

Jaguar Jottings

DECEMBER 2014

ottawajaguarclub.com



Ottawa



Club

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Club Events This Month

7th Dec - Christmas Dinner

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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.

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

Jaguar Jottings

Publisher: Vikram Ambrose

669-222-9000

jottings@ottawajaguarclub.com

Editor: Vikram Ambrose

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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President's Musings

Despite the grim spectre of mountains of early snow elsewhere, we appear to be easing into winter so far, "...flitting leaves replaced with lightly cascading, feathery snowflakes". The temporary reprieve gives us extra time to ensure our Jags are carefully tucked away and the "winter beaters" are fully prepared for the long winter ahead. For the benefit of newer members, we've repeated a suggested storage procedures article for the later model cars.....those with the older classics will most likely already have a favourite routine. If not, you can locate the applicable articles on the website; click on Jaguar Jottings and check the monthly content summaries. The extra care putting your beast(s) away now helps make that first start up in the spring less of a "crossed fingers, eyes skyward" exercise.

With toys for the most part put away, November's club activities were focused on the necessary annual administration and planning for the coming 2015 season. Minutes and details are elsewhere in the Jottings:

AGM, 10 Nov. Our annual general meeting at **Robbie's Italian Restaurant** had a good turnout with 35 attendees tucking into superb Italian cuisine before tackling the club's agenda. The elections revealed several new faces for the executive.

Executive Meeting, 24 Nov. Following the AGM, the executive got together to review the meeting results and discuss planning for next season. It was also an opportunity to introduce the new executive members to the routine and begin the process of handing over the torch.

Christmas Dinner, 7 Dec. We currently have 37 registered for our annual end of year dinner, this year returning to the Courtyard Restaurant, but we'd love to see

more. If you haven't yet signed up, **the cutoff is Thursday, 4 Dec.** Details are elsewhere in the Jottings.

"Dear Santa..." Speaking of Christmas, not sure if you heard the news from the Los Angeles Car Show this month but the F-Type will be available in 2015 with all wheel drive as well as manual transmission in rear-wheel-drive form. The various combinations and permutations result in something like 15 different variants, making that list to Santa a little complex this year.

Membership dues. Don't forget to renew your membership for 2015...no change at \$55.00. We'd be happy to receive your cheque at the Christmas Dinner, otherwise be sure to mail it to Karen Wilson early in the New Year. **Our membership list has to be with JCNA by 31 Jan.**

Upcoming Events. Your "new" executive is busily working on next year's activities with the program to be revealed in the New Year. In the meantime **for January, details, date and timings will be announced shortly.**

Finally, this will be my last musing's column as president. I'm very pleased to introduce our new president, **Dave Kenny**, who brings with him a wealth of technical knowledge and past experience with the club. Many thanks to all for your valued assistance and participation during my tenure. I'm remaining with the club, hoping to learn editing and publishing skills from Vikram Ambrose before taking over producing the Jottings sometime in the New Year. In the meantime, I'm looking forward to seeing many of you and passing on Season's Greetings at our Christmas gathering.

I wish you all a Merry Christmas, Joyeux Noel, Happy Holidays and continued success, health and happiness for 2015.

Cheers and happy, safe winter motoring,

Rob Dunlop

OJC BOARD OF DIRECTORS – 2015

OFFICERS & DIRECTORS	INCUMBENT 2014	ELECTED FOR 2015
President	Rob Dunlop	Dave Kenny
Vice President/Activities	Ed Theoret	Ed Theoret
Secretary	Dave Kenny	Bob Hiland
Treasurer	Steve Fox	Steve Fox
Advisor	Mike O'Brien	Rob Dunlop
DIRECTORS		
Interclub Coordinator(s)	Mike O'Brien (Eurocars) Alan Graves (ABCD)	Mike O'Brien (Eurocars) Peter Whitworth (ABCD)
Activities Coordinator	currently with VP	Remain with VP
Technical Director	Phil Karam	Phil Karam
Membership Director	Karen Wilson	Karen Wilson
Concours Chairman	John Blais	John Blais
Concours Chief Judge	Rob Dunlop	Rob Dunlop
Jottings Editor/Publisher	Vikram Ambrose	Rob Dunlop
Webmaster	Karen Wilson	Karen Wilson
Librarian	Merv Clarke	Merv Clarke
Facilities & Equipment Manager	Mike O'Brien	Mike O'Brien



Winterizing Modern Jags

Most of the club members with older Jags ('50s to '80s) already have a routine for putting their cars in winter storage. Phil Karam, our tech rep, has detailed this several times in the Jottings. While the procedures are for the most part relevant to all cars, for modern Jags (i.e. those equipped with central computers/ECUs) emphasis needs to be placed in certain areas: fuel, tires, moisture and battery.

Battery

The high tech modern car is heavily reliant on a battery in peak condition. A fluctuation of .1 volt on a later Jag can result in spurious error messages (see Lyndon Mitchell's article, Sep 09 Jottings. His '97 XK8 was diagnosed with a \$6000 repair job after error messages appeared. Lyndon changed the battery for \$150 and the problems disappeared). Ergo, the battery needs to be tip top all the time. Personally, if my '07 XK sits for more than two weeks (including over the winter) I attach a smart battery charger over the time period. Unlike a basic trickle charger, it samples and adjusts voltage and amperage according to the battery condition and is intended to remain attached over long periods of time. **ADDED BATTERY TIP:** Always lock your modern Jag when parked, even in your garage. If left unlocked, the car assumes a standby mode and the systems can take up to 20 minutes on battery power before shutting down. Locking the car shuts the power down more quickly.

Fuel

Modern unleaded gasoline, often with ethanol, goes off quickly if stored over longer periods such as a Canadian winter (see Dave Kenny's fuel article in the Jottings). To avoid start up and running problems next spring, add fuel stabilizer (Stabil etc) and top up the gas tank. Run the engine to ensure the stabilizer gets all through the system (I add the stabilizer before

going to the gas station to top up... the run home mixes the stabilizer). Correcting a fuel problem on a modern Jag is not a DIY exercise (as for older Jags) and normally requires dealer attention. (NOTE: Our Tech Coord, Phil Karam has a different perspective on fuel storage, preferring to run the tank low and topping up with fresh fuel in the Spring - different strokes....)

Moisture

I cover the whole floor with an old tarpaulin under the carpeting to minimize condensation on the cars when the temperature changes getting into Spring. To keep moisture at bay on concrete, Mete, the Berr's Motorsports chief mechanic suggests putting flattened cardboard boxes under the car to absorb the moisture, adding to the pile as boxes become available.

Tires

Modern tires with wider profiles are manufactured differently and have a greater tendency to develop (and retain) flat spots when parked for a period of time, particularly on a cold, concrete floor. For storage, overinflate the tires to 45 – 50 PSI and park on pieces of old carpeting.

A little prevention before putting your modern cat away for the winter will greatly reduce the risk of problems on start up in the spring.

Rob Dunlop



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FREE PARKING ON SITE

Easy E-Type Fuel Pump Fix

After many months of just sitting I decided to take my 1973 E-Type out for a drive and so I went out to start it. It started and ran for a few seconds and then died. Tried to restart but it turned over and wouldn't start. The fuel pump was jugging away but it sounded like it was just sucking air. So I thought I'd have a quick look at the fuel setup in the boot which is comprised of an SU electrical pump set inside a foam body and bolted to a pedestal that was bolted to the body.

Thinking it was just a clogged fuel tank pick up, I took the pick up out of the tank but that wasn't it. The pick up tube was corroded but not enough to impeded fuel flow. Took quite a bit of fidgeting to get it back in the tank so be warned, it comes out easily but doesn't go back that easily.

Next I connected the pump directly to a bottle of fuel and tried to run the pump. The pump was sucking but it wasn't strong enough to pull the fuel out of the bottle.

Thanks to the folks at Jag-Lovers.org I learned that a common problem in the SU pumps is a cork diaphragm that gets ruptured over time. The cork disc (#10192) if cracked will significantly reduce suction power.

Lo and behold, that was it! There was a small crack in mine so I cut out a new disc from some generic fuel compatible paper gasket material and it fixed the problem right away. The pump was now strong enough to suck fuel.

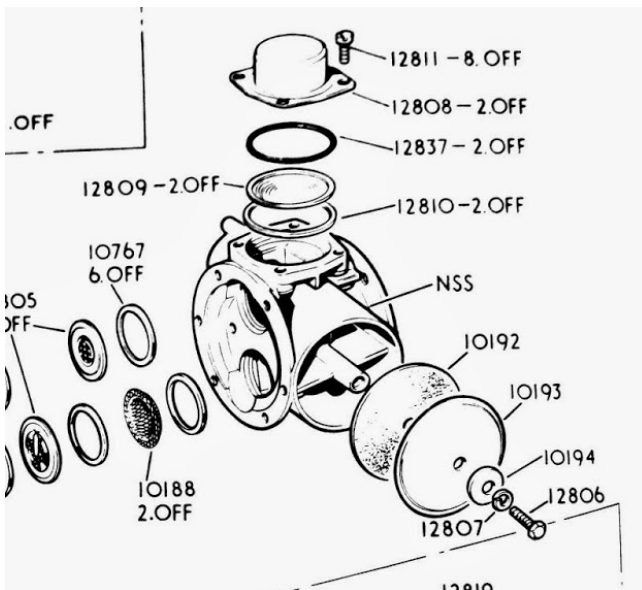


What a wonderfully cheap and easy fix. I bet a garage would have done a full rebuild and charged me \$500+ for the job. I did it with about 5 cents worth of gasket material. Very happy indeed.

While I was there I decided to change the fuel filter. Took a bit of searching to find the right WIX part number so I thought I would post it for anyone else looking for it. WIX #33348. The original Jaguar part number is JS660. This is the fuel filter for cars that use the metal filter bowl.

It comes with the big O-ring needed to seal the filter bowl but it doesn't come with the little O-ring to seal the screw. I just bought a pack of generic fuel compatible Viton O-rings. Its a pretty beefy O-ring so you aren't likely going to need to change it very often anyway.

Vikram Ambrose



Manual Transmission F-Type



AGM Minutes - 10th Nov 2014

7:35 PM. Meeting called to order by President, Rob Dunlop. Of the 35 attendees, 23 voting members of the 101 person club membership were in attendance, which the president deemed as a quorum for approval purposes.

Financial Statement

The 2014 Income Statement, Balance Sheet as at 11 Nov 14 and Financial Summary 2008-2014 were tabled by Treasurer, Steve Fox. Overall to date for 2014, the club realized a profit of \$2,290.52 with a net club balance of \$13,043.11. The profit resulted chiefly from significantly reduced concours expenses due to the combined ABCD/ concours format, increased membership subscriptions and higher advertising revenue.

The end year financial sheets will be circulated to the membership via email once finalized in early 2015 for membership approval by silence procedure. Any queries/comments will be processed by the treasurer and president if/as required.

Reports

Membership - Membership Director, Karen Wilson

The paid-up membership for 2014 is 101, an increase of eight over 2013 and the first instance of over 100 members. We continue the trend of a significant number of new memberships each year, being offset by a similar drop in renewals.

Activities – VP and Activities Coordinator – Ed Theoret

Ed reported 22 club events and activities in 2014 (list attached). A good balance of drives, technical visits and social events were generally well attended. He thanked those who had volunteered to organize the various activities.

EUROCARS 2014 – OJC Coordinator, Mike O'Brien

Mike and Bruno Bastien, Porsche Club organized a combined club drive in June, with 36 cars participating (four from OJC). The event included a stop at the St Albert Cheese Factory and a run down to the St Lawrence before ending at Smokie's Winery in Mountain for wine tasting and a picnic lunch. Very well received, the Mercedes Benz club has offered to organize next year's drive.

Concours D'Elegance - Chair, John Blais

This year's Jaguar Day/concours was combined with the All British Car Day (ABCD) in July. Just under 50 Jaguars attended, 20 competing in the JCNA concours, half of whom came from the Montreal (non-JCNA) club. Although modest attendance, the OJC event went very well and added greatly to the overall success of the day. Whether to return with ABCD for 2015 needs to be considered, particularly with ABCD's site possibly in doubt.

All British Car Day (ABCD) – OJC Coordinator, Alan Graves

The combined event resulted in 235 cars in attendance, a record for ABCD. The good weather drew a large spectating audience as well. Issues with the city park site organizers continue to be a problem, to the extent that the 2015 and future events location needs to be considered.

Technical - Director, Phil Karam

Phil noted that the technical events, both "show and tell" and services visits continue to be very well attended.

Jaguar Jottings: Editor/Publisher, Vikram Ambrose

In Vikram's absence, the president commended him for his excellent job over the past year. A shortage of articles and material from the membership continues to be a problem although excellent contributions by several were particularly noteworthy. The president also stressed that input need not be Jaguar or auto-related but any material and photos of general interest including travel experiences would be gratefully received.

Website - Webmaster, Karen Wilson

Karen noted she has continued to add to the website material, particularly Jottings content summaries. The president acknowledged her continuing excellent work.

Meetings - Rob Dunlop

Rob advised that based on attendance figures, the club generally prefers visits and drives

to monthly sit-down club meetings. That said, we rent use of the Tifosi Club Room at the St Anthony's Soccer Club for \$260 a year, to hold periodic meetings when and as required. This year it was used three times; Pizza and Darts Night, concours judges' training and an executive meeting although we have access anytime it's available. Following general discussion, it was agreed that it remains good value for money and should be continued.

Wednesday Morning Breakfast – with the long term closing of the Mooney's Bay Bistro, the regular weekly gathering will continue to be held at Dunn's Deli Restaurant, Bank St south of Albion.

Library - Librarian, Merv Clarke

Merv described club membership interest in the extensive club library resources as "static".

General discussion suggested this is a sign of the times with instant Internet access to

reference material supplanting the previously conventional interest in books and even CDs.

The library will be maintained at its current level and members will be reminded and encouraged to check for reference material in the library via the website listing. A suggestion to include any club repair tools / equipment in the library inventory was supported. This currently only involves a remote camera unit.

New Business

Activities management and volunteers – Rob Dunlop

Rob identified this as "new old business" since getting members to volunteer to organize

club events and activities remains a chronic problem. That said, he acknowledged and thanked those who did step up resulting in some excellent events in 2014. He stressed that while activities come under the Vice President, his mandate is to "coordinate" not necessarily organize them. The membership will once again be encouraged to take on organizing events for the club in 2015 and a pro-active approach will be used to seek out rather than await volunteers. New ideas and suggestions for activities are highly welcomed and would be greatly appreciated.

OJC Jaguar Day/concours with ABCD – Rob Dunlop

Notwithstanding the generally successful and well received combining of the two events this year, Rob posed the question of whether we would wish to continue to do so next year. He reiterated the good possibility of ABCD wanting to relocate from Britannia Beach next year. A general discussion ensued outlining the advantages and disadvantages of a return to our stand alone event versus the combined day. Following extensive discussion it was evident there was no strong opinions either way and it would be left to the executive to determine the best course of action for 2015.

Club regalia – Rob Dunlop

Rob introduced the subject seeking interest in a regular supply of club regalia (shirts, hats, car badges etc) with the club logo. No interest was expressed by the attendees.

Items from the membership

There were no additional new items of business from the floor.

Election of Officers – Ed Theoret

In the absence of additional nominees or volunteers from the floor, Ed conducted a position-by-position vote of nominees already proposed (list attached). All nominees were approved.

Final Words

The president thanked the executive and regular members in attendance for their interest in and enthusiastic support of the Ottawa Jaguar Club.

9:25 PM. The meeting concluded.
Ottawa, November 12, 2014

Exec Meeting Minutes - 24th Nov 2014

Monday, November 24, 2014, 7PM
Tifosi Club Room

Present

Rob Dunlop– President, Concoors Chief Judge
Ed Theoret – Vice President, Activities Coordinator
Steve Fox – Treasurer
Dave Kenny - Secretary
Mike O`Brien – Past President, Advisor, Facilities and Equipment Manager
Phil Karam – Technical Director
John Blais – Concoors Chairman
Merv Clark – Librarian
Alan Graves – ABCD Coordinator
Peter Whitworth – incoming ABCD Coordinator
Bob Hiland –incoming Secretary

Absent

Karen Wilson – Membership Director and Webmaster

Agenda

ABCD & Concoors
Activities

ABCD Overview

There was a discussion about the ABCD and our Concoors

The general opinion regarding our involvement with ABCD is that our members did not have the opportunity to take in all that ABCD offered.

Some Jaguars were in the Concoors area, others were spread about.

Enthusiast/Club classification was not well explained at the gate nor was there any guidance as how to get involved with OJC.

Looking Forward

Concern was raised about the ABCD leadership. The lack of volunteers could lead to the cancellation of next year's event.

The ABCD committee was not pleased with the City of Ottawa Park personnel dealings with the event.

Our Concoors event as a regular event is not in keeping with the ABCD overall objectives.

Our Decision

It was decided that we should not tie ourselves in with an event that may or may not happen and given that we must schedule our OJC event in the near future, ABCD participation is not an option this year.

The Concoors

There was a general discussion of the Concoors event.

Reality Check

We have a membership of just over 100 people. 60% have newer cars. Driving not restoration is becoming more common.

Points from Concoors event, while they are important to some, are not a major concern with a majority of our members.

What are our overall objectives? Making member's cars better, assisting in those who wish to compete nationally, accommodating "members at large" or a fun outing for everyone (including spouses).

What Worked?

- The drive through mechanical check was well appreciated by all.
- Staying true to our club objectives.
- Rewards and recognition.

Our Decision

It was agreed that we should hold an event that involves judging and showing our cars but should also include a social event. The naming of the event should downplay Concoors and promote a club event ... e.g. Jaguar Day and a BBQ or dinner. If possible we could reduce entrance fees.

The Concoors chair should be allowed a financial "float" to accommodate any miscellaneous costs.

Promote the event to encourage any and all interested Jaguar enthusiasts as possible. Reduced fees could be an option. June 20/21 Saturday and/or Sunday dates should be considered. Polling members regarding holding an annual Concoors is a possibility.

Activities

There was a general discussion regarding what we did and what worked with the intent to issue working activities.

What Worked

Group activities, meet and greets, Jaguar launches, club dinners and get togethers.

- Technical workshops
- Cars shows, drives, and associated activities
- Darts

An updated activity list will be soon posted on the web site. Members should be encourage to suggest and/or co-ordinate some new fun events.

Tech Tips

The newer cars tend to be more reliable with longer servicing periods but as they inevitably get older (...as do we all...) potential problem areas can surface with the passage of time and mileage.

XK8 (X100) 1996-2005



Front floor pans – should be checked annually as they comprise small areas of double skinning without adequate rust protection between the layers of steel. The two double skinned areas are thought to be brackets originally fitted to allow the bodies to be moved around the factory. Caught early enough, the brackets can be filled with body wax protection that should be sufficient to prevent dirt and dampness from entering and getting a foothold. Left too late, the rust will lead to holes in the floor pans beneath the carpets. While repairable, the cost won't be cheap!

Front upper wishbone Slipflex bushes/bearings – the Slipflex bushes are used on many Jaguars, helping create the characteristic quiet ride. However, they will deteriorate when penetrated by water. If the bush seizes, suspension movement is transferred as a twisting movement to the fulcrum bolt passing through both the wishbone arms and the aluminum subframe. The steel bolt turning in the aluminum frame has the inevitable consequences of elongating the hole, necessitating replacement of the aluminum subframe. Symptoms include a slight knock (increasing with time) in the front end, similar to a track rod end problem. A simple check is to grab hold of the front

wheel and turn it side to side listening and feeling for any clunk. When the car is raised, the problem is revealed if the upper wishbone is moving in the subframe. The prevention is to have the upper wishbones checked and lubricate at every opportunity. Note, this is not normally included in (UK) dealer service.

I apologize for the timing of this item as the potentially-effected cars are likely already stored for the winter. We have sufficient of these models in the club that we could run a one day technical seminar to hoist and check the cars next Spring. If interested, please contact Technical Director, Phil Karam, (karam@rogers.com, 613-521-5100).

Another technical item came to me via The Jaguar Enthusiast Club magazine and a "heads up" from member Lee Downhill of Frankford ON (. ..thanks Lee).

ZF 6HP 26 6-SPEED TRANSMISSION, FITTED TO 4.2 LITRE AJ-V8 ENGINES

Jaguar released a fairly major software upgrade in Nov 2013 (a year ago) for the ZF six speed gearbox fitted to 4.2L AJ-V8 engines from 2002 which addresses issues raised by users over the years and intended to enhance the refinement and longevity of the transmission. The software must be downloaded via Jaguar's online diagnostic system, direct onto the car when it is cold and the car's vehicle software has also to be reloaded so it can recognize the new gearbox program.

The article author reported having his XK8 updated with specific instructions not to use the gearbox Sport mode for 200 miles and if a silky smooth gear shift is desired, to go easy on the right foot as the gearbox educates itself according to your driving

style. After 150 miles so far, he reports the gearbox is noticeably more refined and drives very smoothly. Jaguar UK does not charge for the upgrade but it does need to be loaded with care by a qualified technician.

It's my understanding that Jaguar dealers in Canada routinely check for factory software upgrades when a car is brought in for servicing. I'm in the process of verifying with Jaguar Ottawa that they are aware of this upgrade and that they would install it if necessary and will advise. Once I'm clear on the situation, if you have an applicable model which hasn't been seen by a Jaguar dealer in the recent past, you may want to consider it.

Affected vehicles:

2003-06	XK8 V8 4.2
2003-08	S-TYPE V6 3.0, V8 4.2
2003-10	XKR V8 4.2, 5.0
2004-09	XJ8/XJR V8 4.2
2005-09	SUPER V8, V8 4.2
2007-10	XK V8 4.2, 5.0

Rob Dunlop

Source: Jaguar Enthusiast Club, XK8 Forum, Coordinator, Mike Horlor, Nov 2014 issue
Photo: Wikipedia



Christmas Dinner & Awards Night

Sunday, 7th December 2014

Courtyard Restaurant — 21 George St, Byward Market, Ottawa

Drinks at 5:30pm, Dinner at 6:30pm

Menu attached - No pre-order required

Cash bar – wine and beverages



RSVP by THURSDAY, 4 DECEMBER PLEASE

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Christmas Dinner Menu

Pre-order not required

APPETIZER

SOUP – Vadouvan Spiced Coconut-Butternut Squash Bisque, maple Crème Fraiche, croutons, chives

OR

SALAD– organic mixed greens, cucumber bowl, thinly shaved late harvest vegetables, acorn creek honey and Dijon Dressing

MAIN COURSE

CHICKEN – Roasted Chicken Breast Supreme, bacon-wrapped stuffing cake, roasted cellar vegetables, crushed fingerling potatoes, cranberry chutney, roasted garlic and sage chicken gravy

OR

SALMON - Roasted Atlantic Salmon Filet, zucchini, Swiss chard, Tomato and Mascarpone Risotto, Herb Scented Hollandaise

OR

VEGETARIAN – Ricotta Gnudi Pasta, Fall Tomato pasatta, roasted zucchini, cherry tomato, basil, Grana Padano

OR

BEEF – 48 Hour Sous-Vide AAA Beef Short Rib, served medium rare, maple roasted root vegetables, herb crushed fingerling potatoes, Madagascar peppercorn and brandy sauce

DESSERT

CHOCOLATE – flourless chocolate cake, cassis coulis, fresh berries

OR

CARAMEL – Sticky Toffee Pudding, warm toffee sauce, crème anglaise

All meal includes freshly baked bread with butter and brewed coffee or tea

\$47 PER PERSON (\$61.57 INCLUDING TAXES AND GRATUITY)

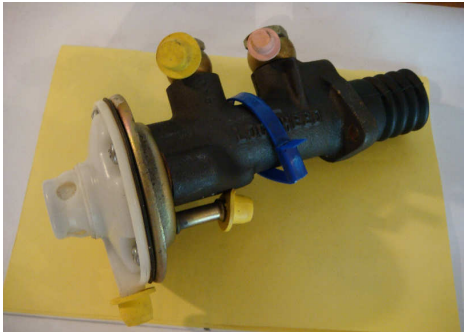
Marketplace

For sale - 2006 Miska Trailer. Total mileage under 2000, 16 ft. bed, 80 " between fenders, 100". overall width. Rated carrying capacity is 3500 lbs. Has carried 4000 lbs with no problem (XJS) 30" Fixed ramps, 52" Removable ramps. Electric brakes, 7 pin connector, Includes hand winch, 2500 lb cap., 8 tie down ratchet ass'ys, screw jack, pair of wedge chocks, 1 7/8 dia and 2 5/16 dia, pair of cable hook assemblies, all in fixed tool box Lights and brakes work fine. One deck plank needs replacing. Price \$1500. Contact Fergus Groundwater / 613 491 0012. [ndj]



For sale - NOS Lockheed Brake Master Cylinder (Part No. C26767) Fits all E types (6 and 12) 1964-74 plus 420/420G New, unused (NOS) original. Over \$300 new. Asking only \$C175.00. Contact Rob Dunlop

president@ottawajaguarclub.com 613-834-0588 [ndj]



1990 Jaguar XJS V12 Convertible. Price Reduced \$11,500. In beautiful condition, with everything working well. Owned by one previous person only in California (hence no rust) until it was shipped to Ottawa last year. It has been babied since and driven only occasionally. 54,000 miles. Black exterior, tan leather interior. Price \$11,500. Contact Philip Tomlinson, Cell: 613-859-2221. [ndj]



1996 Jaguar XJ6 Vanden Plas. Tungsten grey, grey leather interior. 118,000 kms. Exceptional condition. One owner from new. Dealer maintained throughout. Always garaged with minimal winter usage over past two years (under 1000 kms). Immaculate interior - includes new, unused lambswool rugs still bagged. Reluctant sale by a retired, senior legal professional. \$7000. Will consider offers. Contact : 613-733-7528. [djf]



08/15/2014

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

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