

Jaguar Jottings

AUGUST 2013

ottawajaguarclub.com



Ottawa



1986

Club

In this Issue

President's Musings	3
UK Garden Party & Tea	4
ABCD Report	5
Overdrive Gearbox Rebuild	6
Intel Employee Car Show	10
Project 7	11
Marketplace	12

Events This Month

9th July - Sparks Street Cruise Night

18th July - Boot'N Bonnets British Car Day

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Membership

Membership with the Ottawa Jaguar Club includes membership with the Jaguar Club of North America, a *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*. Make your cheque for \$55.00 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

July pleasantly surprised us with sultry sunshine for the most part as a perfect complement to the two major club activities of the month: the Guide Dogs charity event and the annual All British Car Day. Reports and photos are elsewhere in the Jottings so I'll limit my mumblings to a couple of observations.

Guide Dogs – we've been enjoying this Manotick event for a number of years now; easy to reach, very pleasant surroundings and "an island of civility and tranquility" in the often hectic and action-packed short summer forced on us by the vagaries of the Ottawa Valley climate. Indulging in an authentic British tea with live musical accompaniment, pleasant conversation amid peaceful gardens and an assortment of Britain's finest motor cars is a wonderful way to spend an afternoon. Proceeds go to support the very worthwhile Canadian Guide Dogs for the Blind program. Our modest attendance could do with a bump up, so please keep it in mind for 2014. Your blood pressure will thank you for it.

ABCD – I'm always amazed at the tremendous variety of British cars at this show, some of which seem to only appear on this day in July, to be sadly squirreled away I suspect, until the next year. The general public's attention-getters seem to be the magnificently restored (over restored?) examples with justifiably proud owners hovering nearby. However for many of the knowledgeable enthusiasts and attendees, it's the unrestored, rarely-seen models that catch the eye and most discussion. There were two Jaguars I noticed in this group; a majestic cream Mark VII belonging to ex-OJC (now BC) resident Ernie Bayliss and a grey 2.4 saloon driven all the way from Rimouski. To these you could add our Peter Whitworth's

completely original BRG Morgan +4, its faded, peeling paint defiantly standing out amid the many superbly restored sisters on the field. It's a natural tendency (and a gratifying exercise) to want to make old things like new again and it's easy to be seduced into modifying your prized auto with promises of "faster, safer, easier". Before taking the plunge, however, you may want to consider the old credo "it's only original once". I know I have to go through this mental exercise each time my E-type needs attention.

August Events

Club Barbeque - Saturday, TBD Aug. Kars Airport. Group drive to field plus opportunity to fly with Peter Whitworth. Details by email to follow shortly.

Sparks Street Cruise Night – Friday, 9 Aug. Enter off Elgin starting at 4 PM.

Boots'N Bonnets British Car Day – Sunday, 18 Aug. Club drive to Kingston (weather permitting). Departure point and time to be advised shortly. Usually 150+ British cars, held in the serene, shaded Kingston City Park, downtown.

YOUR CLUB REALLY NEEDS YOU

Following my announcement to step down as president last month, I canvassed the rest of the executive as to their plans. **Alarmingly, of the 14 positions, we can expect to have to replace half or seven.** In past years, we've too often relied heavily on incumbents agreeing to stay on if no new nominees surfaced, which unfortunately was usually the case. We have now reached the point where "volunteer fatigue" has set in en masse and the "usual suspects" who have run the club for many years

are stepping back. We definitely need replacements particularly, first timers. Please give volunteering serious thought. Predecessors will be available for guidance. Contact me and we can discuss the positions available (the earlier, the greater the choice). I will also be contacting people personally by phone (I hate Twitter and Facebook). Elections/appointments occur at the November AGM. None of these positions are difficult, onerous or that demanding but are essential if we want OJC to continue.

Cheers and Happy Summer Motoring,

Rob Dunlop

president@ottawajaguarclub.com / 613-834-0588

Members' Corner

Welcome to new member;

Wit Lewandoski

Ottawa - 1973 E-Type OTS
Wit enjoys cruises and car shows... and managed to win a concours trophy his first time out!

Contact details for new (and old) members are provided through the membership list emailed periodically by membership director, Karen Wilson.

Canadian Guide Dogs for the Blind: UK Day Garden Party & Tea

On Sunday, 14 July, eight club cars and members made the short drive to the CGDB training facilities outside Manotick to support their annual charity tea event. With sunny skies, cool lawns and live music wafting through the spreading trees it was the perfect setting for a genteel tea and relaxing afternoon. Our Jags were joined by several Healeys and RR/Bentleys to add the appropriate background to the festivities. The only thing missing was a rousing game of croquet. The welcoming tranquility passed all too quickly and soon it was time to chug home through the traffic with a special jar of marmalade from the vendors tucked in the boot. Thanks to CGDB for a great visit and long live the British Empire!

Rob Dunlop



Caption Contest: What's Don up to?

Don and Jane Morrison drove their superb MGA to the Guide Dogs Tea event where this photo was taken. What is Don up to? Send your answers to the editor.

- Taking a nap
- Got his tie stuck in a wheel spoke
- Avoiding Jane
- Has fallen and can't get up
- Hiding out from the dress code monitor



ABCD Report

After several months of planning by the British Car Club community in Ottawa the 9th annual All British Car Day was held in Britannia Park on July 20th 2013, from about 9 am to about 4 pm. The weather the previous few days had been miserable and the morning of the show was overcast - nevertheless the weather brightened up and we had a very pleasant day - sun and cloud, mid 20's and a steady fresh breeze off the water. And Tim Horton's dispensed free coffee to those who needed it.

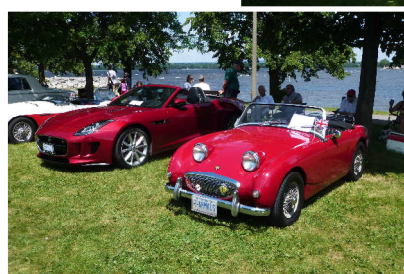
No doubt the poor weather of the previous days kept some people away - still we had 157 cars which is a good turn-out. As usual the Land Rover club provided cooking facilities for a barbecue lunch. We had some interesting visitors this year, notably an Australian registered MGB which is on a "Round the World" drive, consisting of driving from the east coast of China to London, England and then across North America. We also had two new "F-Types", a 1951 Mk VII, a Mk 1, a Morgan 3-wheeler and many other interesting vehicles.

We had such a good vendor response that we had to enlarge the vendor area - even then it wasn't big enough. A substantial suite of prizes was donated by Global Auto and by 7968248 Canada Inc.

Everybody seemed to have a great time - including our two promotional guests bedecked in Union Jack flags from the Royal Oak.

Next year is the 10th year of ABCD and thus we are looking for ideas to celebrate the occasion. If you have any suggestions, please feel free to get in touch.

Alan Graves



Overdrive Gearbox rebuild

I make no apologies for the length and somewhat random nature of this article, but if you are looking for the Coles Notes on how to rebuild your Laycock DeNormanville overdrive unit or the Executive Summary, here it is :

"Spend loads of time trying to become an expert and hopefully realize in time that the only way to do this is to write the cheque to Dave Twigger at OD Overdrive Specialists in Rugby".

Now the slightly longer (and hopefully more inspiring) story. I have always had a random blind-spot when it comes to gearboxes of any kind in classic cars. There somewhere deep in my psyche is a block about the number and similarity of all the little pieces that go in to one of these gearboxes (overdrive or otherwise) that has stopped me ever removing the cover plates. I have learned through this process that this is an irrational fear and overcame this through our long and dark winters.

My Dad had this car for some 15-20 years before bestowing this on me as a gift (thank you Dad). The overdrive unit had never worked, and he had never pulled it from the car to do a rebuild as (and here is the first rationalization of many) "he didn't do enough miles to warrant spending money on the box and would rather just spend a little extra on petrol". Now, bear in mind that for the last 10 years he had this car, it was lucky to see 100 miles in between MOT's due to health and other priorities getting in the way, so could be true. I, on the

other hand, put over 1,000 miles on it the first 6 weeks I got the car with NO functioning overdrive. This became ever more painful and expensive (although Canadian petrol is about half the price of English of course). I thought once laid up for winter, I would make a start.

So enter my long standing friend Greg Smith, who came over for a visit for a few days. Within 24 hours of arriving we were un-safely installed in the garage, undoing random parts to pull the engine and gearbox in its entirety from the car.

Side note : Although access to the main drain plugs and solenoid are great in the CCC, it is absolutely required to pull the whole grubby lump (engine, gearbox & OD unit) from the car to take the OD unit off the back. Space is just too tight with the excellent cross-bracing on the CCC chassis tunnel. I spent a couple of hours prior to this really stretching my spatial awareness to see if I could do it, so don't bother. Picture shows impossible access to drop the whole unit due to cross member.



We had the engine far enough out with all ancillaries detached successfully in about 4 hours. Would have been shorter, but it was chilly and we were also doing our bit to keep the Molson family of breweries prosperous that winter.

Not much oil came out when this was pulled, but what did come out seemed to have an alarming number

of small and not so small metal bits in it. Most at this time unidentifiable. Random nuts and washers on the floor – luckily most are 9/16".



Here is a shot of the back of the now exposed gearbox shaft and the random broken bits in the oil (sorry for the out of focus nature of these shots, but see earlier excuse re-Molson).



This part literally fell out into the drain pan when the OD box slid ever so easily off the shaft. Quite worrying really.

The next shot shows the main gearbox shaft and area around it with OD box removed. It shows age commensurate signs of wear, but thankfully nothing indicating that I needed to carry on the dismantling further up the drive chain. Maybe I was deluding

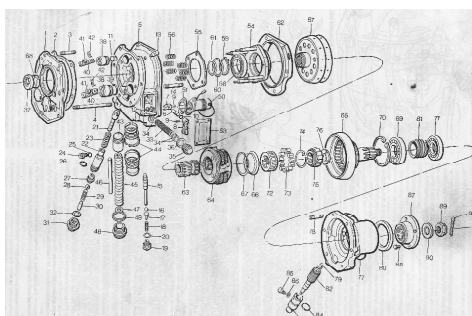


myself (time will tell). It is also a nice shot showing the gear shift connection as this becomes a royal pain in the backside later on when reconnecting OD wiring.



At this point I had the unit able to be pulled apart and on the bench, so Greg's destructive work done, we carried on drinking and then he buggered off back to England leaving me with a bunch of random bits all over the place. I had left him doing the driver's side (RHD car) and I did the passenger side.

To the bench to dismantle. At this point the tools list becomes a lot more involved and several re-purposed or custom bits were made / purchased to go the distance (almost).

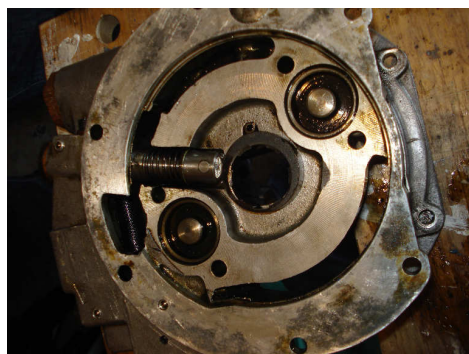
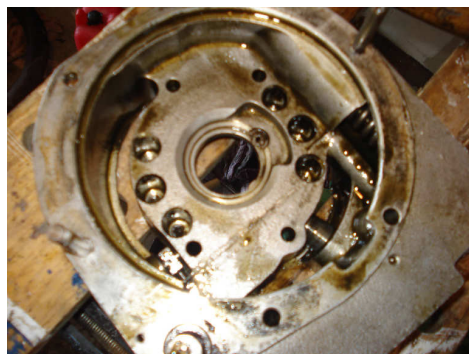


So, to the box of goodies from Dave Twigger (OD Specialists in Rugby, tel 01788 540666). This is the complete rebuild kit which is absolutely comprehensive. At this stage I really didn't understand what I was looking at for most of the bits, but all parts and seals are in there. Take my word for it.

Next photo is a nice shot of the parts removed from the OD unit in the order they came out.



Next couple of shots are of the casing and old clutch plate that came out.



Casing shots (front and back) show the oil pump and reversing clutch plate tension spring receivers. Thankfully the whole casting looked to be in great shape. In the kit are replacement oil pump, springs, seals, clutch plate (please return the old one to be refurbished) and lots of other stuff to

become clear as we go on.



Here is a shot showing what came out of the old unit for clutch plate springs. There were 6 of them, but also 12 (twelve) lock washers that had been added in there to seemingly increase the oomph and length of the springs. I took OD Spares new springs and found them to be of a great gauge (aka stiffer) and also longer. No wonder the reverse plate had burned out and juddered all the time.

As I went through the box, next came the internal mesh filter and spring for the accumulator. Both were bent and not very good. The mesh filter was salvageable and the spring is part of OD Spares kit anyway. Took out the accumulator piston for this, and then spent a good hour or so cleaning out all the crap that had built up in every orifice of the casting.

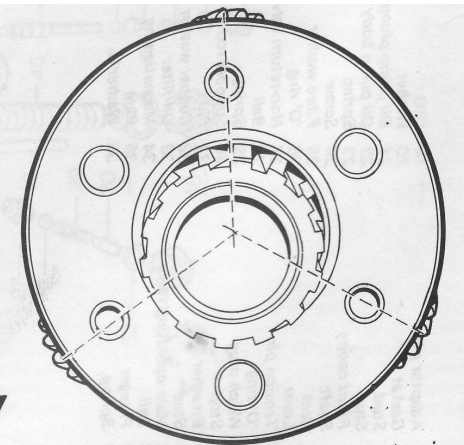
Tip : don't use petrol or other thinner to clean this unit as it will impede correct operation when re-assembled. I used teaspoons, air, magnets, coat hanger wire and lots of kitchen roll to do the job.

Just for fun I collected all the crap that came out, and there was almost half a mug of various unidentifiable metal like mush and bits when I finished. No wonder the thing didn't work right!! Or at all for that matter.

Then to the central bearing. Confusingly this doesn't appear on the Haynes manual pages at all. I think because it should be permanently riveted to the central part of the housing. Anyway, this fell out and

was the reason there were various crescent shaped bits of chewed up phosphor bronze everywhere. Again, OD spares were able to send me one as this is not part of the standard repair kit and also the special rivet to hold it in place. This was a bit nerve-racking as I had to drill out what was left of the old rivet and then replace the bearing the right way round (flange is obvious in the casting) but without any manual pages to refer to. At this point, yet another plug for OD Spares : Dave Twigger was tireless with answering my endless questions by email here. I almost felt like rigging up a Skype camera and doing this "remote surgery" like the in-field medics do for heart surgery!! Once riveted back in place I did have to very carefully grind away a little of the rivet and "pop tang" to allow the oil pump follower to move without being hindered by this rivet. Yet more "metal mush" to remove.

Next came the planetary gears and clutch plate (picture of the old one above). This was easy to get apart as they just lift out. Quick visual of the gears thankfully showed them to be in fine shape with nothing missing or unduly worn. Although I am sure that if they were, OD Spares could help out with that too. Picture from the Haynes manual showing how to align the wheels correctly.



Final stage was to remove the huge nut off the final drive flange from the back to replace the rear oil seal (also part of the OD Spares kit). For this I needed to buy the large 1¾" socket

and drive adaptor. Then tried to clamp the whole thing down, find a suitable piece of pipe for my standard socket set handle to give me the leverage I required. At this point it is worth noting that one should replace this seal if possible. I did not. Once I had ripped my vice from the bench top trying to undo things, I decided to rationalize that as this hadn't leaked for some 40 years it would likely still be good. I think this oil seal is the only piece of Dave's repair kit that I didn't use.

Re-assembly, as they so famously say in the Haynes manuals, is simply the reverse of removal. Well, you couldn't be further from the truth.

Again more input from OD spares, especially around getting the planetary gears properly aligned. There is a bit in the Haynes Manual, but it was unintelligible, to me at least. Basically each planet gear has a small centre-punched mark on it. These need to line up with the main gear AFTER the ring has been put back in to the housing. This sounds easy enough except that because of the epicyclical nature of the gears, they "walk" when you put them in and there are three of them to get right at once. The first time I did this, it took me about an hour of careful positioning, swearing and re-positioning. By the time I did it a 5th time (yes, five times) I could do it in about 5 minutes. When re-assembling the castings, you need to use a combo of gaskets and "blue" gasket goo. This gasket goo has a tightening sequence and needs to be snugged up after 24 hours to really make the seal. Don't forget, otherwise drips will result. Once aligned, don't invert the unit otherwise you too will become an expert at what should be a once in a lifetime activity (except perhaps for the likes of Dave Twigger).

Next the front piece of the casting with the new oil pump was installed and also central bearing. This was a piece of cake as everything was clean and new. The last piece is the eccentric oil pump drive ring which just

slots on the main drive shaft before placing the gearbox on.

Tricky bit now is to get the unit back on the engine. There is lots of space and everything is clean & new, but of course the gears need to find their natural place to slot on (again curved gear teeth have to align). Under NO CIRCUMSTANCES use any force to put the unit back on the engine as this will destroy the gears. It should easily slide on by hand to within 1/8" of the back face of the gearbox unit itself. Don't forget to put the gasket on before doing this of course.

Tip – if it doesn't line up first time (and it won't) then rotate the back end of the OD unit flange CLOCKWISE only when viewed from the back of the car. To ensure I would do this when under the vehicle and likely a little disoriented, I actually marked in white the clockwise arrows on the drive flange. If you go the other way, then you have to pull the unit again and re-align the plant gears from the beginning.

Then insert & tighten the OD gearbox mounting nuts and bolts. Don't forget the locking washers and tighten them in a progressive sequence. Doesn't really matter what order, just ½ a turn at a time. No idea what torque to use here and nothing is specified, so just tight enough, but don't strip anything. Thankfully several of these are nuts AND bolts, so can take a lot, then just snug up the bolts in to the aluminium casing.

Tip : at this point fill with the required amount of E-90 oil. Do not use anything else as this OD box will not work well or possibly at all with thinner stuff. It is a little less loaded than on the original XJ6 of course due to the car being much lighter, but the components are designed to work with this oil (as confirmed by OD Spares again). Walk away for a day. This has two effects – lets the oil settle in to all the recently cleaned nooks and crannies inside the OD unit as it is so thick and also makes obvious any leaks you might have.

I had one in the gearbox to overdrive unit interface. One of the mounting bolts was missing. So, went through my ziplock bag of "currently spare parts", found one to suit and put it in. Worked like a charm – who knew you really do need all those bolts?! Seriously, this is important as pressures inside this unit gets in to the 500psi range, so any leak or unclean mating surface WILL be found in use.

Insert the whole engine/gearbox/OD box back in to position. Obviously a couple of extra pairs of hands help in this instance. It is tricky, and would have been easier if I had removed the rad & battery. Watch out for the brake pipes on the front cross member too as they are all too easily crushed.

Tip – take care of the OD switches on top of the gearbox at this point as the electrical connections are easily broken. Clearly I know this cos I didn't!

Once back in, reconnect all your ancillaries and re-check the OD box oil with the car on level ground. Do not run the car first as this will fill the oil with lots of air and artificially expand the volume tempting you to drain some out. The OD box oil pump runs when the engine (layshaft) is turning.

My "spare parts" bag was almost empty but to this day has a couple of things in it that I have no idea where they go. One is a long (6" or so) light duty coil spring with hooks on each end, and no, it isn't anything to do with the throttle linkage. Any ideas?

Reconnecting the electrics at this point was a HUGE challenge.

Tip – verify that ALL the electrical components are functional BEFORE putting everything back in the car. There are three main points :

- Driver's OD switch in the top of the gear knob (if using the MG setup)
- OD lock-out switch for gears 1-3

on top of the gearbox

- OD lock-out switch for reverse, also on top of the gearbox.

If you are lucky these will not need replacing and if they do, hopefully no adjustment. They are pretty simple ball-bearing ended spring switches that can be tested off the car with a simple continuity tester. Same goes for the driver's switch on the gear knob.

Tip – lengthen the OD car side of the loom to allow easy diagnosis and connection once you have re-installed the engine/gearbox/overdrive unit.

I did NOT do this clearly, and I was so disappointed when I took the car out for its first test drive when nothing worked. Had to be electrics, right? Good old "Lucas, Prince of Darkness" playing his card again.

As it turned out, yes it was, but diagnosing these proved trying for the patience of Mother Theresa herself. I had the car on stands, lights and mirrors on stalks while trying to view the connections. Then one of them simply broke off in my hand. BUGGER. Simple to replace if the unit was out of the car, but this wasn't even a spade terminal but rather a screw in type to the top of the switch. So, specialist tools required – in this case a shortened screw driver shank to get in to the small space between the top of the gearbox and tunnel. Working in mirrors with incorrect tools wasn't frustrating at all.

Anyway, verified 12V. Verified gear knob switch turned that on and off. Verified each of the lock out switches, then completed the mind f%\$k that is the simple lock-out switch wiring. Had I simply lengthened the loom side of the OD bit prior to reinstalling, none of this would have happened.

I was very tempted to run the car up to 40 mph on the axle stands and then click to OD switch to see if it would work without going on the road. DON'T DO THIS. I ran it to

about 5 mph and the whole car starting moving a little because of the centrifugal forces generated accompanied with rear wheels going in strange directions (no LSD here). Imagine the insurance claim for maybe TWO cars and a garage door, with actually NOBODY driving.....

Next came the test drive and TA-DA. Everything worked like a dream. Still does, some 500 miles later.

Not seen any noticeable fuel economy improvement, but that may simply be because I now drive a little more spiritedly knowing that the cruising bits in between will not be so tiring on the nerves and ears.

This is an overhaul that you can simply do at home if you are careful and pay attention to detail, not to mention having someone like Dave Twigger on the end of email or phone. I am sure there are many non-functioning Laycock OD units out there that can be converted to perfectly functional this way. Given how hard they are to come by and how expensive, have a go and be confident that it will work.

Happy and driving for the rest of the (short) season here. Next job was to tackle the front brakes which squealed and pulled to one side and the water pump which was weeping slightly. Parts had been acquired in the UK (SNG) and also in the USA, so how hard could that be?

Dave Bradly



Intel Employee Car Show

Every year Intel Corp in Santa Clara (California) has an employee car show in the office parking lot. Here are a few photographs showing strong support from the local Jaguar community.

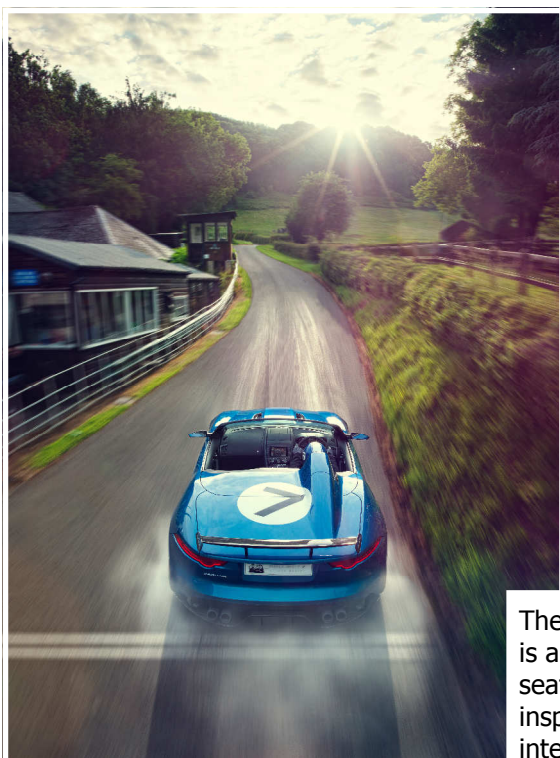
Its been only 2 months since I left, but I'm really starting to miss my Jags. I plan to bring them over late 2013 or early 2014. Hopefully that will be soon enough to prevent me from buying any more soon.

I will be attending the Pebble Beach Concours in Monterey this year. I hope to meet and have my picture taken with Jaguar design boss Ian Callum.

Vikram Ambrose



Project 7



The Jaguar Project 7, created by the team led by Director of Design, Ian Callum, is a one-off design study based on the acclaimed new Jaguar F-TYPE. A single-seater, all-aluminium bodied roadster, Project 7 features a Jaguar D-type-inspired fairing, bespoke carbon-fibre aerodynamic components, and a unique interior. Powered by Jaguar's 5.0-litre supercharged V8 petrol engine in 550PS / 680Nm form, Project 7 will reach 60mph in 4.1 seconds with a top speed of 186mph. Project 7 will make its debut at the 2013 Goodwood Festival of Speed.



Marketplace

1987 XJ-S purchased by the current second owner in 1999 with only 27,000 km. Completely original, never winter driven and always stored in a heated garage. It comes with Dayton spoked wheels and the original never used wheels come with it. There is a complete service file/history for the car. It currently has only 43,000 km (certified) & is really an exceptional car. The insurance valuation & photos are available on request. Asking \$14,500.00. Paul 450-835-1248. [AMJJA]



1984 Jaguar XJS HE V12 parts. Steering Wheel \$60,. Drivers side wing mirror \$40, Sun Visors \$35, Rear Lens assemblies L/R \$125. Rear View mirror \$35, Spare tire cover and tie down \$25, ECU \$200, RH Headlight \$125. Contact: David (613) 822-3669.

1974 Jaguar XJ12L. Registered and insured. Lots of new parts. More details on the OJC website. Price \$3,000.00. Contact Vikram Ambrose, Email: noel.ambrose@gmail.com



1986 Jaguar XJS V12. Good condition. 143,000km. Price include 87 XJS for parts with good engine and trans. Price \$ 10,000. Contact: lukyluke@bell.net, 819-243-2113. [ASO]



1972 Jaguar XJ6. (Price Reduced) 4.2L engine, in working order. Exterior is in fair condition, with some minor rust, paint in good overall condition, with a few minor flaws. Interior is in pretty good condition, wood trim has some minor cracking in the varnish. Running and drivable but will need some brake work, suspension bushings and some metal work. New floor pans are included with the car to replace the two front floor pans on the car. Body panels and doors are all straight and gaps are parallel. Chrome is in good condition on the bumpers, mirror, etc. Rims show some rust and pitting. Has rebuilt fuel pumps, the Stromberg carbs have been switched to SU's from a 420. Price \$3,500.00. Contact: David (613) 822-3669. [JAS]



1988 Jaguar XJ12 Vanden Plas. Fitted with the rare Tom Walkinshaw Racing body kit and Speedline wheels from new. One owner, 108,300 kms, never winter driven, stored indoors, non-smoker. \$4000 in upkeep last year. A/C and cruise control currently not functioning. Front seat console could use a retrim, headliner is loose. Price \$8,500.00. John Barjarow, St Andrews West, ON. Tel: 613-932-8380 or Email: jerb269@hotmail.com . [JAS]



1990 XJS V12 Convertible. In very good condition. Owned once by a doctor in California, and was shipped to Ottawa last year. 54,000 miles. Power top, black exterior, tan leather interior. Price \$16,900 OBO Contact Philip Tomlinson, phil_ctomlinson@hotmail.com . [JAS]



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