

Jaguar Jottings

JULY 2012

www.ottawajaguarclub.com



Ottawa
1986  Club

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Events This Month

8th July— Canadian Guide Dogs Show and Shine

8th July—Merrickville Annual Car Show

21st July— All British Car Day

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.

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Jaguar Jottings

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President's Musings

June 2012 proved to be another memorable car enthusiast month with mostly blue skies and warm temps to greet our participants at the various OJC events on offer.

Unfortunately, the **Byward Market Auto Classic (3rd June)**, once again proved to be the exception with gray, cool and severely damp conditions. Full article on page 12.

In contrast, the **Beau's Brewery Tour and midweek drive (20th June)**, was a great success with bright sunshine and superb light traffic conditions. The beer wasn't bad either! See related article on page 10.

The highlight of the month however was our annual main event, **Jaguar Day and Concours (9th June)**. The activities began the evening before at the well-attended **Jaguar Ottawa Meet and Greet reception** held at their showroom. Many thanks to Tim Whelan for his continuing support to the club and Merv Clarke for arranging the sumptuous goodies. On Saturday, we saw 35 Jaguars glistening in the sunshine—a definite improvement over recent past events. Mike O'Brien once again orchestrated the very successful day with his capable crew of volunteers. Of particular note this year were the well-received courtesy drive-thru tech inspection for all Jags and the new OJC clothing display accepting orders for club regalia. Fifteen Jags underwent the scrutiny of Mark Roberts' band of merry judges. All in all, a great day thanks to the workers and participants. A more complete report can be found on page 4.

Looking Ahead...

While June has been great, as the saying goes, "...you ain't seen nothing yet!" with much more to come this summer to tempt you out for some Jag motoring and socializing. Full

details are on our website (www.ottawajaguarclub.com) but here's a brief summary:

8th July – Canadian Guide Dogs Show & Shine (Manotick)

21st July – All British Car Day (Britannia Beach)

11th August – Summer Drive

25th August – Robertson's Picnic (Carleton Place)

We've also got word of a two day visit to Ottawa from the 4th to 6th October by the **UK Jaguar Enthusiasts' Club** on tour with 50 cars in eastern US and Canada. Sponsored by Ottawa Tourism, we anticipate getting involved to ensure a memorable stay for our fellow enthusiasts. Details to follow shortly.

Finally, don't forget, the summer driving season is but a fleeting moment in our northern climes. Give a thought to exercising your Jag often while the weather cooperates. It won't be long before it's time to park them away again in the dark.

Cheers and happy, safe motoring,

Rob Dunlop

Members' Corner

It's been a busy first quarter for 2012 on the membership front and we're very pleased to welcome the following new members to the OJC family:

Tony Davis

Ottawa – 1970 E-type

Alex Marshall

Ottawa – 2000 XK8

Tony Oliver & Roslyn Tremblay

Kanata – 1965 E-type FHC/RHD

David & Gail Foster

Maitland, ON – 2008 XJ Vanden Plas

Marcel & Deanna Laroche

Nepean – 1999 XK8 convertible

Don Leblanc & Janet Dionne

Nepean – 1997 XJ Vanden Plas

All have expressed interest in social and technical activities, drives and shows. Welcome aboard and we look forward to seeing you out and about this summer!

Our club now numbers 89 regular and honorary members.

Jaguar Day in the Nation's Capital

Jaguar Day and the Concours D'Elegance is often viewed as a car day, when in fact it is a people's day, with cars as an excuse.

Any club is a gathering of people with mutual interests. In our club, while the overarching interest is that we own Jaguars (or would like to), the actual spirit that moves us to participate varies significantly amongst the group. Some like drives, some like social events, some like technical events and many like all of these things.

The Jaguar Day has seen a transformation in the past few years as the number of cars entered in the Concours to be judged has dropped regularly year after year. What has changed is an interest by those of you with "daily drivers" to come out and share the day as entrants in Enthusiast Class.

Our choice of the Aviation Museum for a second year running was made to offer the maximum opportunity to do things that would hold an interest for all the various segments in the club. Based on the feedback that I have received we seemed to have succeeded.

This year we had 40 cars entered; 15 in Driven and Champion classes, 20 in Enthusiast Class, and five lovely "others". A very good turnout indeed. The scores for the judged classes are listed below.

The Enthusiast Class was judged by **Rob Staruch** of Miniman, one of our Sponsors and a help to many of us with Jag Challenges. He chose **Dave Kenney's** E Type as the winner. Next year he has been asked to see if he can identify the car with the greatest improvement.

Euan Wallace, representing the British High Commissioner, chose a MK2 that he liked the most belonging to **Ken Law** from Gananoque.

The day was perfect, there was much for everyone to do and lunch was superb. All of this worked because of the volunteers who spent a lot of time before and during the day to make it all come together. They were: **Chuck Robinson** who organized the tents and the food, **Lee Harrington** and **Bruce** his company driver (who was made an associate member that day for his dedication) who were responsible for equipment such as the karaoke machine (public address) and

the fridge (wine and beer); **Ed Theoret** and **Dave Kenny** who canvassed local business for give-away goodies; **Jean Dunlop** and **Bonnie Newson** who were responsible for Registration; **Merv Clarke** who organized the Meet and Greet; **Paddy Robertson** designed and produced the plaques given to winners and sponsors; **Stewart Robertson** and **Catherine Roberts** were the photographers (see next page and on the website); **Vikram Ambrose** took care of advertising and **Steve Fox** looked after the money..more of that later. One key element in all this is the judging. **Mark Roberts** gathered, refreshed, tested and supervised many volunteers from the club who did their best to check the cars and offer advice to owners. My thanks to everyone for their continued support and enthusiasm.

This day would have been a lot more difficult to hold if it was not for our primary sponsors. **Jaguar Ottawa** made a sizable donation, provided 5 vehicles, 2 with us and three in the museum and provided a venue for our Meet and Greet. **Tim Whelan**, the General Sales Manager, offered all of that without being asked. Both **Mike Doherty** at **Global Auto** and **Rob Staruch** at **Miniman** provided trophies.

There was one other notable event that day when **Rob Dunlop**, our President, presented **Dave Boone** and **Merv Clarke** with their life member awards. Both were involved in the formation of the Club in 1985 and have been active since.

Finally finances. We don't normally publish in the Jottings what we spend but it is important this year for you all to know how we did and why. See the Income & Expense statement on the following page.

Class	Name	Model	Score	
C3	Gary Grant	1956 XK 140	92.07	
C5	Merv Clarke	1964 E OTS	98.62	
C13	Steven Fox	1996 X300 VDP	99.82	
C14	Graham Stokes	1998 XJR Saloon	99.89	Winner / Champion
C14	Bob Higgs	2005 XJ8 VDP	99.80	
C15A	Cliff Thompson	1987 XJS Coupe	99.04	
C16A	William Ervin	2002 XK2 100	99.43	
D1	Dave Boon	1958 XK150	9.63	
D2	Jim Ashby	1967 XKE Coupe	9.654	
D6	Stewart Robertson	1977 XJ6 C	9.908	
D7	Frank Basten	1994 XJ40	9.970	
D8A	Lee Harrington	1989 XJS	9.990	Winner / Driven
D8A	Henry Huxsel	1987 XJSC	9.962	
D8A	Sylvia Dube	1988 XJSC	9.900	
S3	Mike O'Brien	1966 3.8 S Type	9.660	

Income	
Jaguar Ottawa	\$ 1,000.00
Entrants	\$ 720.00
Robert Construction	\$ 500.00
Other Donations	\$ 140.00
Total Income	\$ 2,360.00
Expenses	
Meet & Greet	\$ 230.19
Tent and tables	\$ 915.62
Food	\$ 438.07
Sponsors Plaques	\$ 214.10
Postage and U.S. Sponsors	\$ 125.36
Trophies and Refreshments	\$ 586.95
Registration Admin	\$ 54.12
Total Expenses	\$ 2,564.41
Net Income	- \$ 204.41

We also purchased Sponsor Boards for \$678.00 and a PA System for \$200.00. These purchases are fixed assets and will be used for many more events to come.

It is important to note that without the sponsors donations the loss would have been large. This is the most important day of our events calendar and all are encouraged to attend.

Here are a few photos from the day. I have focused on people. There will be quite a few more including the cars on the website in July.

Mike O'Brien



Beauty by Design

An insightful interview with Jaguar lead designer Ian Callum

Ever wondered why Jaguars are so darn pretty? It's easy, their designers try harder.

At the recent Toronto Auto show, Jaguar had the C-X16 prototype on display accompanied by design chief Ian Callum, who answered a few questions about Jaguar design. The transcript of the interview has been reproduced below.

Q) The C-X16 looks like a real, workable car, not just a blue-sky concept. Is it ready for production?

We call it a production prototype for obvious reasons. It is feasible. That car drives - quite quickly actually. But we haven't made a statement of commitment yet that we will build it.

I don't see much value in producing something at the conceptual stage that you can't really make or use. Concept cars used to be hugely flamboyant. But nowadays any vehicle is constrained by so many inputs, whether they be legislative or packaging or cost, that invariably if you do something completely fancy you couldn't build it anyway. So you might as well take all these inputs up front and work with them.

Also we're less precious now about showing the world what we might want to do. The secrecy is less than perhaps it used to be back in the '50s and '60s when it was more about the fashion and the latest model. Now with the world being so international, and the supplier base so common among many manufacturers, these things are not so easy to keep secret.

Q) Are you calling the C-X16 a successor to the E-Type?

Only in that, if we were to build it, it would be the first two-seater since the E-Type. And for me personally, that type of vehicle is the very centre

of our brand. But we've had other things to do first. Now we've got to it I'm very glad we have. It will fit into what the E-type stood for in the 60s, hopefully.



Q) The E-type is widely considered the most beautiful car, ever. Why not just reproduce that shape exactly as it was, but with modern engineering?

Where do I start? In legal terms it would be impossible. Not by millimetres but by inches. From the nose to the tail. Almost every aspect of the cars we design now, I can give you reason to why it ends up the way it does. The designers have to be creative and manipulate these rules into something we all like at the end of the day.

But right, let's start at the front: it's got no bumpers. It's got wheel coverage. The hood line is too high for the four-degree down-vision line. The windshield header is too low for the U.S. unbelted occupant requirement.

The vision lines around the car probably infringe on a number of legal requirements now. And the side impact ... there's no way there's space to get airbags in there.

Besides, I think if we did that car right now, the stance would look very old-fashioned because nowadays we like to get the wheels out to the body. And compared with the C-X16 the E-Type was tiny. It was probably about the same length, but it was about a foot narrower at least. And certainly a lot lower. I don't like to get into an E-Type because it's too small, even for somebody my size.

So there are many physical reasons why you wouldn't do it. Now if you were to replicate that car in the dimensions that I've just spoken about, all the areas it would have to fit into, I don't think you'd like it. It's not the way to design a car. The E-Type was of an era. It was a very pure car, and that's its beauty. And what we try and do is instil these values into a modern car.



Q) Where is Jaguar now with moving forward while still acknowledging past design cues?

I don't like the word "cues" because I think they tie you into very specific things which may or may not be relevant. A lot of designers talk about design language, and "this is what our cars will do," and it's called whatever it's called. Jaguar design is based on two or three fundamental values. One is to have a very exciting proportion and profile. You may say, "well, every car company wants to do that," but they don't do it. The reason they don't is that they don't actually decide it's very important to them. Other designers will take a set of hard points that are given by some other set of inputs and they work to those hard points. I challenge every millimetre, to get that perfect roof line, that perfect fender line. And that is part of Jaguar's DNA and its values.

Q) Does that mean you make some sacrifices for style that other automakers won't?

I think we're prepared to look stronger and harder at how to make things happen. A very good friend of mine has the "Five Whys" principle. If somebody says something can't be done, you ask why. When they answer, you ask again, "why?" Once you get to the fifth "Why?" you get to the real bottom of why somebody doesn't want to do something. And it's usually solvable.

So if I want a low roofline it's not just a case of saying, well let's make the package smaller; we'll go back in and work at it millimetre by millimetre to get the best efficiency to get the roofline I want. I say to my team, go for a millimetre a day, and get six in a week. That's an inch in a month, and an inch in a car is a lot of dimension. I must say it works.

And that's Jaguar's design philosophy. We will go to absolute extremes to get the shape we want. Are we the best in class for package? No. But we're acceptable. Was Lyons ever



best in class with his packages? No. But they were beautiful.

Q) Speaking of Lyons, is it really true that he personally shaped many of Jaguar's most enduring designs?

Yes it's absolutely true. He made these wooden bucks the same way we make clay models now, and he'd go in there with bits of tape and string and he'd tell them how to shape the car. The guy had a great eye. He was the designer.

I've looked at what he's done and tried to understand why he's done things. And what he did in most cases was, he took the basics of what the car was to be and he exaggerated

something. He made the hood a little longer, the roof a little lower, the wheel arches a little more exaggerated. And that's what gives a car that essence of style his competitors didn't have.

And that's what we still do. We exaggerate something. And we stick with it. It doesn't suit everybody and I'm happy with that. I hope that makes sense, because it's genuine and it's heartfelt and it's the way we work. We do work harder than most people to get the shape of the car we emotionally want.

**MSN Autos & Ian Callum
(Design Director)
(Jaguar Cars Ltd.)**



Restoring a Headliner

My 1995 XJR was in need of a new headliner as the glue had dried and the foam backing had crumbled to dust. So I began my replacement material hunt. I had two choices: Paul's Jaguars in Florida for Jaguar material or a local installer for North American material. After some lengthy telephone calls it was determined that all I could get from Jaguar was a basic tan or a grey. The North American source offered 24 colours one of which was a very close match. So I call Cam Overton of Navan Upholstery and arranged for him to come to Lee Harrington's shop to do the job. Cam ordered the 3 yards needed and appeared a week later at 8 in the morning.



His first task was to remove the board to which the headliner was glued. He did not have to do the side rails that are vinyl nor the centre roof console nor the sunvisors. He did have to do the inside of the sliding roof.



The next step was to clean all the old glue and disintegrated foam from the board. He did this with a brush and an air jet.



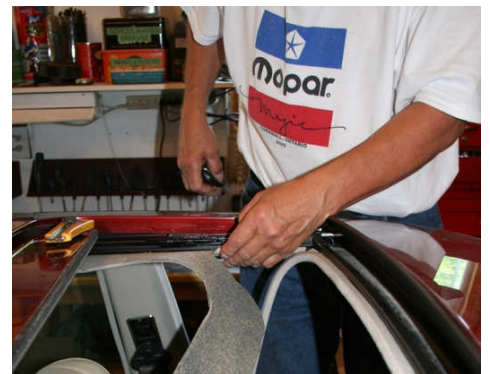
After that he cleaned the sliding roof panel, removing the glue and foam.

Once the two boards were clean he sprayed a good quality adhesive to one board at a time and once tacky rolled the material over each. When the glue was dry the roof panel was installed in the car through the back door and held up by the side trim pieces.



Then the holes for the sun visor mounts and center console were cut out using a sharp knife and scissors.

Once the headliner board was in place and the visors were attached it was time to address the sunroof. This image shows an access hole cut in the headliner from above.



The next task was to cut the opening to the correct size to allow just a little overlap at the metal edges. This shows the front done and the driver's side being prepared. Once cut a small amount of glue is applied and the material is wrapped around the metal edge. The edges of the cloth and foam are squeezed tight to avoid binding when the roof opens.



Once the slider was glued and the retaining strip was applied it was time to clean up.

Overall time 6.5 hours. Total cost including HST \$678.00. A very nice job.

Mike O'Brien



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"Ale, Ale, The gang's all here..."

Midweek drive and Beau's Brewery Tour

The club ran its first summer mid-week event after the regular breakfast at Mooney's Bay Bistro on Wednesday the 20th of June. With our trusty Activities Coord Al Graves and navigator Sue leading the way, six cars and a dozen members headed east out of Ottawa under sunny skies via picturesque side roads to our destination of Vankleek Hill, 50 miles east of Ottawa.

This quaint and pretty town is the home of Beau's Brewery, an extremely successful, local micro-brewery. Family-owned and run, the company is fully DIY producing only organic brews of world class quality. Their signature ale, Lug-Tread, is sold throughout Ottawa and Eastern Ontario and is making inroads into the Toronto market. The brewery has only been in existence since 2006 but has already received numerous international awards for beer making. In addition to Lug-Tread, Beau's



produces several seasonal beers as well as numerous limited edition brews that are much in demand by beer fans.

After the delightful drive under the brutally hot sun, the thoughts of a chilled ale at Beau's were foremost in our thoughts as we pulled up to the brewery in a small industrial park not far from the 417.

Before the taste-testing however, we were treated to an excellent, highly-informative tour of the facilities and an explanation of the brewing process. The large building is dominated by the huge stainless steel vats where the brewing and storage takes place. Much of the process is "hand-draulic" including the filling of Beau's unique large beer crocks as well as the capping of the more conventional bottles. Finally we assembled in the retail store to sample the wares. As a confirmed "beer geek" I didn't need any convincing of the excellence of their product but it was clear by the amount of beer and Beau's goodies purchased by other club members, I wasn't alone in my assessment. (www.beaus.ca)

Alan then led us to Goody's Restaurant in nearby Hawkesbury for what could conservatively be described as a tasty, "robust" lunch. Portion size was unbelievable with virtually everyone falling back on a take-away pack to retrieve leftovers doubtless sufficient for dinner at home later.

Our route home, still under blue skies, meandered through the farms and small communities along the south bank of the Ottawa River before the inevitable increasing traffic signaled a return to the Ottawa environs and an end to a super day.

Many thanks to Alan and Sue for the trip planning and shepherding. The day's Award of Distinction goes to Don and Jane Morrison in their open top E-type for enduring the unrelenting sun with stoicism and no doubt an unbearable thirst. As the first mid-week drive, I'd have to say it was a

great success with very limited traffic and ready access everywhere we went... a pleasant change from the usual weekend hassles we face on the road. Keep posted for the next one and for those able, I strongly encourage joining us for a pleasant, stress free day. In the meantime, do yourself a favour and uncap a cool Beau's Lug-Tread, you'll be glad you did!

Rob Dunlop

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Byward Market Auto Classic

Weather-wise, as blessed as our annual Concours has been in recent years (touch wood, fingers crossed...), the poor Byward Market Auto Classic has been similarly cursed. So it was again for 2012.

OJC attendance prospects were good with nine Jags signed up beforehand for this season-opening charity car show in the very pleasant surroundings of the Byward Market. Unfortunately, the ominous forecast proved to be accurate and the dull, early morning threatening skies opened up about mid morning with the few enthusiasts in attendance huddled under umbrellas next to rain-streaked cars. The event wound up shortly thereafter. By my reckoning, OJC's six cars in the Tin House Court represented the major contributor to this year's show.

Kudos and sincere thanks to the intrepid club members who appeared (Hugh Siddons and Dave Kenny in E-types, Mike O'Brien and Dave Brooks with XJs, soon-to-be member Tony Jeffries and his XJS H&E convertible and yours truly with XK coupe). High point of the day was Mike's near sale of his superb XJ to a resident of the Tin House Court, until the gent's diminutive wife nixed the purchase as it was doubtful she could see over the steering wheel let alone over the vast bonnet and trunk of the X300. As fate would have it however, success for Mike was to come later at the Concours. In any event, we'll try the market venue again next year.

Rob Dunlop



Marketplace

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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. Make payments to the Treasurer.

Bits and Bobs

WANTED: Newsletter Editor

With the retirement of our long-serving Jaguar Jottings editor, Frank Basten in January, search for his replacement continues without success. The chief responsibility is to assemble material for the publisher (Vikram Ambrose) to artfully craft into our monthly newsletter. If this is of interest or you'd like to know more, please contact me at your earliest convenience.

Rob Dunlop

president@ottawajaguarclub.com

The Super 6 is back!

Jaguar will be introducing a 3.0L Supercharged petrol V6 in the XJ and upcoming F-Type. The Roots-type twin-vortex super 6 will be offered in multiple states of tune up to 375bhp

and 339 lb.ft of torque (1800rpm). The new quad-cam engine is derived from Jag's existing 5.0L V8 family and shares the direct fuel injection, variable valve timing and aluminium construction.



Although the straight 6 XK engine is what you think of when you think of 6 cylinder Jaguars, don't think Jaguar

doesn't know how to make a V6. For the XJ220 supercar launched in 1991, Jaguar used a 3.5L V6 engine fitted with twin Garrett T3 turbochargers, generating 542 bhp at 7000 rpm and 476 lb.ft of torque at 4500 rpm. This was the first V6 in Jaguar's history and was a 6-cylinder derivation from the Cosworth DFV Formula 1 engine, originally designed by David Wood for the Austin Metro 6R4 rally car. It was also the first Jaguar engine to use forced induction.

I can't wait to see the new engine in action.

Vikram Ambrose

Photo: Jaguar Cars Ltd.

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