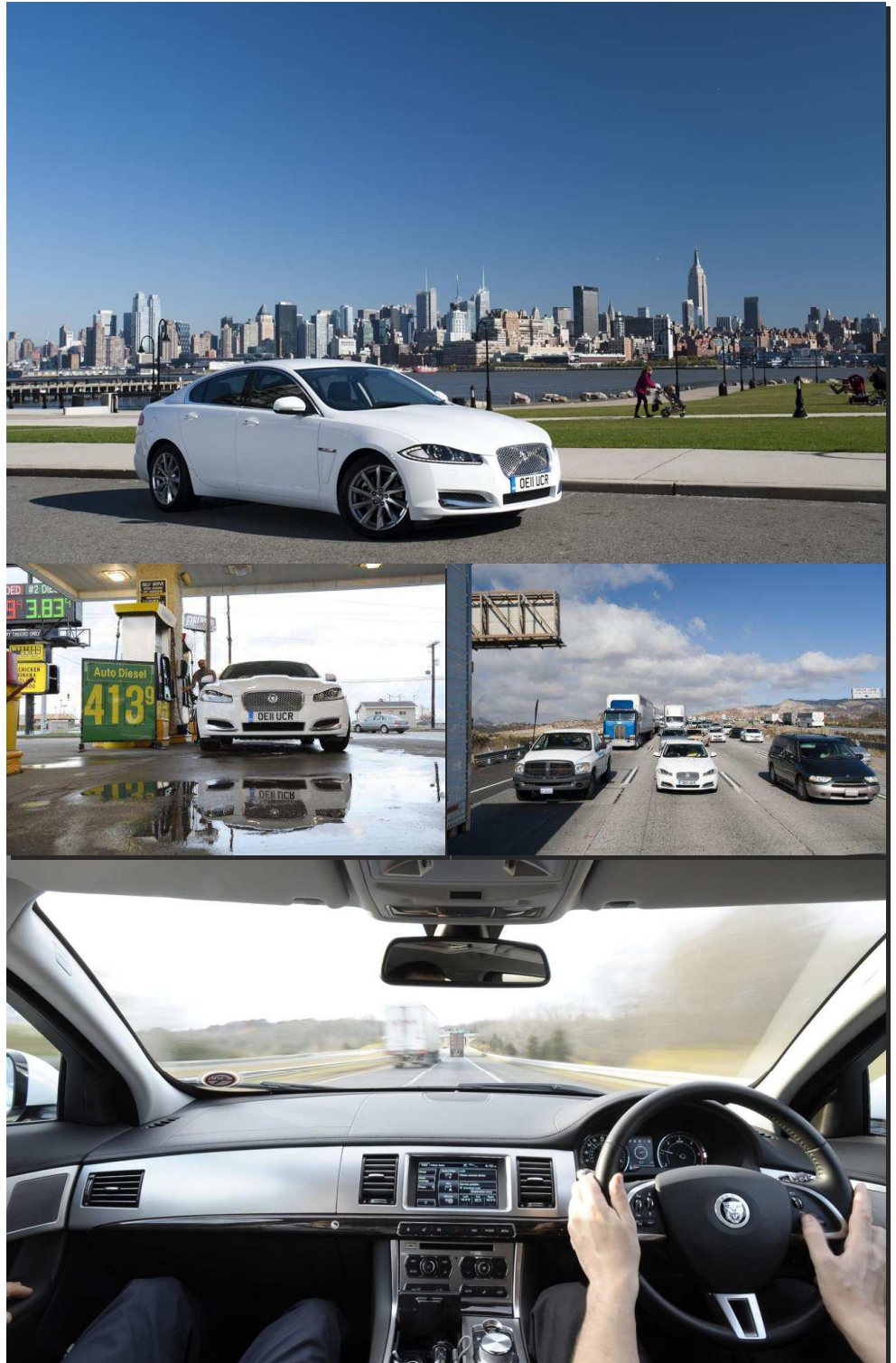
The car used was a standard U.K. registered, right-hand drive XF 2.2 diesel with an eight-speed automatic ZF transmission. The 2.2L diesel makes 188hp (140kW) and can accelerate from 0-60mph in 8.0 seconds before reaching a top speed of 140mph (233km/h).

An unusual project for Jaguar to publicise when none of the diesel models are currently sold in North America. XF Project Manager Paul Alcock said the project was designed “*primarily to test the potential economy of the XF 2.2*”. Could Jaguar be contemplating an entry level diesel model in North America? Or are they simply teasing us.

Jaguar’s rival German trio (BMW, Mercedes and Audi) all have entry level, midsize sedans available in a diesel option. Let’s hope that Jaguar has finally decided to give us North Americans what looks like the making of a very practical daily driver.

Vikram Ambrose

Source: [Jaguar Press Release](http://newsroom.jaguarlandrover.com/en-in/jaguar/news/2011/11/jag_xf_22_coast_to_coast_arrives/) http://newsroom.jaguarlandrover.com/en-in/jaguar/news/2011/11/jag_xf_22_coast_to_coast_arrives/



OttawaJaguarClub.com Analytics

An organization's online presence is becoming increasingly important for marketing. In order to measure the return-on-investment for a website, there are many tools available that can provide vital statistics such as geographic reach, popularity and compatibility with different computers.

Purely for the sake of curiosity, we have installed a free tracker (Google Analytics) on the club website. Currently the tracker only monitors visitors that land on the ottawajaguarclub.com index page and the Jotting's page.

The statistical information is available to all club members. But since this is merely a pilot project, the tracker was set up through my personal Google account. Thus, should you want a copy of the raw data, please contact me directly.

The snapshot shown covers a period of roughly 40 days. Let's get some basic terminology out of the way before we go any further.

"Visits" is a counter that increments every time someone visits the website. Even if one person visits the website 10 times, it counts +10. Over the 40 day period, the website has accumulated 528 visits from 265 unique visitors. Each visitors on average spends 5mins on the site and views roughly 2 (1.77) pages each.

"Bounce Rate" represents the percentage of visitors that leave/close the website without following any links to other pages. A high bounce rate is typically bad and often means the visitor is not interested in exploring your website.

"Direct Traffic" represents visitors that type in our website address manually or use a bookmark and go to it directly.

"Referring Sites" represents visitors that land on our website by following a link on another website.

"Search Engines" represent the number of visitors that ended up on our site by following a link on a search engine such as Google or Yahoo.

Roughly 3/4 of our traffic comes from Direct Visitors, the remaining 1/4 is split evenly between Search Engines and Referring Sites. Google alone brings us 12% of our visitors. JCNA.com brings in 5%. Bootnbonnet.ca brought in 2%.

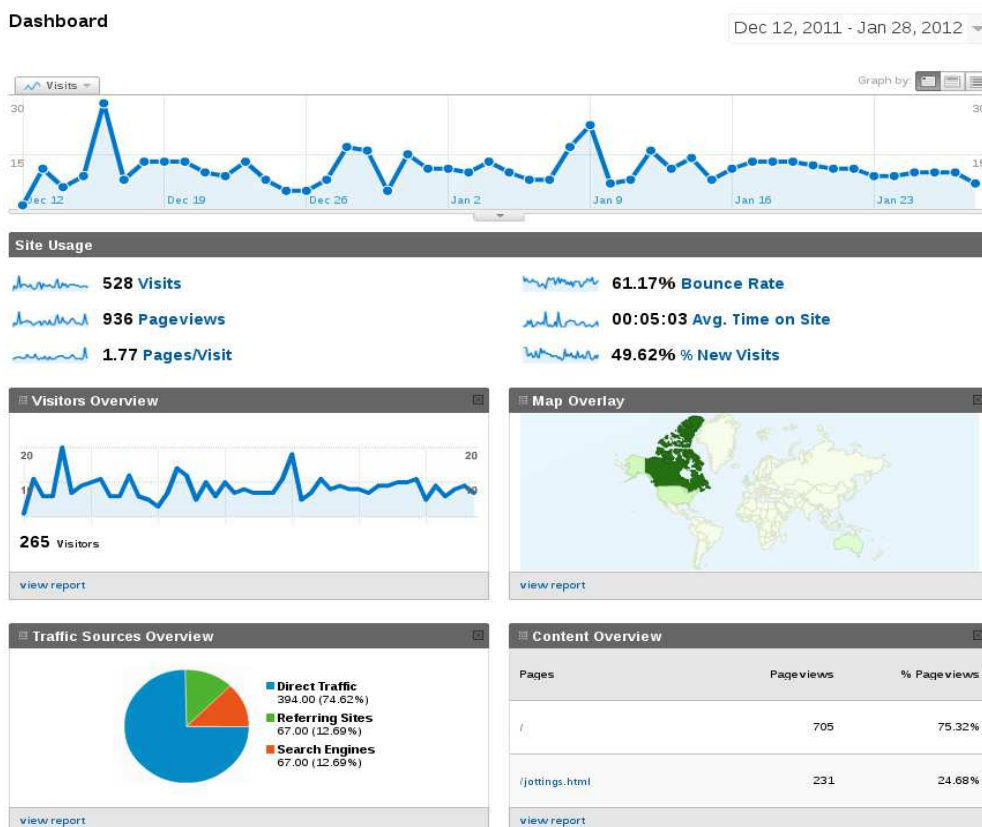
Canadian visitors make up 92% of our traffic, 6% is from the U.S.A and the remaining 2% is split across 10 countries from around the world.

But remember that this information is not conclusive. We are only tracking two pages on the website. If we in-

stall the tracker onto all pages we would get a more complete picture.

Nevertheless, armed with this sort of information, the club can approach online advertisers and sell "space" on the website. Another opportunity for generating revenue should the need arise in the future.

Vikram Ambrose



Looking Back : Part 1

Paddy and Stewart explore the early years of the club

It's hard to believe the OJC is beginning its 27th year, and that three founding members, Merv Clark, Dave Boon, and Ron Sierolawski, are still active.

As an active and vibrant club the OJC is fortunate to have a good record of its history. A stack of papers in the Club's library, held by Merv Clarke, includes all the club's minutes and Jaguar Jottings. We took an opportunity to romp through these and provide this glimpse of the club's creation and early days.

Creation

The OJC was created on August 4, 1985 at a meeting of Jaguar owners "for the purpose of establishing a Jaguar club for interested persons residing in the Ottawa area or elsewhere."

Over the first six months this new enthusiasts' club developed a Constitution (based on that of the Ontario Jaguar Owners Association), decided to incorporate to limit liability, joined JCNA, and designed name tags. They set up a Telephone Committee (those were the days!).

The debate to join JCNA considered the benefits (which remain unchanged): Jaguar-sponsored course trophies, the privilege of attending meetings of affiliated clubs, having cars judged by affiliated clubs; and the Jaguar Journal available only to JCNA members.

In February, 1986, the OJC formally elected its first slate of officers:

President	Lauren Hansman
Vice-President	David Boon
Treasurer	Mike Kassner
Secretary	Ron Sierolawski
Activities Director	Rae Chalmers
Membership Director	Craig Turner
Advisor	Chuck Cowie

The Club's attractive logo appeared first in the March 6, 1986 minutes. There is no record of discussion regarding the logo, but it may have been designed by Lou MacDonald who ordered the name tags. Some years ago the Club had to get authorization from Jaguar to retain our logo, on which the cat is leaping in the wrong direction!

Concours

The first Concours d'Elegance was held on September 10, 1988 at the RA Centre. Dave Boon was chairman, and Ron Foster chief judge. They ran the first Concours as a training exercise, inviting only OJOA members to participate, and planned a JCNA sanctioned event for 1989. The budget for the Concours was \$758, mostly for dash plaques and trophies.



Twenty-six cars entered covering twelve of fifteen JCNA classes - an excellent turnout for first-timers! Most of the entrants were E-types. A banquet followed in the Rendezvous Room with 36 attending. Awards were presented, speeches made, and the evening ended with music, dancing and socializing.

The scores? They certainly weren't as high as we see them today, with several in the 70's. Top score went to Merv Clarke with a score of 99.2, presumably for his XJ6 (still a Concours favourite).

Seven members attended the OJOA Concours in Toronto in 1989, with Merv Clarke winning Best in Show with his XJ6.

The 1989 Concours, the first JCNA-sanctioned event, was held at the Talisman Motor Inn on Carling Avenue on September 23rd. Entrants from Buffalo, JANE and the JC of Southern New England were on hand. The day was dry but windy and cold. Twenty-six Jaguars from a Mk V to a 1986 XJ6 were judged. The Acting British High Commissioner attended the evening banquet, along with Jaguar of Ottawa

president Tom Byers. Best in show: you guessed it, Merv's XJ6 with 99.7 points.

The following year, the Concours was held in May, with good results. Best in Show? Need you ask? (Merv Clarke took his 1986 Sovereign on to win the 1990 JCNA National Championship for Class 12 with a 99.87 aver-

age. Charlie King's 1968 340 Saloon took fifth place in Class 9 with an average of 98.853.)

Activities

"The Ottawa Jaguar Club held its first club Drive on September 29, 1985, under beautiful sunny skies, with eight cars participating. Rae Chalmers, Chairman of the Social Committee, selected a most scenic route through Perth and Westport and on to Chaffey's Locks for lunch." Sound familiar?

There were the usual summer picnics (the first ones hosted by Dave and Frances Boon at their cottage on Robertson Lake). Spring, Summer and Fall drives were held from the beginning. The first annual "Ladies Night" was held at The Mill restaurant on March 10, 1988. The Christmas party that year was held at the Army Officers' Mess on Somerset Street. The only complaint? No Yorkshire pudding with the roast beef! Four Jags (XK140, XK150, two E Types) were on display at the 1989 Winterlude Festival.

Jaguar Jottings

The newsletter evolved from meetings minutes that were mailed out each month and contained extra information including photocopied articles of interest. In 1988 advertising appeared and the number of pages grew. By 1991 it was looking very professional with a masthead and even advertising! In February, 1992, the name "Jag Jottings" appeared on the newsletter for the first time. We haven't come across the reason for it being changed eventually to "Jaguar Jottings".

Financials

In December 1986 the OJC had amassed a bank balance of \$144.76. OJC dues began at \$24, but were increased to \$30 in 1987 to cover the cost of JCNA membership. After the first Concours the club realized the

event needed to be subsidized and dues were raised to \$40. The bank balance grew very slowly, usually balancing income and expenses at the end of the year.

Membership

The original members were soon augmented with new enthusiasts, who came, and went, and often returned again. In February 1989, the club decided to assign membership numbers sequentially as members joined, thus denoting "seniority" within the Club - Chuck Cowie is #1. By April 1989, there were forty-seven regular and two honorary members. John Smiley and Anthony Pearson appear in the minutes later that year as prospective members.

Summary

We reviewed the minutes and newsletters through 1992, and found so much that will be familiar to current members! The discussions are much the same and the topics similar, except that now we hold only two or three formal meetings a year, where business was discussed almost every month in the Old Days.

More to come...including the list of members by the number. It's taking time and a bit of research to compile.

**Paddy and Stewart Robertson
(OJC #84)**

Since 1905,

E.R. Fisher's mission has been to deliver quality clothing and accessories along with the highest level of service.

Over the years, styles have come and gone and we've changed and evolved. Today we offer great sportswear, a full-service tailor shop, excellent Made-To-Measure clothing and personal consultations with our expert staff.

What's never changed is our commitment to our customers. And that will never go out of style.



E.R. Fisher
Men's Clothier
WESTBORO

Visit us at our terrace store and join us
in the next chapter of our great history.

199 Richmond Road (at Kirkwood) 613-829-8313

www.erfisher.com

Jaguar beats German rivals for "2011 Sports Car of the Year"

Winning first prize in a segment dominated by premium German manufacturers, the Jaguar XKR-S has been awarded the title of '2011 Sports Car of the Year' by respected German motoring magazine, Auto Bild Sportscars, following a poll of more than 70,000 of its readers.

Competing for the 10th annual 'Auto Bild Sports Car of the Year' award were 173 cars in 17 categories, including modified and low-volume cars. The XKR-S – the most powerful production car Jaguar has built – competed in the 'Production Sports Car Coupes' category, where it took 14.3 per cent of all votes, ahead of the Mercedes C63 AMG and Audi RS5 in their home market.

The XKR-S Coupe was recently tested by Auto Bild on the famous Nürburgring Nordshleife, which it lapped in just 7-minutes 51-seconds; its 5.0-litre supercharged V8 engine produces 550HP and 502lb/ft torque, enabling a 0 to 60mph sprint in just 4.2-seconds before going on to reach an electronically limited top speed of 186mph (300km/h).

Customer orders for the Coupe and the recently launched Convertible versions have far exceeded original expectations.

It must be a very proud moment for all Jaguar owners in Germany.

Vikram Ambrose

Source: [Jaguar Press Release](http://www.jaguar.com/ca/en/about_jaguar/news/xkrs_sports_car_of_the_year) http://www.jaguar.com/ca/en/about_jaguar/news/xkrs_sports_car_of_the_year



Marketplace

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

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



For Sale: 1953 JAGUAR MARK VII. 56,000 original miles, engine head rebuilt otherwise all original except carpeting and air cleaner. Needs brake master cylinder. Licensed/driven annually up to two years ago. Fully functional. Photo on Outaouais Classic Car Club website (www.avao.ca), under photo albums, first item (members rides), 2008, page 2. Car is in top row right (white Mark VII). Appraised at \$8,500, insured for \$12,500 at time of photo (2008). Contact/offers to JP Sincennes(sincennesj@videotron.ca). [SON]

XJSC Cabriolet. V12 Vanden Plas (gold colored). C/W T roof panels, soft top and hard top all in tan, SS exhaust. Asking \$9,000. Les Horn (les.horn@gmail.com). [SON]



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

1994 XJS For Sale. 6 cylinder, 4 litre. No rust. Excellent shape all round. Concours condition. Power top, USA Registered. Approximately 80,000 miles on the car. Asking \$10,500 (it is appraised just under \$20,000). Email b.mcadam@xplornet.com. [SON]



Ottawa
Jaguar
1986
Club

Advertising in Marketplace 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.

Ottawa
Jaguar
1986
Club



723-8717
PARTS AND SERVICE

**“WE THINK THE WORLD
OF OUR CUSTOMERS”**

Michael Doherty

* Jaguar Canada “Member Technician”

* Extensive Factory Training

Complete Repairs—Minor to Major
Pre-Emission Test Service (99% Success Rate)
Special Labour Rate Discount to OJC Members
Parts Available

1796 Woodward Drive at Maitland

Sponsors of the Ottawa Jaguar Club
Concours d'Elegance
and the 2011 Global Auto Care
BEST IN SHOW - DRIVEN Award

www.globalautocare.com



Order Jaguar Parts From The Source...

XKs Unlimited has the most complete and extensive range of catalogues in the business, with thousands of reference drawings, diagrams and photographs. From replacement parts to performance upgrades and accessories, we have what you need for your Jaguar! These five catalogues cover all Jaguars from 1949 to the present.

VISIT THE WEB TO ORDER A MODEL-SPECIFIC CATALOGUE AND ANY PARTS YOU NEED TOO



North America Calls: (800) 444-5247

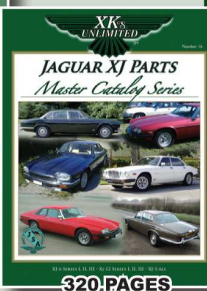
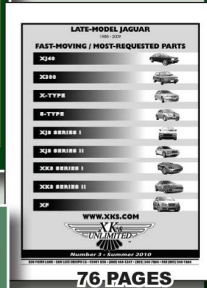
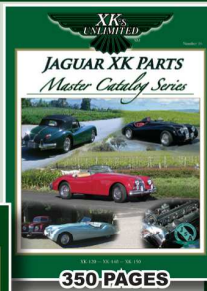
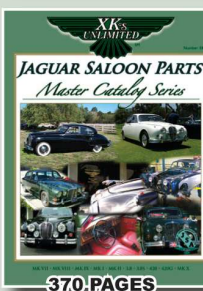
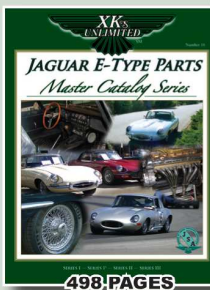
International Calls: (805) 544-7864

FAX Worldwide: (805) 544-1664

Email 24-7: parts@xks.com

**XKs UNLIMITED • 850 Fiero Lane,
San Luis Obispo, California 93401 U.S.A.**

Daily Worldwide Shipping • Helpful Friendly Staff • Club Discounts • Competitive Pricing • Large Inventory



Visit www.sngbarratt.com for more information.

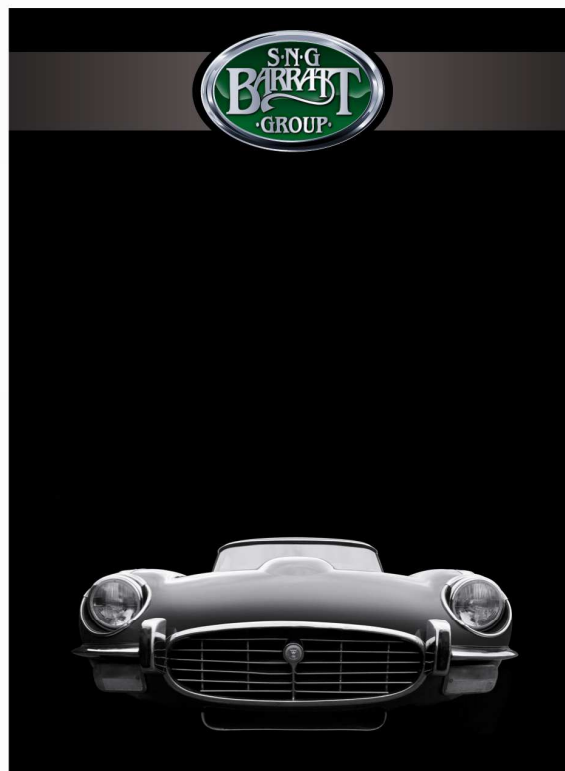
Special offer parts newsletter

At SNG Barratt we'd like to offer parts specials for more models than we can fit into an advert, so we will be producing a new monthly online newsletter to include: news, new product releases and a range of special offers to suit your model.

Sign up

If you have been receiving our emails in the last few months then we have a current email address for you and you will get our specials newsletter. However, if you don't currently receive our email specials or you haven't signed up but wish to do so please email us at: signup@sngbarratt.com

Keeping the spirit of Jaguar alive...



sales.usa@sngbarratt.com

SNG Barratt USA, 92 Londonderry Turnpike, Manchester, New Hampshire, 03104 USA

+1 800 452 4787 (toll free)



1300 Michael Street | Ottawa, Ontario | K1B 3N2 | 613.744.5500