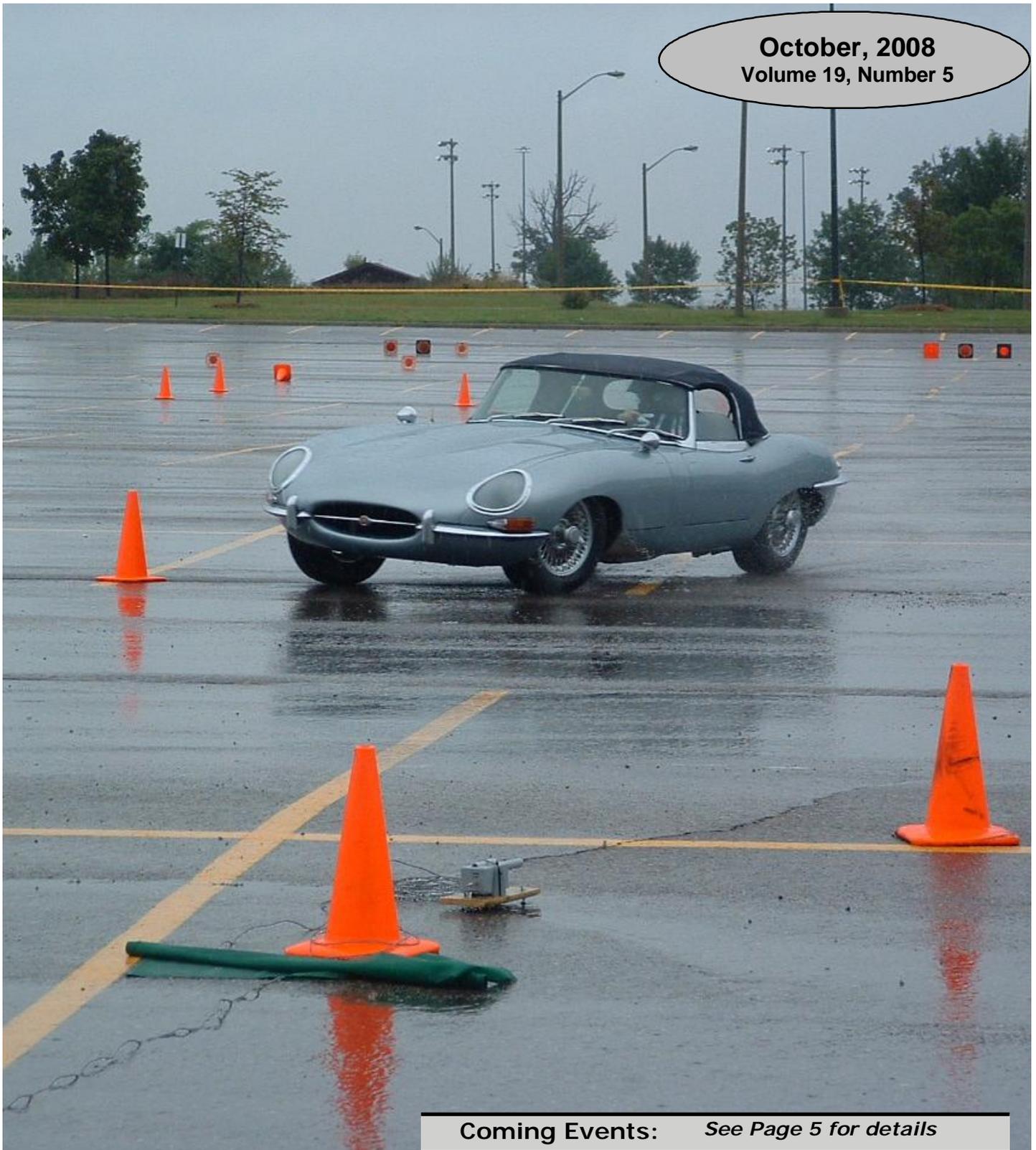




# The Ontario **JAGUAR**

**Bimonthly Newsletter of The Ontario Jaguar Owners' Association**

October, 2008  
Volume 19, Number 5



**Coming Events:** *See Page 5 for details*

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## The Ontario JAGUAR

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## The Ontario Jaguar Owners' Association (OJOA)

The Ontario Jaguar Owners Association was formed in December 1959 as an automobile club whose purpose was to stimulate and encourage interest in the preservation, ownership and operation of Jaguar automobiles. Over the years the OJOA has grown to provide a means for exchange of information, technical and otherwise, to encourage interest in automobile sport and competitive events in Ontario, to provide social occasions for its members, and to foster interest in the Jaguar and Daimler automobiles. The OJOA is an affiliate club of the Jaguar Clubs of North America (JCNA).

## Membership Benefits

Membership includes a subscription to the OJOA newsletter, *The Ontario JAGUAR*; free classified ads in the newsletter and on the website, [www.ojoa.org](http://www.ojoa.org); the OJOA referral service; membership in the JCNA; a subscription to the JCNA's Jaguar Journal magazine; eligibility to enter JCNA sanctioned Concours d'Elégance and events; all OJOA monthly meetings and events; and an opportunity to share a common interest with other Jaguar enthusiasts.

## Meetings

Meetings are held on the second Wednesday of each month (except in July, August and December) at 8:00pm. They are held in the lower level of Montgomery's Inn, located on the south-east corner of Dundas St. and Islington Ave. in Toronto.

## Membership, Address Changes, Renewals

Membership in the OJOA costs \$60 for one year (January thru December). Ownership of a Jaguar or Daimler is not a prerequisite. Send all membership applications, address changes, and renewals to the Membership Director. An application form appears on the penultimate page of the newsletter.

## Merchandise

The OJOA has regalia for sale at all monthly meetings and events:  
Windshield Decal - \$1 Cloth Jacket Patch - \$5 Lapel Pin - \$5  
Contact Fred Hill, 905 648-1800, to order any or all of these items.

## Advertising

The Ontario Jaguar welcomes commercial advertising. The current rates are:

Size of Ad	2 Issues	6 Issues (1 Year)
Business Card	\$35	\$70
Quarter Page	\$50	\$110
Half Page	\$75	\$165
Full Page	\$110	\$270

Contact John Myers (705 444 1756) for information on placing ads.

## Additional Contacts

Chief Concours Judge	John Taglione	416 494 4551
Concours Co-Chairman	Tayten Yachuk	905 970 9020
Spring Blossom Run Organizer	Steve Sherriff	905 822 7396
Slalom Chairman	Ross Hamilton	519 824 1412
Summer Run Organizer	Cathy & Eric Carstensen	905 584 9678
Fall Regularity Run Organizer	Linda & Murray Smith	519 853 1499
Merchandise/Regalia Sales	Fred Hill	905 648 1800
Referral Service	Jihn Tysall	416 226 2127
Jaguar Archives		201 818 8144
JCNA Regional Directors	Glenn Henson	937 652 1673
(North Central Region)	Michael Ksiazek	630 789 2257

# Grace Notes

By Alan Brand



We have another action-packed edition of the newsletter - lots of excitement from the Slalom and the Summer Fun Run await you in these pages.

Our last driving event of 2008 is fast approaching, see the poster advertising the OJOA Annual Fall Rally on page 6, and call Linda or Murray right away.

Astute readers will have noticed the reappearance of Top Gear's Stig in the masthead opposite. We are once again without an Advertising Manager. Bob Barrett and I are

filling the role as a tag-team for the short term, please contact either of us with your advertising needs.

One other addition to mention - we welcome Birkshire Motors to our Advertising ranks and look forward to a long relationship with them. You will find their full-page advertisement on page 20.

Happy motoring ... I hope to see you at a club meeting or event in the near future.

Alan Brand



This very pretty 1947 Jaguar 2.5 litre has been listed on eBay recently from Auckland, New Zealand.



## Cover Illustrations ...

Front : E-Type at the Slalom ... Back : Summer Fun Run ... photos by Dr.Murray Smith

Members are encouraged to submit articles or photographs to the newsletter editor for possible inclusion in subsequent issues. Submissions should be in the following format to guarantee the best results:

The format requirements for the newsletter are basic ... the rule is "Please keep it simple" ... Text is preferred in plain text - I'll pass any MS Word or similar submissions through Notepad to strip any formatting before importing it to my desk top publishing software, though I'll try to reproduce your layout if it is important to you - experience has shown that documents created in MS Publisher cause considerable grief. Images are preferred in .png or .gif or .jpg format - I will reduce images to 300dpi and 800x600 maximum before inserting them into the newsletter to keep the file size down on the on-line version.

**Deadlines** - Any articles, notices or advertisements for inclusion in the OJOA newsletter must be received by the editor no later than the fifteenth day of the month preceding publication.

# Membership Matters

by Bob Barrett

## 2008 MEMBERSHIP -

- 245 members including 1 Honorary to date
- Over 88% of members have renewed
- Renewals and new member applications have had a noticeable decrease over the summer months but we have had several inquiries lately.
- 43 members from 2006 did not return
- 54 members outstanding from 2007
- 58 new members so far this year
- Membership drive is currently on and we are appealing to each member to try and bring in at least 1 new member in 2008. Use the Trifold windshield pamphlets that have been handed and sent out to you.
- Average membership over last 4 years is 260 but we would like very much to reach 300 in 2008 and move up to either the 2nd or third largest Jag club in JCNA. We continue at #4.

As a result of a worthwhile inquiry from one of our long-standing members, Julian Brosseau, who passed his enquiry on to our Newsletter Editor, Alan Brand who then in-turn, passed it on to me; we are pleased to announce that Membership in OJOA now has its further REWARDS. Most Jaguar dealers in our territory and some of our advertisers and

sponsors, are now offering current OJOA members, at least a 10% discount on parts when you produce your current JCNA membership card, showing your club affiliation (we are #43) and its current expiry date being up-to-date and current. A list of those participating in this program follows but will be added to as the list expands. I am told that in many cases just one visit to any participating dealer/supplier will more than cover our annual \$60.00 dues. This is a real incentive not only to stay on as a member of OJOA but also to join our club.

Coventry Lane Motors  
Coventry North  
Budd's  
Robert Motors  
Grand Touring  
Jaguar of London  
Jaguar Thornhill  
Jaguar Windsor  
Brown's Lane (Tom Owen)

In the US

Welsh Enterprises  
XK's Unlimited

This list will be revised as warranted

Duly submitted by:

Bob Barrett Membership Director

Sept, 2008

## New & Returning Members

Srdjan Juko	Toronto
Sean Weir	Oakville
Ron Binfield	Wellandport

## Condolences and Deepest Sympathy

Andrew Powell

Alan Robertson

# Upcoming Events

by Ross Hamilton

**Sunday October 5th**  
**OJOA Fall Rally Challenge**  
**Murray and Linda Smith**

**Wednesday October 8th**  
**OJOA Meeting**  
**~ to be announced**  
**Montgomery Inn, Etobicoke**

**Fri October 24th To Sun October 26th**  
**Toronto International Fall Classic Car Auction**  
**International Centre, Mississauga**

**Wednesday November 12th**  
**Annual Awards and**  
**Just Desserts Evening**  
**Montgomery Inn, Etobicoke**

**Saturday November 15th**  
**Car Clinic at The Cat's Cradle**  
**Hosted by Mike Lenard & Nello Aimola,**  
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**Saturday November 29th**  
**OJOA Formal Christmas Dinner**  
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# OJOA Annual Fall Rally

## Sunday October 5, 2008



**Place (Start):** *The Mill Street Crossing Pub & Restaurant  
137 Mill Street East  
Acton, Ontario*

**Time:** *Registration 9:30 am - 10:30 am  
First Car Away - 10:45 am*



**Please confirm participation by Wednesday October 1st, 2008**  
**Contacts: Linda & Murray Smith - phone - (519) 853-1499**  
**or email - [thebiodiversitymanagementgroup@sympatico.ca](mailto:thebiodiversitymanagementgroup@sympatico.ca)**



To get to The Mill Street Crossing Pub & Restaurant  
137 Mill Street (Hwy 7), Acton

From Toronto, take Hwy 401 west, at Milton  
go NORTH on Regional Rd. 25 (formerly Hwy 25)  
to Acton, turn right onto Mill Street.

The Mill Street Crossing Pub & Restaurant  
is on the north side of Mill Street  
before you come to the railroad tracks.

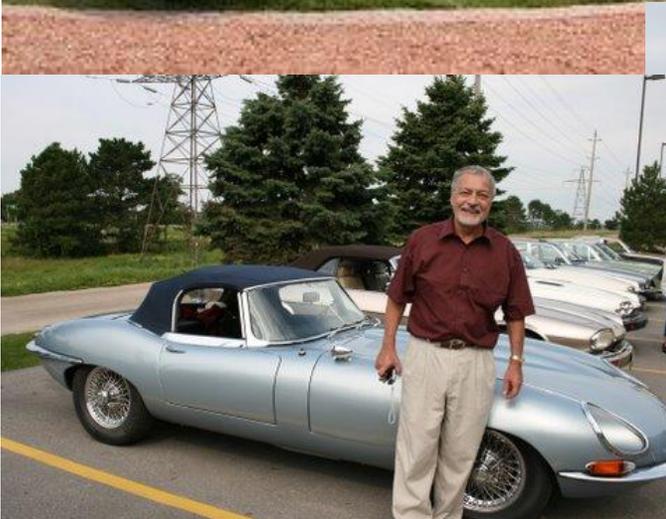
# OJOA Summer Run 2008 : Photo Report I

*Photos by Murray Smith*



# OJOA Summer Run 2008 : Photo Report II

Photos by Lynn Varil



# OJOA 2008 Slalom

by Aaron Perras



Writing as only a spectator (this driver's ride is sorrowfully parked in the garage with a malfunction somewhat akin to a vicious smoke screen reminiscent of a British spy) I endured the rain in the PowerAde Centre's parking lot cum saturated flood plane as it served for the proving grounds for this year's second Scorched Paw Slalom. This event featured more than the usual Jags and their drivers, our guests of other stripes and colours joined us in the rain for a chance to be Tony Stewart for a day. Notably, the Morgans made an impressive showing, both in original formatting and at least one with a Buick V8 tuned for a lovely bass crescendo. As well, Dave's '72 Porsche 914 represented the Porsche Club, posting quick times and impressive drifts around the corners. Posting the fastest time of better than anyone else, was Rob in his British Racing Red XJS; cleverly disguised as his wife's Miata.

Remarkably, despite the slippery asphalt, drivers of the day managed to keep their cars, for the most part, glued to the track and post a reasonable facsimile of a respectable time. Even the Mad Man Sherriff found his groove; despite his almost competitive time, looked as though he were on a leisurely Sunday drive. Perhaps he was. None the less, there was plenty of pedal mashing mayhem as drivers hurled their behemoth rides around the course. The questionably overpowered XJRs seemed ludicrously happy using every bit of said power to

finesse their way around the course in rather sideways drifts.

Standing among discussions of apexes versus late apexes and contemplations of running the course in first gear or in second, I played with the radar gun, generously loaned to us by the local authorities. I did, however, repress the urge to stand at the side of the highway with the device and unleash chaos on unsuspecting drivers. The fastest clocked speed on the slalom course was Michael in his Lotus at 57km/h, although he had to be reminded the competition was in Brampton as he seemed to forget where he was going and found himself in an extra lap. As a side note, the Lotus is to a Jaguar as a CF-16 is to a Lear Jet, except a CF-16 does not require the pilot to perform difficult yoga forms to contort his way into the cockpit, although the resulting position 'Driver at the Ready' is appropriately worth the effort.

The Pinks competition started out with the best of intentions, but quickly deteriorated into heads-up pylon casualties. The 1/8 mile course was cleverly built to incorporate a devious skill factor; the driver had to stop the car before touching the pylons barely four car lengths past the finish gate. More than one car blasted through the pylon barrier in a driver's attempt to salvage his ego, as his rival bested him, yet again. One could watch closely and observe the tactics drivers used to sucker their

# OJOA 2008 Slalom

by Aaron Perras



opponents into unwise decisions, such as braking early to entice his opponent do the same. One of the drivers in his XJR, already mentioned in this article, soundly beat his opponent with his tactics and absolutely did not use the present marshals to forward his gloating and taunting.

Although there were several races that particularly caught my attention, the modified XJ12 lined up against an older E-type was as dramatic a showdown as one could ask for. Don and Nelson traded races like kids trading stickers, but with the wet asphalt Nelson's E-type seemed to be able to buy more traction than Don's 5-speed, 12 cylinder rocket. I cannot say for sure there was a clear winner, albeit the advantage seemed to go to the older ride on this day. Unless, of course, we mention a wee bit of confusion as Nelson seemed to have forgotten in which direction to run the course and made his start in reverse. Fortunately, Nelson's reflexes are quicker than his car and he went nowhere fast. To his credit though, Nelson did not mow down nearly as many pylons as Don.

I would like to extend a personal thanks to the PowerAde Centre, not so much for allowing us to hold the event there, but more importantly for keeping the cafeteria open. I could not possibly have expected better than the stick-to-your-ribs, warm-me-up-from-the-cold-and-wet than the fries and gravy. Also, a thank you to the PowerAde Centre for allowing us to hold our event there!



# OJOA 2008 Slalom

by Steve Sherriff

## MOVE OVER NORMAN DEWIS!

My time has come. For far too long Norman Dewis has been renowned as the premier Jaguar test pilot, a place in history which soon will be rightfully mine. Now that his biography has been published, it is time to close that chapter of ancient Jaguar history, as impressive as it may have been, and get on with my story.

My story begins with the 2008 Ontario Jaguar Owners Association Slalom once again held at the Power Ade Centre in Brampton Ontario this past September 7<sup>th</sup>. Granted, the Power Ade Centre is not yet recognized in the annals of motor racing as a Le Mans equivalent. But bear in mind that anyone can drive a works D type at 190 mph down the Mulsanne straight for 24 hours like Dewis did, especially with a relief driver. This is but a ninety – five percent effort in a machine proudly on display, I am told, in God's personal car collection.

It takes a real racer to drive an XJR at one hundred and fifty percent five times for three laps in the rain as I did on the occasion of this our third annual Slalom, spurred on as I was by twenty three other competitors who were driving at one hundred and forty eight percent. Four of these competitors were Morgans which are simply oversized go-karts for heaven's sake. Others were the serious types who have successfully competed at the JCNA Slaloms in Atlanta and Pittsburgh. Sure Dewis rode with Stirling Moss in the Mille Miglia, but I could have done that too with enough tranquilizers. Taking on these fearsome Slalom competitors, that's a whole different kettle of fish.

Yes, I know that Norman Dewis is famous for surviving countless high speed crashes and rollovers in the days before seatbelts . I understand he never broke a single bone, even when he crashed the XJ 13. But you wouldn't have got me unbelted into that kind of machinery especially in a car bearing the number 13. I don't walk under ladders or let black cats cross my path either. Clearly I have the judgment Dewis lacked.

I will concede that he was an expert at crashing. On the other hand, I am a master of strategic collision

avoidance . For example, as it started to rain at the Slalom, I carefully lowered the tire pressure at the driver's rear tire, and only that tire, by 2.875 psi to give the necessary bite at the very edge of the traction abyss on the hourglass and oval sections of the Slalom course. I correctly calculated that this would only slow me by .003 seconds in the figure eight section of the course where the weight would be off that tire. In the spirit of sportsmanship which has always prevailed at this fun event, I shared this tip ( but not the precise reduction) with other shrewd competitors who followed my lead. As a result of this strategic tour de force, I did not spin and I did not crash. True I didn't win, but winning isn't everything. For once I was ever so smoooooth. Tire Smokin' Steve has been forever banished from the roster of my multiple personality disorders.

Yes I know that Dewis completed over one million test miles at a 100 mph plus average, but did he have to contend with modern traffic while commuting? Of course not. My personal lifelong average of 98.382 mph. (excluding stop signs, traffic lights, and time spent at the roadside while under arrest) is pretty respectable if I do say so myself.

I tried to portray modesty at this year's Slalom but it was hard not to gloat when I trashed a fellow competitor foolish enough to race me with an identical XJR in the newly introduced "Pinks" segment of the event. Modelled on the Speed Vision television program, this popular noon hour addition involved an acceleration and braking competition. Fortunately for my competition (who shall remain nameless in an effort to avert his suicide) the Speed Vision motto "Lose your Race, Lose your Ride", only meant that he forfeited a model car. Speaking of performances, Walter Smith, former Ontario Ice Racing Champion, clobbered Nelson Burkhart in the "Pinks" battle of the E types. Nevertheless, Nelson was quick as always in the Slalom .

The rest of the Clubs in JCNA must have been praying that it would rain on our parade because we are closing in on their record times at a fast and furious rate. Most of us, including yours truly, were as fast or faster in the rain as we were in the dry last year. Our driver's meeting the night before was a major factor in our improvement. During the

# OJOA 2008 Slalom

by Steve Sherriff

course of that meeting I poured our Slalom guru and event organizer Ross Hamilton a special drink which was frothing and smoking as I delivered it. Ross went into an instant trance and revealed the secrets of Slalom under hypnosis. Those secrets were guaranteed to take two seconds off everyone's time . No-one made a claim against that guarantee.

Indeed, these secrets propelled Rob Hutchison in his Miata to run in the forty fours in pouring rain. Greased lightning is slower. Don Kochan was ultra fast in his XJS, winning his Class and the coveted new Cat's Cradle Award for the Most Enthusiastic performance. Talk about close competition - all that separated the four Jaguar entrants in the supercharged class was three tenths of a second.

As we have been plagued by rainy weather in September every time, to put us on an even footing with other JCNA clubs where the sun always shines and it never rains, we will likely switch months and run this great event next summer. We

intend to re-invite the enthusiastic Morgan Club and perhaps add invitations to the Triumph and MG Clubs. We are now sufficiently well organized to accommodate perhaps forty entrants, thanks to stellar performances from our starter Rob Lusty and the efficiency of our timing crew Linda and Murray Smith. We are currently attracting about twelve to fifteen Jaguars to this safe and fun event. Our view is that some of the owners of other marques we invite may graduate into Jaguars some day. Moreover, our proven ability to attract younger participants to the Slalom can only generate health for our Club in the long run.

Simply said, your life is not complete until you Slalom!! See you next year!

PS : Should I invite Norman Dewis to next Year's Slalom or would such a public dethroning be too traumatic for him ?

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# From Behind the Lens at the 2008 Slalom

by Murray Smith

It was the third year for the Slalom and the third year it has rained. This time we got the last remnants of Hurricane Gustav - fortunately without the winds and the really heavy rains. The wet track tested the drivers, but they rose to the challenge with only one spin during the entire event. When the official runs were completed around 2:30pm, the sun came out; it warmed up; and my shoes finally stopped squishing.

Despite the weather, there was a good turnout of cars and spectators and we were joined, for the first time, by four competitors and their families and friends from the Morgan Club. In addition to a good selection of Jaguars from E-types to XJ-R's and everything in between and the Morgans, there were Hondas, a Miata, a Lotus Elise, a Porsche and a Mitsubishi.



If one squinted and looked at the crowd sitting beside the course in their lawn chairs with their umbrellas, one could almost imagine a day at the beach - minus the sun and the sand but with lots of water. I think this is called looking at the world through rose coloured glasses. Geoff and Nicky Cramb, who moved to Victoria, B.C, happened to be in the area and they dropped by to take in the event. Also, many people who were coming to the PowerAid Centre for other events came over to look at the cars and see them on the track. Jaguar cars never fail to draw a crowd.

All competitors must wear helmets which for those driving convertibles creates a problem due to limited headroom, when the tops are up. This meant that most of the convertibles, including all the Morgans, ran with their tops down. Now they all know how dogs feel when they have their heads out of a car that is driving down the road in a rain

storm. But these are all tough people, not a single whine or whimper was heard. The big grins and oftentimes arms raised in the air after a good run dispelled any thought that the weather was dampening their spirits, or that of any of the other competitors or spectators. I doff my wet chapeau to all of you.

Due to the wetter conditions this year than last, times were about 2 to 3 seconds slower, but it also seemed to level the playing field and times within the various classes were very close. This makes it exciting for both the competitors and spectators who are pulling for a particular car or person.

Tire smoke was not a problem this year - unlike last year, Steve. Getting traction to accelerate and corner was a problem. The competitors adapted quickly and fish-tailing and four wheel slides disappeared as drivers learned the limits of their tires' adhesion. Rob Hutchison left his Series 3 E-type and XJ-S at home and opted for the Miata. This turned out to be a good decision as he posted the best time of the day in the wet conditions.

The JCNA slalom course presents some unique challenges with the three circuits of the course (i.e. a squeezed oval shape, a figure eight shape, and an oval shape) all being completed on the same overall track footprint. This means you are traveling on one side of some pylons on one circuit and on another side on the next circuit, so it is easy to get confused by all of the pylons and thus go off course. I would hazard a guess that during the first year the Association ran the Slalom about 40 percent of the runs resulted in DNF's due to people going off course. Last year, I would guess that this had dropped to less than 30 percent and, this year, my impression is that it dropped even further to possibly about 20 percent. By 2015 or thereabouts, we should have it down to 2 percent and only involving cars that miss a pylon because they are going too fast to stay on course.

Lastly and on a more serious note, does anyone have a good source where I can get a diver's dry suit and an underwater camera before next year's event? It's always better to plan ahead and there seems to be a trend developing. Don't miss it next year. Rain or hopefully shine, it will be a good, exciting event.

Here's a picture from the Summer Fun Run that really captures the spirit of the day ... courtesy of Ross Hamilton.



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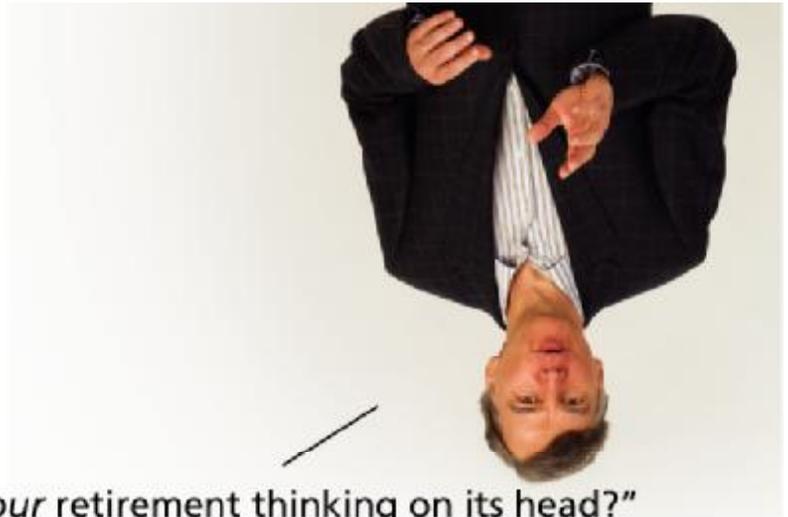
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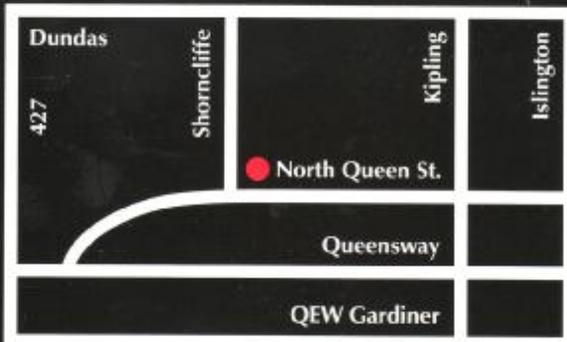
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Due to the temporary vacancy for an  
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advertising questions to Bob Barrett or Alan  
Brand for the time being. Thank you.

## [New Record Price Jaguar](#)

August 24th, 2008



Just a few weeks after the sale of the prototype D-Type Jaguar at Bonhams auction at the Goodwood Festival of Speed reported [here](#), a new record has been set at [Bonhams & Butterfields' Quail Lodge Sale](#) in California.

The ex-Dan Gurney/Walt Hansgen, Sir Jack Brabham, Bruce McLaren 1960 Jaguar E2A sold for just under \$5million, the highest price ever paid for a Jaguar at auction.

## [XK60 Celebrations Redux](#)

August 22nd, 2008

[Classic Driver](#) has a very nice report of Jaguar XK Club's celebration of the 60th anniversary of the XK120 Super Sports at the Goodwood Motor Circuit.

Lots of Jaguars, lots of famous Jaguar drivers, and even the Ecurie Ecosse team transporter!



### Links:

Those of you taking the Electronic Delivery Option and reading this issue of *The Ontario JAGUAR* as a .pdf can go straight to the original story by clicking on the link in the story above. You will also find all these stories and more on our website, [www.OJOA.com](http://www.OJOA.com), under Jaguar News.

## [Jaguar Trademarks C-XE, XE Names](#)

September 19th, 2008

There is further speculation of a new Jaguar sports car as [Motor Authority](#) reports that Jaguar has registered several new trademarks with the UK Intellectual Property Office. The names including C-XE, the production version XE, and the concept version of the next-generation XJ saloon, the C-XJ.

## [Jaguar XK Hybrid?](#)

September 13th, 2008



[Motor Authority](#) has some spy-shots of an unusual Jaguar XK seen in Germany ... this image shows changes to the front bumper including more air intake vents and no fog lights ... they speculate that it may be a testbed for a new diesel engine or the new hybrid power train that Jaguar are known to be developing for 2010.

## [Jaguar XF Recall](#)

August 30th, 2008

[Car Scoop](#) reports that Jaguar is recalling 7,900 of the '09 cars because of a possible defect in the rear safety belt assembly.

## Jaguar XF Wins COTY Award

August 21st, 2008



[Auto Express](#) has named the Jaguar XF as the Best Executive Car in its 2008 New Car Honours, beating out the BMW 5-Series.

## "Two Jags" at Last

August 13th, 2008

The UK's [Mirror](#) reports that John Prescott, former Deputy Prime Minister, has finally embraced his "Two Jags" sobriquet, after buying a second hand Jaguar Sovereign to go with his Jaguar XJS.

Mr Prescott is quoted as saying:

“ I couldn't afford a new one.  
But a second-hand one you can get out of Exchange and Mart.

## Jaguar Stars on Coronation Street

August 3rd, 2008



[kentnews.co.uk](#) reports that Jaguar Enthusiasts' Club stalwart Norman Hicks recently appeared on the long-running television show *Coronation Street* with his Jaguar XJS convertible. He got more

than he bargained for when he was asked to dress up as a female Bollywood star to drive the car on set because the actress couldn't drive!

## Jaguar Return to Le Mans?

July 25th, 2008



India's [Business Standard](#) reports that Jaguar may return to Le Mans racing. Ratan Tata is quoted as saying:

“ We want to hit the Le Mans race, for which we are already re-examining whether we can bring back the Jaguar brand to its earlier state.

Ford withdrew Jaguar from the famous race because of cost. Accountants should not be allowed to run a car company!

## Streamlined Jaguar Board

July 22nd, 2008

Alistair Weaver reports on [Sky.com](#) that David Smith, Jaguar Land Rover's new CEO, explained to him how the bureaucracy of the Ford empire is a thing of the past, and that the board new consists of just three people. Smith said:

“ We can make decisions in minutes that would have taken several meetings at Ford. This will mean we can bring vehicles to market faster.

I really like the direction that Jaguar is moving.

# Jaguar News

By Alan Brand

## [Browns Lane Plans](#)

July 21st, 2008

[The Coventry Telegraph](#) reports on a public meeting is being held at the Jaguar Social Club on Friday, July 25, to give residents the opportunity to discuss the options for the former Jaguar site in Browns Lane with city planners.

The proposal for 10 new business units and 68 homes on the 100-acre site has raised several concerns, including access to the Jaguar Daimler Heritage Trust Museum.

## [Dewis+Jaguar+Bradford](#)

July 16th, 2008



What is it about Bradford and Jaguars? As reported [here](#) in April, they had a parade of famous Jaguars led by Stirling Moss in a D Type Jaguar, and [Easier Motoring](#) now reports that the two-day Bradford Classic will be opened with Norman Dewis accompanying the Le Mans 24-hour race Jaguar that he crashed on the Mira test track in 1971 at 140 mph after earlier breaking the lap record at 161 mph for a drive through Bradford city streets.

Breaking Jaguar News :

[www.OJOA.org](http://www.OJOA.org)

## [Jaguar XK60 Announced](#)

July 16th, 2008



Motor Trend reports that Jaguar will release a limited anniversary edition XK60 at the British Car Show to celebrate 60 years of the XK series. Details are sparse but Jaguar promise that it will be special.

Sadly, it is only for the UK market.

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# Classifieds

Club members and other interested parties may advertise personal cars, parts and services for sale or wanted in the newsletter. Ads should be no longer than 50 words and may be edited for space considerations. All classified ads run for a minimum of two consecutive issues and can be renewed if requested. Members of OJOA and other JCNA affiliated clubs offering reciprocal free advertising may advertise at no charge, the fee for others is \$25 for 2 issues, or \$60 for 6 issues. Please contact the Advertising Manager to place or cancel ads.

## Classifieds: Cars

### 1989 XJ-S V12 FIXED HEAD COUPE. [10]



Silver blue on blue leather. 58,300 original km. New tires in '05, with 20,000k on them now. Interior wood trim & leather look and smell like new. Exterior all original, and very sharp. Always winterstored. Absolutely zero rust. Second owner. Located in Sarnia/Brights Grove. PRICE \$ 9,750. Call Don, 519-869-2646, or e-mail [da\\_lantz3@sympatico.ca](mailto:da_lantz3@sympatico.ca), to view/test drive.

### 1985 XJ12 Vanden Plas Series Three [10]



Silver Sand on Cream leather, pepper pots. If you're seriously considering one of these you'll want this one. Over the last seventeen years every feasible effort has been made to keep this Jaguar in its original condition by the same owner over that period. It performs flawlessly as a dependable driver and has won several Concours D'Elegances, as recently as 2007. Unusually impressive ... Sacrifice for space ... \$9,500.00 Call Michael at 519-986-1765

### 1988 Jaguar VDP [10]

Gold in colour, approximately 172,000 km, excellent condition, winter stored, Asking \$7900. Call Denise 519-595-8686.



### 1995 Facelift XJS Coupe. [10]



6 Cyl. Brooklands Green (BRG). Just imported from USA. Fully federalized, certified. \$3300 work completed at Pickering Prestige. 80K miles. Runs perfectly. Has clear coat issue, therefore could use paint, but is very presentable. No rust. Motivated seller. Ask \$9000 o.b.o. Phil Nicholls 905-428-2159

### 1994 XJS V-12 6.0 litre convertible [08]



Cranberry red / tan top & interior, 69,000 km, never winter driven, extremely clean, almost perfect car, new Michelins, certified. A wonderful, reliable, collectable car. Located in Waterloo. Can e-mail photos!

\$18,500.00 519-570-3004 [mclfitzpatrick@rogers.com](mailto:mclfitzpatrick@rogers.com)

### 1992 Series 3 XJ V-12 Vanden Plas [08]



Cranberry red / tan interior, 87,000 km, this is car #7 of the last 100 VDP's in Canada in final year 1992. A very clean car in excellent condition; has all of the usual VDP options; new Michelins, certified, updated air-conditioning. Located in Waterloo. Can e-mail photos.

Priced to sell at \$15,000.00 519-570-3004 [mclfitzpatrick@rogers.com](mailto:mclfitzpatrick@rogers.com)

## Classifieds: Cars

### 1994 XJS Coupe 6 Ltr V12.

[08]



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### 1968 Jaguar 340

[08]



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## Classifieds: Parts

## Classifieds: Wanted

### Jaguar Parts

[10]

Used, rebuilt and some new for most older models.  
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519-942-1722 or email: [ken@kmrestorations.com](mailto:ken@kmrestorations.com)  
Website: [www.kmrestorations.com](http://www.kmrestorations.com)

I need to know if anyone has XK150/XK-150S roadster parts for a  
restoration project of a car that needs TLC from the ground and,  
basically, needs a better everything.  
Dan Lokun 416-233-2163

### JAGUAR PARTS

Parts for XK 120, XK 140, and Mark V available. Too many  
to list, all parts are a mixture of new/used and rebuilt.  
Full listings at <http://www.jaguar-xk120.com>  
Many other individual parts available, please  
contact: [petersparts@sympatico.ca](mailto:petersparts@sympatico.ca)







# The Ontario **JAGUAR**

**Bimonthly Newsletter of The Ontario Jaguar Owners' Association**

OJOA c/o Alan Brand  
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## Moving/Moved?

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