

# The Ontario



# JAGUAR

Volume 7 Number 1 February 1996

## 96 Toronto International Autoshow

1996 Vanden Plas  
4.0 Litre long wheel-  
base with a MSR  
price of \$86,500



96 Vanden Plas 4.0  
Litre with a long  
wheelbase of 117.9  
inches.

96 XJ6 4.0 Litre  
with 237 hp @  
4700 rpm



## Calendar

- Wednesday Mar. 13  
Monthly Meeting
- Wednesday Apr. 10  
Monthly Meeting
- Sunday June 2  
Spring Drive
- Sunday June 23  
OJOA Concours
- Saturday June 29  
Shine Time Car Show
- Sunday July 14  
Carriage Classic
- Sunday August 11  
Sprints at Christie

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**Annual Dues (Jan 1 - Dec 31) are:**

Membership enquiries and dues payments are to be forwarded to the Membership Director at their address. An application for membership is included on the last page of this newsletter.

**\$50.00**

**Available from the Treasurer at all meetings and events:**

Windshield Decal	\$ 1.00	Cloth Jacket Patch	\$ 5.00
Metal Car Badge	\$ 40.00	Lapel Pin	\$ 5.00
Durable "Jaguar Parking Only" signs			\$10.00

**Classified**

Club members and other interested parties may advertise personal cars, parts and services for sale or wanted in the Newsletter. OJOA and other JCNA affiliated club members will be able to advertise at no charge; non-members must pay a \$10.00 fee per ad. All classified ads will run for 2 consecutive issues only, after which they can be renewed if requested.

**Business**

Commercial advertising is welcome in the Newsletter and the following rates are in effect:

Size of Ad	2 Issues	6 Issues (1 Yr)
Business Card:	\$25.00	\$ 60.00
Quarter Page:	\$40.00	\$100.00
Half Page:	\$60.00	\$150.00
Full Page:	\$95.00	\$250.00

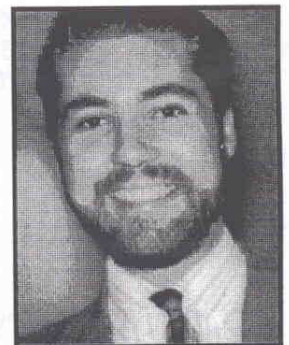
**Newsletter Articles**

All members are invited to submit articles or photographs for print in the Ontario Jaguar. These items need not be of technical nature. To place an article, photo or advertisement in the Newsletter, please contact the Editor.

**Newsletter Editor:**

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## Upcoming Events

### **Wednesday March 13**

**OJOA Monthly meeting  
Montgomery's Inn  
Dundas & Islington, Etobicoke**

The topic for the March meeting will feature a rep from Pirelli who will be bring us up to speed on the latest from the Italian tire manufacturer.

### **Wednesday April 10**

**OJOA Monthly meeting  
Montgomery's Inn  
Dundas & Islington, Etobicoke**

The april meeting will feature Tony Land of Lant Insurance to update & provide the latest info on auto insurance.

### **Sunday April 21**

**British Sports Car Club's  
Ancaster Flea Market  
Marritt Hall**

15th Annual British Sports Car Flea Market and Car Show located at Maritt Hall, Ancaster Fair Grounds, Highway 53, Ancaster. Hours are 10:00 am to 4:00 pm. For more information contact Carol Ouellette (905) 957-2429.

### **Saturday May 4**

**Ken's Mostly British Open House**

10:00 am to 12 noon. See ad on page 7 for address and phone number.

### **Saturday May 11**

**OJOA Spring Blossom Run**

Hamilton area - a reinstatement of a club tradition.

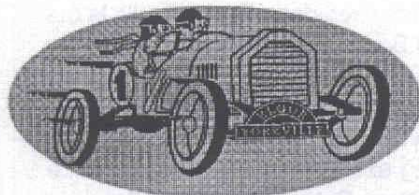
### **Sunday June 23**

**OJOA Concours d'Elegance  
Appleby College  
Oakville, Ontario**

This years OJOA Concours will again be on a Sunday. The Concours Chairman will be OJOA member Brian Jamieson. Watch for an entry form in the next Newsletter in April.

### **Saturday June 29**

**Shine Time North America Car Show & The Finish Line of the Great North American Race  
Bloor-Yorkville,  
Downtown Toronto**



Join the Shine Time North America Car Show and welcome more than 100 historic automobiles as they roar into Toronto at the Finish Line of the Great North American Race, a more than 4,000 mile trip from Seattle, Washington, to Toronto.

All pre-1976 Collector vehicles are invited, including vintage, classic, commercial, fire engines, hot roads, motorcycles etc.

Feature marque, the cars of Canada (any vehicle built in Canada prior to 1943)

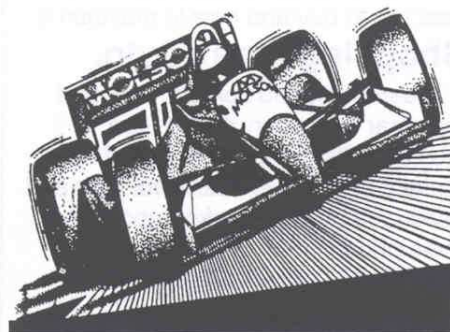
Pre-registration entry fee: \$10 (prior to April 1) - \$20 (prior to June 1) - on the day registration: \$25. Feature marque - No Charge.

For more information call (416) 922-4211 - FAX (416) 928-2034.

### **Fri. July 12 to Sun. July 14**

**Molson Indy  
Toronto, Ontario**

Thunder by the lake. Don't miss it!



### **Sunday July 14**

**4th Annual Carriage Classic Car Show, Tralee Veterinary Farm, Mono Mills**



Watch for more details in the April Newsletter.

### **Sunday August 11**

**Sprints at Christie  
Christie Conservation Area**

Watch for more details.



### **Sunday September 15**

**British Car Day  
Bronte Creek Provincial Park  
Oakville, Ontario**

Sponsored by the Toronto Triumph Club. Mark your calendars!





## Recent Happenings



### Honours for Jaguar Canada President

On November 2, 1995, E. John Mackie, president of Jaguar Canada, was invested as a Commander of the British Empire (CBE), by HRH Prince Charles at a ceremony at Buckingham Palace.

Mackie was one of only two Canadians named on the British Honours List, announced earlier this summer to mark the Queen's birthday.

Cited for "services to British commercial interests in Canada," Mackie has dedicated considerable time and effort over the past 25 years -- on a volunteer basis -- to furthering trade relations between Canada and Britain through the British Canadian Chamber of Trade and Commerce. He has held numerous key positions within that organization, and was its president from 1993 until recently.

Mackie is also a founding member of the Association of International Automobile Manufacturers of Canada -- currently serving as its chairman -- and was also recently named to the prestigious International Advisory Board of the British-American Business Council.

President of Jaguar Canada since 1977, John Mackie lives in Toronto with his wife, Gloria.

### OJOA Executive Changes

The January OJOA Annual General Meeting saw some changes to the executive. Brian Jameson holds the title of Vice President, Bruce Davis is our club Secretary and Morton Andersen assumes the responsibility of Activities Director.

A special thanks goes out to the outgoing executive members: Laurence Kirkham, Betty Harris and John Taglione who held their respective positions for several years.

### In Memory

The club was saddened by the death of member Mike Hall, popular owner of the Mono Cliff Inn in the Hockley Valley.

Condolences were given to his widow Carol & his family.

### Online Automotive Service

#### World of Wheels online.



Exclusively on AUTONET, this informative magazine is for everyone from the total car enthusiast, to the weekend driver who wants to know about the best car to buy and how to maintain it.

#### Shopping for an auto.

Search for, and contact, new and used car dealers in YOUR area. AUTONET's comprehensive listings make it possible to search for new and used cars by year, make, model and even price!

#### Auto maintenance & repair.

Whether you're in need of major service or just an oil change, it's just like checking your local phone book except you'll also see pricing & specials.

#### Auto customizing.

There are many performance auto parts dealers and customizing shops both locally and around the world ready to help you build your dream car and AUTONET is the quickest way to find them all.

#### Auto talk.

The Information Highway allows people from all over the world to share opinions and observations on almost any subject. AUTONET is the place to get and give automotive tips and tricks.

For more information contact Auto Net Canada Corp at (416) 445-4852 or email: info@autonet.ca

### What I've Learned in the First Twenty Days of E-Type Ownership

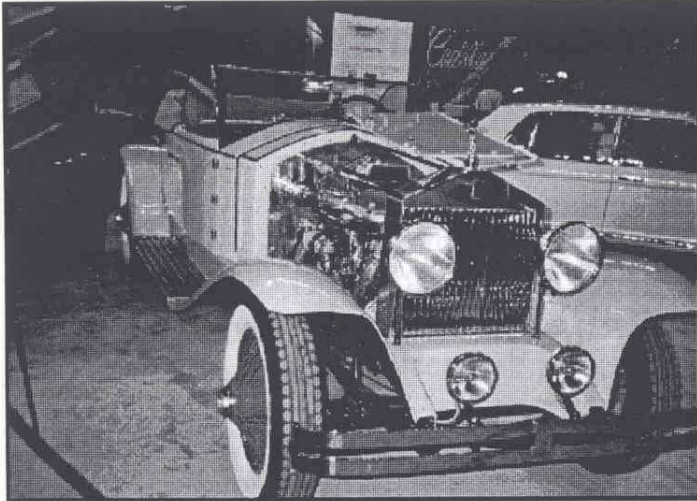
#### George Fenning via Classical Gas

- Just because it's cheap doesn't mean it's inexpensive.
- There is only one difference between the wreck in the garage and the immaculate Jag in the book - a large pile of money.
- A large pile of money can be slightly reduced in size by the infusion of huge amounts of labour.
- Nice E-types have large values because they cost immense sums to get that way.
- If the car looks like a bit of a project, think of it as a project that looks a bit like a car.
- You know your wife is changing her mind about "never liking the Etype Jaguar" when you catch her standing in the garage staring at the car and she says "It's not that bad, really".
- After 'blowing up' the header tank for the rad, you find out that 'everyone has a story about the header tank'.

*Please continue on page 11.*



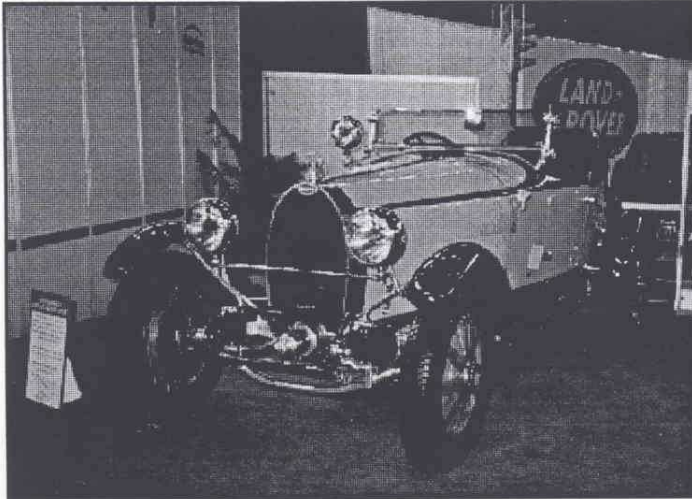
## 1996 Toronto International Autoshow



A lovely 1929 Rolls-Royce "Playboy" Phantom 1 valued at \$279,000 Cdn captures the romance and zest of the roaring 20's.



The 1996 XJR 4.0 Litre supercharged beast that lists 322 bhp at 5000 rpm. Your editor's primary vehicle when his 6/49 numbers come in.



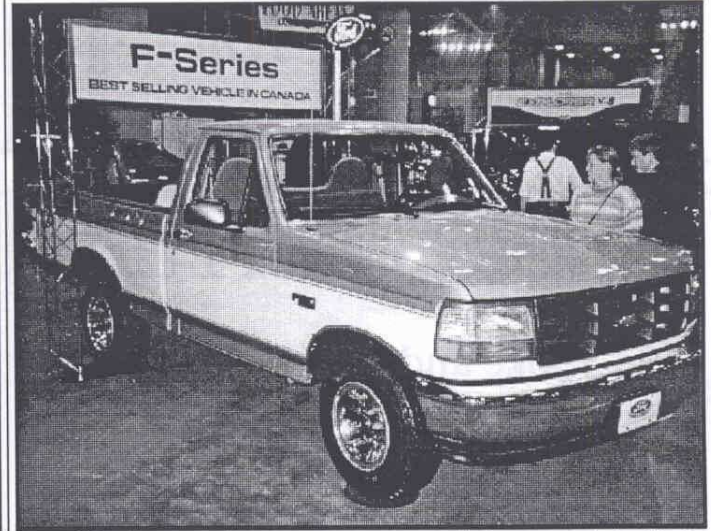
A nice display of Bugatti automobiles was displayed in the SkyDome. 1929 Bugatti Type 43 Grand Sport.



Dual rear seat picnic trays trimmed in burl walnut on the 96 VDP 4.0 Long wheelbase.

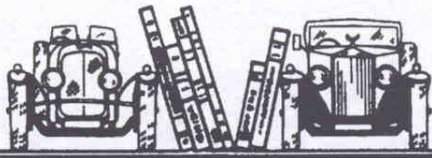


Here we see a 1933 Type 59 Bugatti Grand Prix.



What every Jaguar owner needs to complete their stable. This is the last year for the old F-150. See the new model on page 9.





## BOOKS & MODEL CARS

A store for owners and enthusiasts of cars racing. Books, magazines, videos, collectors car models, 1/43rd scale kits, automobile art, etc. We have a huge selection of books in stock including all the latest titles. Visit our store Tuesday through Saturday at 1685 Bayview Ave., Toronto, or call us at (416) 483-8898 for mail order. We take Visa and Mastercard & mail at cost of postage.

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### NORTH VANCOUVER LOCATION

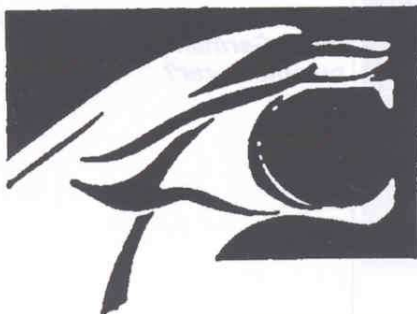
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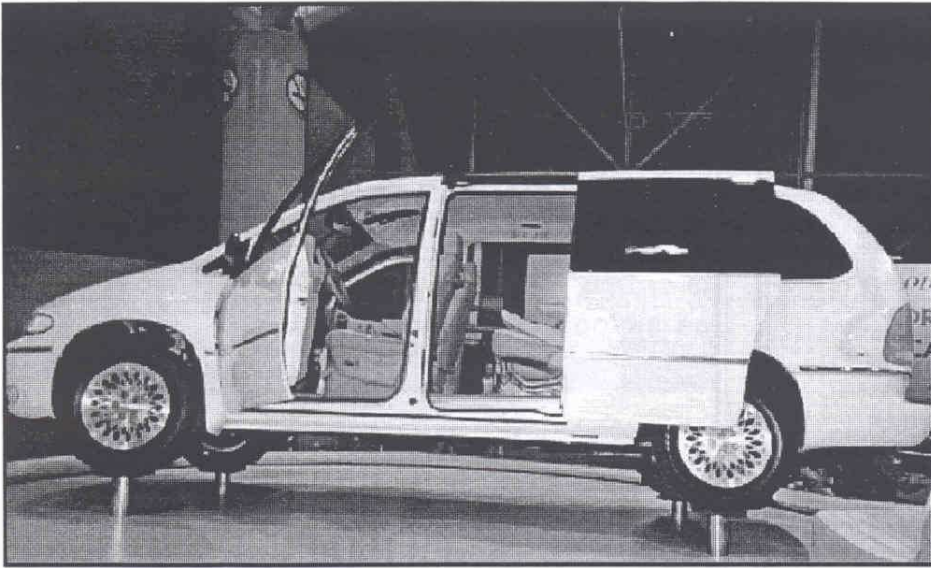
## JAGTECH JAGUAR

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## More of the Toronto International Auto Show



*Chrysler's third generation minivan has seemed to regained top spot in this very competitive market.*

*New for 96, twin rear passenger doors.*



*New for 96, the Chrysler Sebring shown here in the convertible model.*



*Mercedes E320 with new headlights for 96.*

*Do those lights remind you of any other German performance manufacturer?*





**Ford's totally re-engineered F series 150.**

***Mechanically superior from the past, but the jury is still out on it's looks.***



**The latest from Stuttgart in the Carrera line.**

***Equipped with monster wheels and small aspect ratio rubber. Zero side-wall flex!***

## XJ Fuel Switch

**Peter Harris**

Frustrating, irritating, perplexing and baffling are some of the reactions experienced by XJ drivers when their fuel gauge refuses to indicate how much is in one or both fuel tanks. With a bit of patience, a voltmeter and this article, most owners can solve the problem in short order.

The first step is to reach the back of the fuel tank change switch. In Series One cars, this involves the removal of the oddments tray, as described fully in the repair manual. In Series Two and Three XJs, the aluminum mounting panel holding both the fuel tank switch and the rear window heater switch can be simply pried off the two mounting pins with a thin screwdriver blade.

The electrical connections to the fuel tank switch are via a six pin master connection box on the left side of the switch. Carefully lever this box off the six copper pins on the switch body. The pins are arranged in an upper and lower

row of three pins each. The upper pin row controls the fuel pump solenoid switching, while our interest lies in the lower three pins, which control the sensing of fuel levels in the left and right tanks. When the switch is set for the right tank, the center pin should complete a circuit with the right pin and conversely when the switch is set for the left tank, the center pin and the left pin should be centered. This can be easily confirmed using a test meter with an internal battery. If the pin circuits are confirmed by working the switch several times, then the lack of reading in the fuel gauge is the result of either a circuit break in the connection to the gauge itself, or in the circuits to one or both fuel tank sensing units.

If this is the case, pry open the left edge of the master connection box to allow the lid to open on its molded hinge. Use the test meter battery setting to test the continuity of the three lower connectors in the pack. The left connector, when tested to ground, i.e. the transmission lever, will con-

***Please continue on page 11.***



# H I G H W A Y 407

## Highway 407 - the Express Toll Route

The following is reprinted from a MTO document

### No time to waste

It's about time - time wasted while you're sitting there, stuck in traffic.

One minute, you're crawling along at a snail's pace. Now you're stopped. You're going to be late - again.

Day in, day out, tens of thousands of motorists are delayed by heavy traffic on highways throughout the Greater Toronto Area (GTA).

But take heart--because Highway 407 is coming.

### Where - and what is Highway 407?

Highway 407 will be a multi-lane, electronic toll highway running 69 kilometres across the Greater Toronto Area, from Highway 403 in Oakville to Highway 48 in Markham. The first phase of the Highway will open in late 1996 and run from Highway 410 in Brampton to Highway 404 in Markham.

### Responding to growth

Highway 407 really is about time - time to get where you're going - without wasting time in traffic.

In the 1970's and '80s, Ontario's population went up by 20 per cent. Meanwhile, the number of licensed drivers nearly doubled, and the number of registered vehicles more than doubled.

During this period of growth, Ontario's highway system couldn't expand fast enough to match the growing demand.

When you combine too many vehicles with too little road space, the re-

sult is clogged highways, and lost time on the road is costly for everyone.

### How will the 407 help?

Traffic congestion in the GTA costs businesses throughout the province some \$2-billion a year in lost time and productivity.

Those Chronic traffic tie-ups also frustrate drivers.

To reduce the burden on taxpayers, Highway 407 was developed as a user - pay transportation route to bring relief by giving motorists a state-of-the-art, super-efficient alternative.

Highway 407 will be one of the world's first all-electronic toll highways - a state-of-the-art transportation route that will move people and goods efficiently, thanks to the latest advances in high-tech toll technology.

### How will Highway 407's electronic tolls work?

Nothing could be easier than using Ontario's ultra-modern toll highway.

When you enter Highway 407, you'll drive under an overhead electronic sensor that automatically signals the start of your trip to the highway's toll collection system.

Most drivers and all commercial vehicles will carry electronic toll passes (transponders) that attach to the interior windshield behind the rear-view mirror. Account information in the transponder will be read by the over-

head electronic sensor and processed by the roadside reader.

If you don't have a transponder, your license plate will be read by Highway 407's state-of-the-art video license plate recognition technology and an invoice will be sent to you by mail.

Absolutely no stop and go. No slowing down. No fumbling for a token or exact change. From start to finish, Canada's first fully electronic highway is designed to let you get where you're going smoothly and efficiently.

When you exit the Highway 407, the tolling system will automatically register the end of your journey.

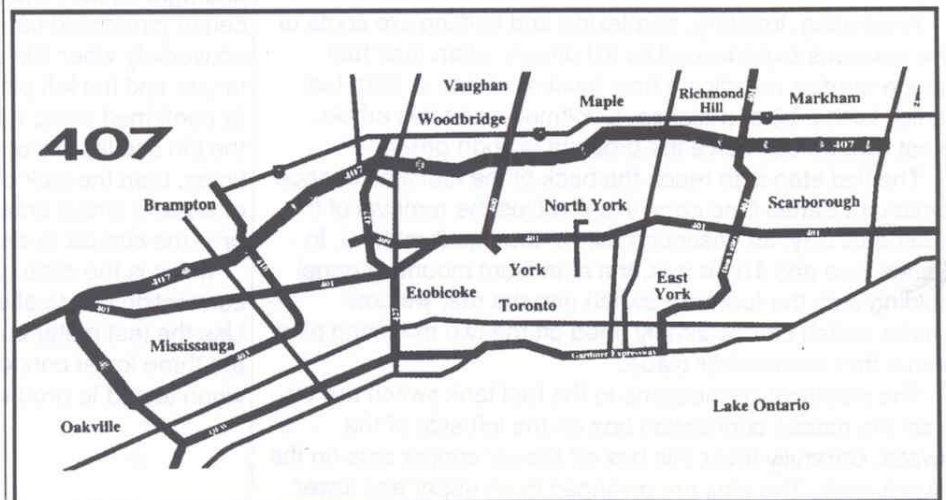
### How much will it cost to use Highway 407?

Although the toll rates for Highway 407 have not been finalized, the Ontario Transportation Capital Corporation (OTCC) anticipates that an average transponder user's trip of 11 kilometres will cost about a dollar. Customers will have a choice of payment options, such as credit card or pre-paid account.

### Where do I get a transponder?

Highway 407 will open at the end of 1996, but you can register for a transponder starting this summer. Reg-

*Please continue on the next page.*





istration will be as easy as picking up the phone - and we will be ready to help you open your 407 account.

Watch for further details coming your way later this year. In the meantime, if you'd like to pre-register or ask any questions, our staff will be glad to help you. Just call **1-800-757-4407**, or write to:

Highway 407 Public Information  
Centre P.O. Box 910, Promenade Post-  
al Outlet 1 Promenade Circle Thornhill,  
Ontario L4J 8G7

### *XJ Fuel switch continued from page 9.*

firm the left tank circuit and similarly the right connector will confirm the right tank circuit. The center connector to ground will proof the gauge circuit itself. If any of the three tests show a circuit break, it can be tracked down and corrected using the vehicle wiring diagram.

The most common problem occurs when the switch itself does not complete one or both internal circuits when the pins are tested as described previously. To correct this situation, the switch must be removed from its mounting panel and dismantled. Once the retaining springs on the top and bottom of the switch are depressed, the switch body will slide forward, free of the panel. As the switch is being removed, it is important to hold the inside cover of the switch body (on the opposite side to the pins) securely, since the switch is spring loaded and can open quickly once removed. Place the switch with the pin side down on a well lit work surface and pry up the cover at the back, held by a small pin. The cover slides back and up to remove. First, remove the large spring from the back of the switch button, noting the position of the white rectangular molded block that sits in a recess in the switch button. Lift out the white block and then turn the switch over and slowly withdraw the switch button from its housing. Two copper U shaped spying-loaded shoes provide the electrical contact to the back of the two rows

of pins. The back of the switch pins and the two U shaped shoes must be thoroughly cleaned of all corrosion before reassembling the switch in reverse order. It is important to note that as the cover is being replaced, the small leg of the fine spring fastened to the under side of the cover fits into the maze-like recess in the white rectangular block. This spring mechanism produces the two position limits of the switch as the left or right tank is selected. If the pins are then meter tested, the proper connections will confirm that the switch is properly reassembled.

Once the switch is reinstalled with the connection box in place, the tank readings should function properly and reliably.

*Peter Harris*

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### *What I've learned in the first twenty days of E-Type ownership - continued from page 4.*

- Always sit down when phoning for estimates. For example, you're thinking of having a little body work done and your first over-the-phone estimate is \$40,000.
- Rational equations like: Value at end of restoration - (purchase price + restoration cost + own labour) = (insert a large negative number here) don't overcome the irrational impulse to continue project anyway.
- You know you have Jag disease when you have to scrape the ice off your daily driver because it sits outside in the cold while your Jag project reclines in the nice garage.
- You promise your daughter you will pick her up at school in the Jag in the spring, only to find out the body restoration will take twelve to twenty-four months! Luckily when you said spring, you didn't specify a year.

## Oil Pressure Notes

### *St. Louis Jaguar Association*

Unfortunately, working parts will not last forever, and springs do deteriorate with age. Recently, my 1961 MKII experienced sagging and erratic oil pressure readings on a 3.8 litre engine with 60,000 miles on it. Oil pressure was reading forty pounds maximum, but only when turning left or driving over pot holes. It is absolutely unnerving to see the oil pressure gauge go south when you are passing a long line of trucks in the rain at night when you are 100 miles from civilization.

After I replaced the oil-pressure relief-valve spring, hot oil pressure at 1500rpm increased to fifty-five pounds, with thirty-five pounds idling at 700rpm. The free length of the new spring was over half an inch longer than the debilitated, twenty-five year old spring it replaced. The erratic pressure readings had resulted from a loose rivet fastening the male electric connector to the oil-pressure sending unit. The connection was replaced by soldering the male connector to the loose rivet with rosin-core solder, and oil pressure is now steady at the correct amount.

I wonder how many oil-pressure sending units have been replaced when they could have been repaired in ten minutes, and more importantly, how many cars are being driven with marginal oil pressure for lack of replacing a small spring?



# Your referral is needed!

Calling on all members who have bought parts or serviced their Jaguar in the last year! The **1996 Referral Service** is in the final stages of preparation. Please send in new or updated referrals by March 31st. Your support helps us to maintain, improve and enjoy our cars. Thanks to all those who have sent in referrals throughout the year. – Arthur Goeldner

## Categories:

### # Part Referral Categories

- P01 ACCESSORIES
- P02 AIR CONDITIONING
- P03 ALARMS
- P04 ALL PARTS FOR MOST MODELS
- P05 AUTOMOTIVE HARDWARE
- P06 AXLES
- P07 BATTERIES
- P08 BEARINGS
- P09 BELTS
- P10 BELTS - 420
- P11 BODY FITTINGS - MK 7, 8, 9, 10, 420, 420G AND MK2
- P12 BODY FITTINGS - XJ, XJS, XJ40
- P13 BODY FITTINGS - XX 120, 140, 150
- P14 BODY FITTINGS - XKE
- P15 BODY PANELS - MK 7, 8, 9, 10, 420, 420G AND MK2
- P16 BODY PANELS - XJ, XJS, XJ40
- P17 BODY PANELS - XX 120, 140, 150
- P18 BODY PANELS - XKE
- P19 BODY UNDERFRAME
- P20 BOOKS ON VARIOUS MODELS
- P21 BRAKE PIPE - STAINLESS STEEL
- P22 BRAKES AND BRAKE CONTROLS
- P23 BUMPERS
- P24 CARBURETTORS
- P25 CARPETTING
- P26 CHROME TRIM
- P27 CLUTCH/TRANSMISSION
- P28 CYLINDER BLOCK
- P29 CYLINDER HEADS
- P30 ELECTRICS
- P31 ELECTRICS - ENGINE
- P32 ELECTRICS - EXTERIOR
- P33 ELECTRICS - INTERIOR
- P34 ENGINE - XJ, V12
- P35 ENGINE GASKETS
- P36 ENGINE/BODY FITTINGS/RUBBERMISC - MK IV, MK V, SS CARS
- P37 EXHAUST
- P38 EXHAUST - FLEXIBLE STAINLESS STEEL PIPE
- P39 FUEL INJECTION
- P40 FUEL SYSTEM/CARBURETTORS
- P41 GENERAL PARTS - MK 2
- P42 GENERAL PARTS - MK 7, 8, 9, 10
- P43 GENERAL PARTS - XJ, XJS, XJ40
- P44 GENERAL PARTS - XX 120, 140, 150
- P45 GENERAL PARTS - XKE
- P46 HANDBRAKE CONTROLS
- P47 HEATING/COOLING
- P48 HOSES
- P49 HOSES - 420
- P50 INSTRUMENTS
- P51 INTERIORS - COMPLETE OR PARTIAL (INCLUDING RUBBER SEALS, ETC.)
- P52 MANUALS - PARTS/SERVICE/OWNER'S
- P53 PAINT - ENGINE/CHASSIS
- P54 PAINT AND BODY SHOP SUPPLIES
- P55 RADIATORS
- P56 REAR AXLE/DIFFERENTIAL
- P57 RUBBER SEALS
- P58 SOUND INSULATION
- P59 STAINLESS STEEL SCREWS, BOLTS, ETC
- P60 STEERING
- P61 SUSPENSION/SHOCKS
- P62 TIRES - DUNLOP AND OTHER BRANDS
- P63 TOOLKITS/TOOLS FOR TOOLKITS
- P64 TOOLS FOR WORKSHOP (NOT FOR TOOLKITS)
- P65 TRANSMISSION - AUTOMATIC
- P66 TRANSMISSION - MANUAL GEARBOX
- P67 WHEELS AND HUBS
- P68 WINDSHIELDS AND GLASS
- P69 WIRE WHEELS
- P70 WIRING HARNESSES, GROMMETS AND CLIPS
- P71 WOODWORK/VENEER

### # Service Referral Categories

- S01 AIR CONDITIONING SERVICE/REPAIRS
- S02 ALARM INSTALLATION
- S03 ALUMINUM WELDING
- S04 APPRAISALS
- S05 ARCHIVES
- S06 ASSOCIATIONS/CLUBS/MAGAZINES
- S07 BRAKE MASTER WHEEL CYLINDERS SLEEVED
- S08 BRAKE/FUEL LINES
- S09 CADMIUM PLATING
- S10 CARBURETTOR REBUILDING
- S11 CHROME PLATING
- S12 CLOCKS REPAIRED
- S13 CRANKSHAFT BALANCING
- S14 DETAILING
- S15 DISC WHEEL PAINTING - XJ, XJS, XJ40
- S16 DISTRIBUTOR REBUILDING
- S17 ELECTRICAL
- S18 ENGINE REBUILDING/BALANCING
- S19 ENGINE/CARBURETTOR TUNING
- S20 EXHAUSTS
- S21 GAS FLOWING
- S22 GAS TANKS REPAIRED, BOILED OUT AND SEALED WITH FIBREGLASS
- S23 GENERAL REPAIRS
- S24 GLASS REMOVED FROM/RESEALED IN FRAMES
- S25 GAUGES REPAIRED AND SERVICED
- S26 INSURANCE
- S27 INTERIORS - COMPLETE OR PARTIAL INSTALLATIONS
- S28 LEATHER/VINYL REDYEING & REPAIRS
- S29 LOCK SERVICE
- S30 MACHINING
- S31 MANIFOLDS PORCELAINIZED
- S32 MASGOT DETACHABLE FROM BASE
- S33 PAINT - HAMMERITE
- S34 PAINT AND RUST STRIPPING
- S35 PAINT MIXING
- S36 PAINTING AND BODYWORK
- S37 RACING/PERFORMANCE
- S38 RADIATOR REPAIRS
- S39 RADIO INSTALLATION/REPAIRS
- S40 REPAIRS AND SERVICE - ALL MODELS
- S41 REPAIRS AND SERVICE - AT YOUR HOME
- S42 RESTORATION CONSULTANTS
- S43 RESTORATION SERVICES
- S44 RUSTPROOFING
- S45 SANDBLASTING/BEADBLASTING
- S46 SHOCK ABSORBER REBUILDING
- S47 STARTER/ALTERNATOR/GENERATOR - REPAIRS AND SERVICE
- S48 STORAGE
- S49 TOWING
- S50 TRANSMISSION REPAIRS AND SERVICE
- S51 USED PARTS
- S52 VEHICLES BOUGHT/SOLD
- S53 WELDING AND METAL FABRICATING
- S54 WELDING OF CRACKED CYLINDER HEADS AND BLOCKS
- S55 WHEEL REPAIRS AND POLISHING
- S56 WIRE WHEEL BALANCING AND TRUING
- S57 WOODWORK REVENEERED AND REFINISHED

## Directions:

Fill out as much information as possible (but don't worry if all you have is the Supplier's Name and telephone #). Photo-copy or attach additional pages as required. Send in referrals by mail, or fax to:

Arthur Goeldner  
O.J.O.A. Referral Service  
22 Rosemount Drive  
Scarborough, Ontario M1K 2W8

Fax: 416-285-8516

O.J.O.A. Member's Name: \_\_\_\_\_ Telephone #: \_\_\_\_\_

Check one:  Add new referral  Correct existing referral  Delete existing referral

Check one:  Parts  Service

Category # (from above): \_\_\_\_\_ or Create a New Category: \_\_\_\_\_

Supplier's Name	
Address	
City	
Province/State	
Postal/Zip Code	
Country	

Any Notes?	
Contact's Name	
Telephone #	
Toll Free #	
Fax #	



## OJOA Classified

**Referral Service** - The OJOA Referral Service changes continuously as new referrals are added and as members delete referrals with whom they have become dissatisfied. If you wish to add or delete referrals, please FAX them to:

Arthur Goeldner at (416) 285-8516

**For Sale** - 1974 E Type V12 rdstr for sale by original owner. 4 speed, air, black top & black interior. 81,444 miles. \$28,000 or BO. Please call (905) 841-1764

**For Sale** - 1954 XK 120S rdstr. 27 K original miles, all original tools, owner's manual, side curtains, even original leather spring gaiters. Still mint, never hit or rusted. Owned for over 20 years. \$43,000. Please call Terry (416) 233-6558.

**For Sale** - 1968 420G Parts car, was running before sitting for 10 years. Car 90 % complete, bumpers & grill removed from car & stored. For more information please call Jack (H) (416) 487-0887 or (W) (905) 475-6282.

**For Sale** - 1991 Sovereign, British Racing Green, Biscuit interior, excellent condition, 60 K kms Asking \$30,000. Please call (905) 634-5885

**For Sale** - 1985 Sovereign, Red, Biscuit interior, minor rust, Asking \$5,000. Please call (905) 634-5885

**For Sale** - 1960 XK 1 50S roadster. Needs total restoration or for parts. For more information please call G.W. Motors (416) 242-5462 or FAX (416) 248-5545.

**For Sale** - 1 989 XJS 92 K kms, green, asking \$15,500. For more information please call G.W. Motors (416) 242-5462 or FAX (416) 248-5545.

**For Sale** - 1 949 MK VI Bentley Sedan, aluminum body, style 5047, coach built by H.J. Mulliner, colour Black & Dove Gray, all original with only 56 K miles. Reg. No. DRG 907, Chassis No. B262EY, Engine No. B131 E. This car has a sun roof, auto lube system, ride control, radio etc. Condition excellent.

Prices around \$20,000 or BO. Please contact Dave Gerhart (705) 246-2815, Hilton Beach, St. Joseph's Island.

**For Sale** - 1 953 XK 1 20 DHC, ex California car, no rust, runs superbly, matching numbers, tools, manual, owned 18 years. Please call Chris (514) 639-4639.

**For Sale** - 1983 Jaguar VDP V12, red on tan, 115 K original km's, no winters, new Michelins, brakes, water pump, belts, hoses, gaskets, battery, plugs & wires. Car is 10/10. Asking \$7,200. Please call Adam (Brantford) - (519) 753-5264.

### Parts

**For Sale** - 2 batteries (6 volt) for XK 120, XK 140 etc. Just 3 months old \$25.00 each, also XK150 grille. Please call James Bavelaar (H) (416) 234-1162.

**For Sale** - E Type chrome wire wheels (series 1) excellent \$175 each, series 2 also excellent with good michelins \$250 each, triple carb. sets 4.2 & 3.8 twin Stromberg set, engine side, picture, bonnet frames, complete 4.2 engine, totally restored series 1/2 hardtop, seats for 3.8 & 4.2, all sorts of new & used parts.

XK 150 - Chrome wire wheels \$20 each, painted \$100, front & rear bumpers, overriders, carbs/manifold, gearbox, new Lucas spotlamps, many other parts.

XJ6C - Various bits & pieces. If I don't have what you are looking for I sure know where to get it. Please call

Hugh Dow (416) 932-9937 or FAX (416) 341-6631

**Wanted** - 1 Set of standard 3.8 L pistons, 8:1 or 9:1 Okay. Also require wood door cappings and centre dash section for 120 FHC suitable for pattern or reveneering. Please call Craig (613) 962-1066 FAX (613) 967-0231.

**For Sale** - 1 983 XJS Coupe being parted out. Excellent condition, V12, 86,000 km's, drive train, body parts & trim. Interior - beige leather. Please contact Barry at Competition Automotive days (905) 889-0441 or contact the owner Rick Taylor days (416) 291-8200 or evenings (416) 3665523.

**For Sale** - set of 5-5x15 new chrome wire wheels for series 2 E. \$385 each. Please call Bob Grunau (905) 274-4136

**For Sale** - 416 x 5 spoke wheels and complete rear end & driveshaft from an XK 150. \$500 for all or will separate. Please call Steve in Kitchener (519) 578-1968

**Wanted** - A running 3.8 or 4.2 litre Jaguar engine and or standard transmission suitable for 1968 E Type 2+2. Please contact Jay (519) 850-7350.

## New Members

Welcome to the following new members who have joined since our last newsletter. We hope you enjoy OJOA activities and participate fully in them.

John & Deborah Guyitt	1970 E Type Redst	(519) 674-3819
Brendan Nesbitt	1988 XJS	(905) 450-1435
Mike Haworth	1965 E Type FHC	(519) 451-1113
Bryan Corlett	1966 E Type	(905) 271-2369
Stuart Clow	1960 MK II 2.4	(416) 698-7701



**Ontario Jaguar Owners' Association**

# 1995 Membership Application



**Name** \_\_\_\_\_

*New ( ) or Renewal ( )*

**Address** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Telephone - Res: ( )** \_\_\_\_\_

**- Bus: ( )** \_\_\_\_\_

## Jaguars Owned or Leased

	<i>Model</i>	<i>Year</i>	<i>Colour</i>	<i>Licence #</i>
1.	_____	_____	_____	_____
2.	_____	_____	_____	_____
3.	_____	_____	_____	_____
4.	_____	_____	_____	_____

**Membership Fee:**

# \$50.00

**Mail this form along with a cheque or money order to:**

**ONTARIO JAGUAR  
OWNERS' ASSOCIATION**

Dorothee Anne Mclean  
6 Osler Crescent  
Collingwood, ON  
L9Y 3C1