

The Ontario JAGUAR

Bimonthly Newsletter of The Ontario Jaguar Owners' Association

Mar/Apr 2015
Volume 26, Number 2

2015 Ancaster British Car Flea Market



New venue for monthly meetings -->



autostoragepalace

OJOA EXECUTIVE AND CONTACTS



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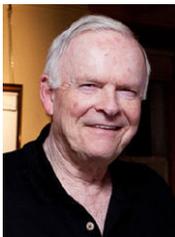
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The Ontario JAGUAR is the official newsletter of the OJOA (Ontario Jaguar Owners Association). It is published six times a year.

Opinions and views expressed in this newsletter are those of the individual writers and do not necessarily reflect those of the Ontario Jaguar Owners' Association (OJOA), its executive members, or affiliated bodies such as Jaguar Cars or the Jaguar Clubs of North America.

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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 reservation, 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 <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 December) at 8:00pm. They are held at the auto storage palace in Toronto. See our website for details

Membership, Address Changes, Renewals

Membership in the OJOA costs \$70 (\$80-Family) 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 last page of the newsletter.

Merchandise

The OJOA has regalia for sale at all monthly meetings and events: Contact **Allan and Carol Lingelbach**, 519-656-9398, 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)
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Business Card	\$40	\$75
Quarter Page	\$55	\$115
Half Page	\$80	\$170
Full Page	\$115	\$275

Contact **Bruno Pires** for information on placing ads.
 Phone: 416-878-8812

E mail: bpires@brownbogs.com

Additional Contacts

Concours Chairman	Rodrigo Crovati	416-770-4997
Chief Concours Judge	Tommy Cross	416-449-4275
Spring Blossom Run Organizer	Steve Sherriff	905-822-7396
Slalom Chairman	Steve Sherriff	
Fall Regularity Run Organizer	Steve Sherriff	
Merchandise/Regalia Sales	Allan and Carol Lingelbach	519-656-9398
Jaguar Archives		201-818-8144
JCNA Regional Directors (North Central Region)		
Bob Matejek		248-842-1046
Gary Kinceal		724-744-6180

Newsletter Coverage



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Cover Photos: Ted Cymbaly

The Current Year

While many events have become staples on the club calendar such as the Spring Blossom Run (renamed **Jagfest Spring Tour**), Concours and Fall Regularity Run, the 2014 executive changed this by involving the club in additional events such as **Downton Abbey Day, The Yorkville Classic Car Show, F-Type Coupe launch in Waterloo**, an offsite meeting at the **autostoragepalace** in July and an **OJOA and Citroen Club - Joint meeting**. Many event photos are available on our website at <http://www.ojoa.org>. Please visit.

If you have events that you would like to include in this year's activities, please contact any of the executive.

Please Notify Us

If you know of any member who is ill, in the hospital, broken a limb, has a special anniversary, or who has passed away.

Please email the club secretary, Bonnie bonnieoldford@yahoo.ca

or

call Duane at 416-471-6375

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 - MS Word or similar submissions will be passed through Notepad to strip any formatting before importing it to the desktop publishing software, though we'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 - We 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.

JAGFEST



August 1, 2015

JAGUAR SHOW AND CONCOURS



Prizes, food, Jaguars and more Jaguars. Bring your vintage or modern Jaguar and display in the Jaguar corral. Other British marques welcome. Enjoy camaraderie and have fun with fellow auto enthusiasts. Prizes for cars entered in the Concours sanctioned by Jaguar Clubs of North America (JCNA) and **introducing a new 'Daily Drivers'** category for Jaguars. Prizes for non - Jag show cars.

Markham Museum
9350 Markham Road
Markham, ON.

For more info please visit our club website - www.ojoa.org

MY JAGUAR JOURNEY

By Steve Sherriff

As every red blooded youth of that era, I was captivated by the 1961 E-Type Jaguar which everyone on this side of the pond called the 'XKE'. I was mesmerized by its reported top speed of 150 mph, a magic Holy Grail number which no other production car could approach. When Road & Track magazine dubbed the XKE "the greatest crumpet collector (since termed 'chick magnet') of all time", I was convinced I had to have one, even if it meant turning to a life of crime. Although an impoverished university student, somehow I wangled a test drive in a fairly new 1962 E-Type in 1965 on the false pretence that I could afford to buy this chariot. I might even have been able to make a few payments before the inevitable repossession. Actually come to think of it, I did turn to a life of crime as a career criminal prosecutor in order to support my Jaguar journey, but that tale must wait because my Jaguar journey was interrupted for decades.

Since I was relatively new to manual transmissions, I recall I did not do well with the 'Moss box' gearshift, sometimes referred to as a "crash box" on that XKE test drive in 1965. I had been spoiled with the quick shifting American synchromesh in American muscle cars. The clashing of gears reminded me of my incompetence. I correctly concluded that rapid motoring in the E Type required more skill than I possessed. The better 1964 transmission might have captured me, but I was a fugitive from Jaguars by the time I could

afford a used one. I foolishly took the easy route and bought an old Corvette, lured by the close ratios of a Muncie four speed behind a 327 cu. in. 365 hp. engine which had been stuffed into a 1956 Corvette. It went like hell, but couldn't stop unless encountering a brick wall. It also handled like Jell-O pudding. I listened time after time to Jan and Dean's recording "Dead Man's Curve" about a Corvette street racing an E Type. The song started "I was driving in my Stingray late one night, when an XKE pulled up on the right ----". The resulting street race ended with the Corvette initially out accelerating the E Type, but then losing control in the twisties and crashing while the E type sailed on. I was engaged in plenty of street racing at the time. The importance of braking and handling started to penetrate my thick skull. However, the common sense message that street racing was criminal and dangerous would require a cultural change. Aided and abetted by the muscle car manufacturers, I was not alone in my slow adaptation to that reality.

In those halcyon or lunatic days (depending upon your point of view), acceleration and raw speed still meant everything. Since I knew that the E Type could out handle and out stop a Corvette, I resolved to have the best of both worlds by incorporating E type features into my Corvette. I knew that the E Type had disc brakes so I thought I would solve the minor problem of stopping by replacing my anaemic drum brakes with the superb Jaguar disc brakes on the front



of this rather fierce Corvette. As another supposedly inspired move I put huge front and rear anti sway bars and ultra wide tires on the Corvette. Since I had no technical skill, and had no understanding of understeer, oversteer, or for that matter suspensions, these modifications were a failure. The resultant mutant was no E Type. Braking and handling were to continue to elude me, although I came to appreciate these qualities more as car rallies in Mustangs became my passion. I was saved from harming myself and others only by Lady Luck.

However, the longing for a Jaguar continued, and so it came to pass that I entered the 1973 Ontario Jaguar Owners Association Concours at the Old Mill in Etobicoke. Since this Concours was open to all makes, I arrived in my best classic car, which at that time was a 1950 Ford Convertible. I proceeded to place thirteenth in the thirteen car all makes, all years class. An ill omen. The Jaguar owners, Concours organizers, and judges treated me

MY JAGUAR JOURNEY

Cont'd



Like an alien with leprosy. My car by no means deserved any award, but I had after all entered the Jaguar Concours because I had an interest in Jaguars. First prize in this class went to a Cadillac delivered new that morning at the Old Mill Cadillac dealership almost within sight of the judging area. Hardly the spirit of Concours in an all years class. I concluded that Jaguar owners were snobby aristocrats and that their Concours was a display of wealth, rather than a genuine gathering of car enthusiasts. That experience soured me on Jaguars for the next thirty one years.

I was wrong about Jaguar people. Only after 2004 did I become a two term OJOA Vice President, Club Historian, and current Activities Director. A few kind words of introduction to the Jaguar marque might have helped prevent such a lengthy detour on my Jaguar journey. Could there be a lesson here? Most Jaguar owners do not start with Jaguars. They usually start their Jaguar journey as Jaguar enthusiasts as did I. Jaguar clubs discourage such enthusiasm (in particular youthful enthusiasm) at their peril.

Fast forwarding to 1995, Jaguar introduced the supercharged six cylinder XJR. I heard the siren song of that legendary supercharger. This was a Jaguar I had

never dreamed would appear. By now I had more money, thanks to the classic trade-off between youth and age. I resolved to buy a used supercharged Jag when the price had plummeted to my hobby car range. I was about to do just that, when the supercharged V 8 was introduced in the 1998 model year. Now I had to wait longer because 370 horsepower trumped 322 horsepower. After all, you can never have too much horsepower!! If I waited for a V 8 XJR I could exceed that magic 150 mph. and turn the quarter mile in well under 14 seconds, with a trap speed over 100 mph. Corvette performance with Jaguar handling, styling, comfort and Luxury!! The Jag dream was rekindled. I just had to wait for the used V8 XJR prices to fall.

A cancer diagnosis in late 2003 interrupted my reverie. It might be now or never for a supercharged Jag. When my oncologist told me that side effects of the chemotherapy treatment which followed radiation would likely make me depressed, I scoffed. Understandably, he queried how I could discount depression when I hadn't yet had any chemotherapy. I reminded him that a new drug he had recommended would have cost me \$ 50,000.00 in the U.S. three weeks earlier, but was now free of charge in Ontario thanks in part to his stellar efforts. I told him I didn't find that financial turnaround at all depressing, but that I might crash my newly acquired supercharged Jaguar into the cancer centre. I joked that this would not be a suicide attempt, but might happen because it was a fast car and I might lose control. The truth was

that I treated myself to the Jag and joined the OJOA in 2004 to help keep a positive outlook in the cancer battle. These pleasant distractions did help. I did not become depressed.

Over eleven years later, my cancer is in durable remission, with no treatment required since 2005. I still have that Carnival red 1998 supercharged XJR. I will likely never part with it, because my medical journey is intertwined with my Jaguar journey. There is now some 240,000 km. on the clock, perhaps roughly equivalent to the kilometres on me. Sometimes I drive the XJR as a volunteer driver with the Canadian Cancer Society. Most of my volunteer driving is with a lesser car, but the XJR reminds me of how fortunate I am, how I cannot get complacent about cancer which could return, and how I can help fellow cancer patients. This volunteer work is immensely satisfying, and will remain a part of my Jaguar journey as long as I am able to drive.

The XJR sure is a fast car with superb handling for such a large sedan. There is even a rumour that after all those years since the debut of the E Type, I may have exceeded the magical speed number mentioned earlier. It was fun to drive the XJR in the OJOA/JCNA Slaloms run from 2006 to 2009 laterally at the Power Ade Centre in Brampton. Its performance and handling was so intoxicating that I ended up training on the Mosport Driver Development Training Track, a shorter and slower road course version of the famed Mosport International Raceway next door.

MY JAGUAR JOURNEY

Cont'd

Together with fellow Jaguar performance enthusiasts I next lapped the XJR at the Cayuga and Dunnville roadcourses. We called ourselves the 'Jagged Edge'. Upgraded brakes were all that was required. The fascinating transition from slalom to lapping (passing on consent only), was soon to lead to actual wheel to wheel racing in Jaguars , but not with the XJR which I needed for daily transportation. It was such a pleasure to drive that it broke the shackles of a collector car and became a daily driver. Moreover, I understand from discussion in the 'Jaguar World' magazine that the XJR differential does not take kindly to turning off of the traction control system which is necessary to extract full race track performance.

At about this time, in addition to the melodious whine of the supercharger, I also heard the siren song of the Jaguar V12. Membership in the OJOA had exposed me to the XJ-S. I could not resist a tungsten grey 1988 XJ-S V12 coupe. I entered this admittedly eccentric car in several OJOA and ACCCC (Antique and Classic Car Club of Canada) Concours with gratifying results. Nevertheless, visions of the glory days of the Autobahn still tease my mind as I have gradually incorporated many of the authentic TWR (Tom Walkinshaw Racing) modifications available by special order from Jaguar dealers in 1988. The TWR team was very successful racing the XJ-S in Europe. As the piece de resistance I am about to convert this fine chariot by replacing the

automatic transmission with a five speed manual with overdrive. A five speed manual with overdrive was one of those authentic yet rare TWR / Jaguar Sport options that year. Unfortunately, it did not last long as an option. In the many intervening years since my encounters with the Moss crash box, both my shifting, and the transmissions themselves have improved immeasurably. In the XJ-S, I am striving to create an ultimate classic grand tourer, no E Type, but with comfort better suited to my senior years. I am expecting vastly improved highway fuel economy with the overdrive. The TWR advertising slogan "Turns Heads, Eats Miles" aptly describes this elegant scalded cat.

In late 2009, the Jagged Edge group turned our attention to actual wheel to wheel road racing in the Chumpcar Series. We built real Jaguar race cars , a 1984 XJ-S V 12 coupe, and a 1991 XJ40 sedan, properly outfitted with roll cages and equipped with increasingly mandatory (and welcome) safety equipment. We initially raced at Shannonville near Belleville, and at the Grand Bend tracks. I never dreamed I would end up racing Jaguars in wheel to wheel competition at the renowned historic Watkins Glen race course in New York. But we raced five endurance races there in 2013 and 2014. My Jaguar race car journey has now ended at the tender age of 68 with Watkins Glen my last race in 2014. The Jagged Edge team carries on and will race at the Glen again this year on May 22, 23, and 24.

Several articles have been written about our exploits in the JCNA Journal. Two other JCNA Clubs are following our lead. If you had wagered before 2006 that Jaguar road racing would become part of my Jaguar journey, I would have offered at least 1000 to 1 odds against it. The OJOA Slalom whet our appetites, and the rest, as they say, has been history, very pleasant history.

I have saved the best part of my Jaguar journey for the last. It is not about the cars. Have no doubt that Jaguar is my favourite marque, but it's about the people. Through mutual interest in Jaguars, I have formed numerous close friendships with great people from a wide variety of backgrounds. This has made my Jaguar journey one of the highlights of my life. Yes, I got off to a late start, but it is sustained top speed that prevails in the long term!! So far the pace of my Jaguar journey has been rapid. I believe I have made up some of that lost Jaguar time. I am convinced I haven't reached true top Jaguar speed yet. I yearn for more good friends, more camaraderie, more meaningful experiences, and more fun events down my Jaguar Journey's back straight.





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2015 ANCASTER BRITISH CAR FLEA MARKET

Photos and article by Ted Cymbaly

Many OJOA members took advantage of the Ancaster show, bringing their cars to the British car corral to display their cars and take advantage of the many parts etc available for Jaguars and other British marques. A large crowd was in attendance. OJOA had a booth and a steady stream of members dropped by with at least 30 signing the attendance book. Several renewals and new members were signed up with some to join later. The booth was manned by Duane and Bonnie Grady, Allan and Carol Lingelbach and yours truly. Allan and Carol brought some of the club regalia to enhance our booth and make some sales. Quite chilly outside but sunny and no rain. A great display of Jaguars were on hand.



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Classifieds: Parts

Jaguar Parts for sale [11-13]

Jaguar Parts [06]
Many used parts for the following Jaguars.

XJ6 Ser. III, 1980-1987, Ser. IV XJ40 1987½ - 1994, XJ6 1995-1996, XJ8 Coupe 1998, XJS 6/12 1980-94, XJ8/XJR/VDP 1998-2003, S-Type 3.0/4.0 L 2000-2003, X-Type 2.5/3.0 L 2002-2003.

Contact: birkshiremotors@rogers.com for availability of parts you need.



E-type Jaguar parts for sale, small and larger.
Original radios, chrome, fittings, front scoop.
Mk11
Rear bumpers, two front grills, need some work.
Doors, hood, boot lid.
Email Dr Mike Smith drmike_smith@rogers.com

Club members and other interested parties may advertise personal cars, parts and services for sale or wanted in the newsletter and on the website. 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 / \$60 for 6 issues. Contact the Advertising Manager to place or cancel ads.

Classifieds: Cars

2011 Jaguar XJ

[09-14]



Lunar Grey w/custom pin stripe. 88000 kms. Spotless. full service records. Always garaged. full set of summer and winter tires. \$40,900. Fully optioned, w/balance of factory warranty Bruce Scott 519 541 0278 or emailbrucejaguar@hotmail.com

1987 XJSC 5.3 V12

[07-12]



Rare T-Top model. Great condition, runs very well. The body in very good condition, mechanics are excellent. In storage for a few years, now needs new owner to take care of it. Dark blue exterior with black interior Original walnut wood finish in good condition. Can be seen near Sunderland, Ontario, north of Uxbridge. Price: \$9,750. or best offer.....must sell.

Call John at 705 357 1058 email emaclean9@gmail.com or emaclean@igility.bm

1988 Jaguar XJ6 Sovereign

[02-15]



White exterior and blue leather interior. No winter driving. No accidents. One owner since new. Excellent condition. All Manuals available. All maintenance papers. Presently stored for winter. \$5900.00. Contact Bruce Faulkner at 705-324-3301 or 705-324-6707 from February 23rd to March 17th.

1994 XJS 4.0L 6 cyl

[10-14]



140,000 kms, original and in excellent condition, new battery, new alternator, never Winter driven, maintained by Jaguar Dealership (Coventry North) Certified and Emissions tested Asking \$10,500 or OBO, must sell. Owned since 1996, only 1 other owner since new. Call Stuart at [905 455 5318](tel:9054555318) or email stuartpothan@rogers.com

1992 XJ12 Vanden Plas

[11-14]



One of the last hundred Series III Jaguar's made. (#46) Excellent condition. Black Cherry, Doe Skin Interior, 119,000 km. 16" Rims with new tires, exhaust system. Asking \$18,500 or best offer. Call Clinton at 416-575-2175 day or 905-433-0365 evening

1987 XJ6

[11-14]



Fully restored. Must be seen. One of the last 1987 Series III. Colour, Metallic Blue with Grey Interior. Pepper Pot Rims with new tires, new exhaust system. Asking \$12,500 or best offer. Call Clinton at 416-575-2175 day or 905-433-0365 evening

Classifieds: Cars

1950 Jaguar XK120

[12-14]



Exterior: white
Interior: black/white
Engine: 3.4L ; 389km

There were only 12,055 XK 120 made between 1948-1954 and starting at chassis number 670001. This one is chassis number 670220 clearly stamped on the frame

It was the 36th steel body XK120 ever built.

This is a steel frame, steel body, aluminum hood, doors and trunk production car. Engine block W 1463-8 and body number F1288 are original. Rebuilt the engine/head in June 2013, re-sleeved the block back to standard size and installed a modern rear main seal. Rebuilt steering box. Upgrades: 5 speed transmission designed especially for the xk120; flame thrower distributor, solid core plug wires, electric fan, alloy fuel tank, steering mantel with signal light switch, stainless steel sport exhaust and Dynalite alternator which looks like the original dyno generator. For more info email Marc Marechal email marmar1305@yahoo.com

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Ontario Jaguar Owners Association

Membership Director
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Application Fee (January 1 – December 31)

Single \$70 Family \$80 Paid By cash ___ cheque ___
After July 1 \$50 and \$55

Cheques are payable to the Ontario Jaguar Owners Association.

Name (Last) _____ First _____

Spouse/ partner _____ First _____

Address (No. /Street.) _____

City _____ Province _____ Postal Code _____

E-mail _____ Phone (primary contact) _____

My Jaguar

#1 year _____ Model _____ colour _____

#2 year _____ Model _____ colour _____

#3 year _____ Model _____ colour _____

See web site for specific schedule of events. A portion of your fee is forwarded to **Jaguar Clubs of North America (JCNA)** to which we are affiliated; including more than 50 Jaguar clubs across North America. You will also be receiving your official JCNA membership card and the Journal (The Jaguar Journal) of JCNA. *Membership is not automatic and will be reviewed by the Membership Committee.*

Newsletter – Delivery (check one)

- Electronic Delivery – download from Web (easy and convenient. . Yes _____
- Canada Post - Yes _____

Disclosure Statement

My signature indicates approval to publish my name and phone number and e-mail on the club roster which will be available only to members and not disclosed to any commercial enterprises.

Date _____ Signature _____

JCNA Number _____ OJOA # _____