

# The Ontario JAGUAR

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

Spring Blossom Run - 2002

June, 2002

**O**UR annual Spring Blossom Run again combined with the Wellington-Waterloo Hunt Club for a spectacular outing. Cars and drivers/passengers met initially at a Tim Horton location in south Cambridge and, after pit-stops for those in need, convoyed to the Sheffield Community Centre where the riders were gathered. There, under a clear blue sky, punctuated only by the occasional glider from a local soaring club, the braver participants experienced close encounters with the horses. As we enjoyed the Stirrup Cup with the riders, the Hunt Master explained what the hunt was all about, how it was organized, some of its past traditions and what they hoped to do on this particular day. Some OJOA members were surprised to learn that rather than chasing a live fox, the hounds followed a trail (drag) laid out earlier in the morning by some of the assistants. These hardy souls actually dragged a scent bag saturated with fox urine and other delicious goodies over the proposed route. Surprisingly, no-one asked how one obtains the fox urine.



**O**NCE everyone reached the point of satiation with hors-d'oeuvres and sherry, the mounted riders grouped in the adjacent field near the trailer containing the hounds and we lined the fence to cheer them off on their hunt. Nelson flung open the trailer gates and the ever eager hounds rushed directly to greet the spectators, perhaps hoping for their share of the delicious finger food we had so recently enjoyed. Allowing a short pause for socialization, the whippers-in then collected the hounds and directed them after the scent. The pack dashed off to the farthest corner of the field, apparently pursuing some aroma not prescribed in the daily protocol. After a short time the dogs were coerced onto the correct direction and the hunt departed in a blaze of colour and blasts of horn. Drivers and passengers then returned to the twenty some Jaguars in attendance and, in a somewhat more sedately fashion, commenced our Spring Run.



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## Coming Events

See Page 3 for details

- Saturday, June 1  
Classic Car Day - London
- Sunday, June 9  
Eurocar Day - Williamsville, NY
- Wednesday, June 12  
OJOA Monthly Meeting
- Saturday, June 15  
British Car Show - Henley Is.
- Saturday, June 15  
Ottawa Jaguar Club Concours
- Sunday, June 16  
Classics Against Cancer
- Sunday, June 23  
OJOA Concours
- June 28 - 30  
VARAC - Mosport
- Saturday, June 29  
British Car, Waterloo
- Saturday, July 6  
British Cars, Kincardine
- Sunday, July 14  
Can. Carriage Championships
- July 27 & 28  
European Car Show - Grand Is.

## Important Notice for all OJOA Members

*Please note the address label now includes your Membership Number and Status.*

Members who paid for the current year have their number followed by 'Dec 2002'

Those who have not renewed for this year have their number followed by "Exp"

**If in the later category, please renew now or your membership is cancelled!**



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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*, the OJOA referral service, membership in the JCNA, a subscription to the JCNA's *Jaguar Journal* magazine, eligibility to enter JCNA sanctioned *concours d'élégance* 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 \$50 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:  
 Windshield Decal - \$1      Cloth Jacket Patch - \$5  
 Lapel Pin - \$5;      Plastic "Jaguar Parking Only" Signs - \$10  
 Chrome/Bronze Die-Cast Club Car Badge - \$40

**Advertising**

The Ontario Jaguar welcomes commercial advertising. Contact the Editor for details. Below are rates for the year 2002:

Size of Ad	2 Issues	6 Issues (1 Year)
Business Card	\$25	\$60
Quarter Page	\$40	\$100
Half Page	\$60	\$150
Full Page	\$95	\$250
Back cover	\$115	\$300

Contact the newsletter editor for information on placing ads.

**Additional Contacts**

Chief Concours Judge	Chris Colebrook	
Concours Chairman	Brian Jamieson	905 842 5297
Spring Blossom Run Organizers	Fred Hill	905 648 1800
	Nelson Burkhardt	519 763 1611
Summer Run Organizer	Betty & Peter Harris	416 233 2677
Fall Regularity Run Organizer	Linda & Murray Smith	519 853 1499
Merchandise/Regalia Sales	Web Vance	416 231 4918
Referral Service	Arthur Goeldner	905 842 3340
Jaguar Archives (JDHT)	Karen Millar	914 221 0293
JCNA Regional Directors	Robert Stevenson	734 455 5039
(North Central Region)	Dick Howe	847 392 8664

**Web Site: <http://clubs.hemmings.com/ontariojaguar/>**

## Coming Events

Saturday, June 1<sup>st</sup>

### Classic Car Day

British Sportscar Club of London  
East Park Golf Centre

Info: Gord Mair, gordmm@hotmail.com  
or phone (519) 680-7979

Sunday, June 9<sup>th</sup>

### Euro Day - Williamsville, NY

British Car Club of Western New York  
Classes for XK's, E-types, Saloons and  
XJS/XK8 series.

Info/entries: (716) 662 1696

Wednesday, June 12<sup>th</sup> - 8:00 p.m.

### OJOA Monthly Meeting

Montgomery's Inn  
Dundas & Islington, Toronto

Saturday, June 15<sup>th</sup>

### British Car Show - Henley Island

Info: (905) 937-9204

Saturday, June 15<sup>th</sup>

### Ottawa Jaguar Club Concours

National Museum of Science &  
Technology, St. Laurent Blvd., Ottawa  
Info: Wendy at (613) 833 3543

Sunday, June 16<sup>th</sup>

### Classics Against Cancer

Cedarvale Park, Georgetown  
Info: (905) 877-8664

Sunday, June 23<sup>rd</sup>

### OJOA Concours d'Elegance

Glendon College  
2275 Bayview Avenue, Toronto  
Registration 8:30 to 11:00, judging  
commences at noon. Flea market & food  
available all day. BBQ and awards will  
follow. General admission: \$4.00. Info  
from Brian at 905 842-5297.

**Volunteers needed!**

June 28<sup>th</sup> to- 30<sup>th</sup>

### VARAC Vintage Racing Festival

Mosport. Details from VARAC web site:  
<http://www.varac.ca/>

Saturday, June 29<sup>th</sup>

### British Car Summer Picnic

Waterloo West Park, Waterloo  
Info from Chris: (519) 742 6861

Saturday, July 6<sup>th</sup>

### British Car Show

Annual car show in conjunction with The  
Kincardine Scottish Festival. Info: (519)  
396-9300 or [kinscotfest@bmts.com](mailto:kinscotfest@bmts.com)

Sunday, July 14<sup>th</sup>

### Canadian Carriage Championship

Tralee Farm, Caledon

Saturday, July 27<sup>th</sup> - 10am-4pm

### All European Car Show & Cruise

Grand Island Rod & Gun Club, 1083  
Whitehaven Rd., Grand Island, NY  
Pre-reg. \$10, \$15 @ gate. Many prizes,  
winners by popular vote.

Info: Rich Mandziak (716)-662-1696.

E-mail: [rmandziak@nebook.com](mailto:rmandziak@nebook.com)

Website: [www.isledegrande.com/2002](http://www.isledegrande.com/2002)

Sunday, July 28<sup>th</sup>

### Grand Island Grand Prix of 1952

Pits/Staging area at the Grand Island Rod  
& Gun Club, 1083 Whitehaven Rd.,  
Grand Island, NY 14072. No entry fee  
for qualified Cars (1940's thru & incl.  
1962) Entries must be in "race" trim.

First 50 cars receive commemorative  
grille badges, free entry to Euro Car  
Show and other gratuities. "Parade"  
lap(s) of the original racecourse and the  
Island will take place.

Info: Mike Schneider (716)-773-3466)

E-mail [grafx@localnet.com](mailto:grafx@localnet.com)

Website: [www.isledegrande.com/2002](http://www.isledegrande.com/2002)

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92 Londonderry Turnpike, Manchester, New Hampshire 03104, USA.



## OJOA Monthly Meeting

April 10, 2001. Montgomery's Inn.  
By Bruce Davis

Because our speaker of the evening, Constable John Courtney of Toronto Police, had other commitments later in the evening -we reversed our meeting order to accommodate him. Constable Courtney left an Auto Theft Prevention booklet that will be reproduced in our newsletter. During the past year almost 3000 vehicles were reported stolen and he reviewed the simple steps one may take to reduce this number.

Following this very informative and interesting talk we had a short coffee break. In attendance were 49 members including three of the executive.

We had a most interesting guest, Daniel Thompson of Montreal, President of the Montreal and Ottawa Jaguar Owners Clubs, VP of JCNA North East Sector, and Director of JCNA Communications Sector who briefed us on the aspirations of the New Montreal Club and hoped to encourage joint outings etc. He also gave an excellent run down of the upcoming changes to JCNA including an expanded web page.

Peter Harris has talked to Ruth Carrick who thanked the club members for their support and prayers during her recent bereavement.

Nelson Burkhart requested a list of attendees to the Spring Run and Lunch. Peter asked for a show of hands.

The Ancaster Flea Market is on April 21<sup>st</sup> and again our club will have a table to greet members and hopefully new members.

At our May meeting Robert Motors will be presenting us with the gift of surplus genuine Jaguar parts. Hopefully many of them will find new homes that evening.

Brian Jamieson discussed details of our June Concours event. The Bar-B-Que will be similar to last years -the price per person is still being worked out. He hopes to have a cash bar available. Because of the drop in participation serious thought is being given to eliminate the Club Class. The introduction of JCNA's Driven Class

seems to have taken over and last year only 9 cars entered the Club Class.

Brian advised that our membership stands at 145 .There are 70 of last year's members still outstanding.

Peter asked if there were any visitors .Bob Maynes from Bobcaygeon was with one of our members. A visitor from Montreal has a '92 VDP and a V12 E-Type. John Kingdon is in the process of purchasing an early XJ6.

Peter asked if there were any technical queries and one member asked about flaring tools for brake lines. This generated quite a discussion on type of lines (stainless steel etc ), the many flares in use, and the pros and cons of getting pre bent lines. Another member mentioned a friend of his had mistakenly put ½ litre of engine oil in his tranny -the reaction -don't drive, drain and flush!

The meeting was adjourned and several groups stayed behind to continue their discussions on car topics.

## OJOA Monthly Meeting

May 8, 2002. Montgomery's Inn  
By Bruce Davis

Attendance was 47 members including all the executive save Web Vance. Peter Harris opened the meeting by introducing the cornucopia of Jaguar new parts so kindly donated to OJOA by Robert Motors, a long time Jaguar dealer. They will be auctioned off following the business portion of the meeting.

Peter described the recent Spring Blossom Run, details of which will appear in our newsletter. A round of applause for a remarkable undertaking by Nelson Burkhart.

Peter, in lieu of Web Vance, gave the treasurer's report. A remittance, for membership dues to JCNA, will be sent out in the coming week.

Peter presented the "Most Improved Jaguar" award to Michael and June Gore. The Gores were unable to attend our Awards and Just Desserts evening in November. A warm round of applause to the Gores.

Fred Hill gave a run down of up coming events. Details in the newsletter.

Brian Jamieson gave a report on the latest developments on our Concours. Flyers were available for our members. It is important we make sure people realize the Concours is to be held in a different location this year. Brian stressed the need for volunteers at the Concours, in many different positions. Please contact Brian on or before June 21<sup>st</sup>.

Brian also advised our paid up membership now stands at 173.

There being no technical queries the meeting adjourned. Moved by John Taglione and seconded by Murray Smith.

Following a short break the auction started and several members were most pleased with their purchases. Those items not sold will be made available at other up coming events.



# TORONTO POLICE AUTO THEFT REDUCTION PROGRAMME

## MY VEHICLE WAS STOLEN!

### WHY?

#### To Sell the Vehicle or Parts

Often thieves will take your car out of the Province or Country. Identification numbers may be altered or removed, ownership certificates forged, parts sold or the vehicle repainted.

#### For Transportation

Thieves will use your vehicle to get where they want to go and later abandon the vehicle. They may just drive it around to gain 'status' with their friends.

#### To Commit Other Crimes

Vehicles are stolen and used in other crimes such as robberies, break and enters, drug dealing or drive-by shootings.

#### For Vehicle Cloning

Vehicles are stolen, given a fraudulent identification number and then sold to unsuspecting persons who are defrauded of their money. Fraudulent vehicles will be located and seized by the Police.

## HOW CAN I REDUCE THE RISK?

### When Parking Your Vehicle

- Turn ignition off and TAKE the keys with you
- Park in a well-lighted, attended area if possible
- Lock all valuables in your trunk
- Completely close and lock doors and windows
- Turn your wheels to the side to make it harder to tow



### When at Home

- If you have a garage, use it and lock it
- If you have a rear-wheel drive car, back into driveway
- If you have a front-wheel drive car, park front end first
- Always set the emergency brake
- Don't leave the ownership or insurance cards in the vehicle when unattended
- Drop business cards or address labels inside doors to assist with vehicle identification

### Other Important Tips

- Never hide a spare key in the vehicle, thieves know where to look.
- Be aware when purchasing a vehicle. If the deal sounds too good to be true. ..It probably is!

## WHAT IF MY VEHICLE IS STOLEN?

1. Report the theft to the police immediately
2. If your car or accessories are stolen, the police will need specific information to identify the car, parts and accessories.

### You should record the following:

- Year, Make, Model, and Colour(s)
- Licence Number
- Vehicle Identification Number
- Serial numbers of all special equipment
- Special markings -dents, scratches, other damage etc.

## INVEST IN VEHICLE PROTECTION WHENEVER POSSIBLE

**Ignition Kill Switch** -Toggle switch spliced into ignition that disables your vehicle.

**Fuel Kill Switch** -Switch spliced into fuel system wiring that halts fuel supply to your vehicle.

**Steering Wheel Lock** -Prevents steering wheel from turning.

**Gearshift Lock** -Locks gearshift in place, disables shifting transmission.

**Tire/Wheel Locks** -Tool wraps around tire/wheel to immobilize vehicle.

**Hood Locks** -Prevents access to vehicle engine parts.

**Steering Column Collar** -Protects steering column from ignition entry.

**Electronic Alarms** -Alarms with kill switches are the most effective.

**Vehicle Tracking Systems** -A transmitter in your vehicle enables your vehicle to be tracked electronically.



Lots of visitors, vendors and club exhibitors (including OJOA pictured left) attended The Ancaster British Sportscar Flea Market on Sunday, April 21<sup>st</sup>. The fine spring weather brought out an abundance of British cars, filling the preferred parking area before 11:00 in the morning.





ground, some of the last remaining Carolinian hardwood forest in the province. The route-masters' notes suggested members attempt to spot White Pine, Black Cherry, Oak, and Shag Bark Hickory in the stands. However, most were lucky to catch the odd

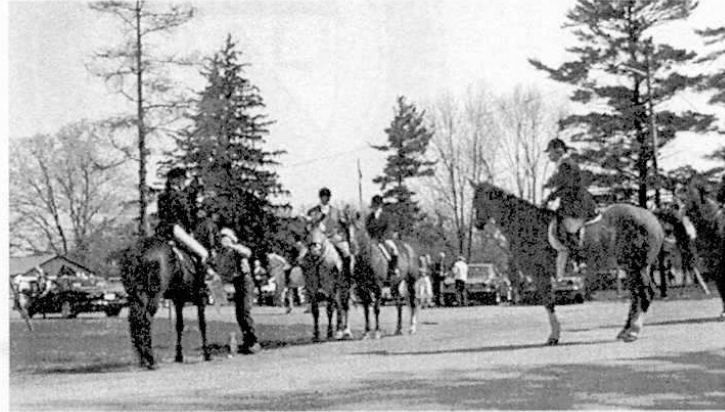
one point. The town of Ayr, appearing just beyond the westernmost part of our drive, has excellent examples of the final stages of crop rotation as envisaged by every Ontario farmer with hopes of succeeding to a comfortable retirement - corn followed by corn followed by corn followed by subdivision.

Several historic sites marked our homeward path through the village of St. George and back to the Sheffield

**Blossom Run - Continued from page 1**

This year's route took us over parts of Wentworth, Waterloo, and Brant counties, crossing and re-crossing the Grand River as we passed through some of the finest agricultural and recreational land in southern Ontario. Westfield Heritage Village, a pleasant and interesting collection of Canadiana used for some of the filming of Anne of Green Gables, was the first point-of-interest. The village is well worth a visit if any members need a destination for a Sunday afternoon outing. A drive along the southern perimeter of African Lion Safari was next and, although no-one could say the lion lay down with a lamb, some of us could glimpse a lion and tiger lying very close together on one of the shelter roofs. Surprisingly, none of the Jaguars peeled off or even returned later to take a trip through the monkey compound.

Our procession continued through the Grand River valley and, on the higher



Community Centre. The riders beat us home but, since they had to take care of the horses and hounds, were still completing husbandry chores when we arrived. The Spring Run finished with a delicious feast (Hunt Breakfast) provided by the Club. This again

glimpse of the just emerging trilliums while motoring sedately along these quiet back roads. Although our trip-pack contained an abundance of information about the features encountered on the drive, it did miss



allowed ample time for socialization with and between the riders and OJOA members. A spirited discussion covered the many similarities between owning horses and vintage Jaguars. Both require substantial cash outlays for the initial purchase and routine maintenance, plus copious amounts of bedding to blot up the excreted fluids.

Many thanks to the Wellington-Waterloo Hunt Club for again including us in their activity and a "dip of the bonnet" to Nelson Burkhart and Ross Hamilton for organizing the event and for preparation of the detailed route instructions. Dare we hope for a repeat next spring?





## Wood'nt it be nice.

By Bob Higgs.

The feature I have most identified with fine British automobiles besides the leather, was the beauty of the woodwork in these cars and the craftsmanship that went into producing it. Ever since I was a young boy I had always harbored the desire to own a Jaguar and in 1996, I managed to realize that dream. My prized possession was now a 1986 Cranberry Red Series III Sovereign.

After enjoying this car for 3 years, I decided it needed a new coat of paint. Unfortunately I made the fateful mistake of purchasing a compressor along with an air wrench to make the task of removing the bright work less arduous. However it also made it far too easy to remove other parts and before long the car was completely embroiled in a full restoration. My friends and family thought I had lost my mind, they believed the car to be in pristine condition before I started pulling it all apart and no matter how intensely they looked at the car they could not see the flaws the same as I could.

I have a tendency of being a perfectionist when it comes to projects that I engage in, this one being no exception. Anything showing the slightest mark or blemish had to be replaced. So for the next 2 years I spent hours behind closed doors in my home office working on the computer scanning the pages on E-bay looking for all NOS parts that I would need for my car. The major requirement was that they had to be original equipment.

I don't possess any woodworking skills beyond the norm so there was one job that I kept putting off because the thought of doing it myself made me very nervous. That was the dashboard and mine as all others had turned the usual dull cloudy orange yellow colour. In addition, I had allowed other people to condition my mind to believe it was the actual wood veneer that was discoloured and bleached by years of standing in the sun. My solution to this problem was to suck it up, spend the money and purchase a completely new replacement set of wood for my car. That decision made a huge dent in my wallet but I thought that

would be more than made up for with the satisfaction I would derive from owning new wood. I had my mind already set on what type of dash I wanted for this car and gave a very specific description to the supplier as to the type and colour I was looking for. I eagerly awaited delivery and as I unpacked it my heart sank. It was nowhere near what I expected and certainly did not fit the picture I had in my mind. I trundled off with dashboard in hand to get other Jaguar owner friends' opinions. It did not help when they all told me how fantastic it looked and how nice it will go in my car. No matter how I tried, I could not share their enthusiasm. I finally put it to one side with the thought that it would possibly grow on me as I progressed along with the other parts of the car

A short while later I was working in my shop with a very hot iron, I had set it down having just finished using it. After a short while, a rather unpleasant odour began wafting in my direction and upon investigation found that the iron had fallen over onto an old dashboard. I had discarded this particular board because of the severe cracking and fading of the finish. The iron was now laying flat on this dash and had heated up the old finish which had begun turning a milky white colour and had formed bubbles. By running a scraper over this surface, I discovered that the finish just separated away from the walnut veneer very easily. Totally engrossed in the fact I had just learnt something new I continued with this process and within fifteen minutes had the old finish completely stripped off.

Contrary to what I had always believed, the veneer was still in extremely good condition, the cracks and discolouration were confined to the old finish only and did not penetrate right through into the veneer. In reality the walnut veneer was well preserved and only showed slight traces of bleaching but otherwise was totally undamaged. This minor bleaching was easily repaired after a light sanding with 400 grit paper by using a Minwax stain called #224 Special walnut. This was applied sparingly by putting a little on a lint free rag and dabbing it in the places that required darkening. Time was allowed for this to thoroughly dry and then the whole dash was given another

light sanding again using 400 grit paper. I found I had to resist over doing the sanding, (although this veneer is very robust it is a little on the thin side and can easily be sanded right through).

The finish that I have personally used with the most success is the Minwax fast drying Polyurethane clear gloss. This is available in spray cans which is the type I have used on the dash boards. There is another version of the same product that I have use very successfully on steering wheels and gear shift knobs and with this one you apply by using a lint free cloth. I will acknowledge there are alternative finishes that are available that will possibly do as good a job. However, this is the one that I have found that most closely duplicates the finish found on the new replacement dashes. Whichever one is chosen, the finish is best applied utilizing long smooth strokes.

The first couple of coats made me wish I had never started this job. They took a long time to dry and looked terrible. The amount the wood absorbed took me by surprise. I guess, thinking about it, with the years of drying that this dash has been subjected too, I really should have expected it. With the subsequent dashes that I have tackled, I have learned to resist sanding between these first 2 coats. Maintaining a coverage on the veneer is all important at this stage. Determined to persevere, I continued to apply coats of the Polyurethane giving the wood a light sanding between each coating using well worn 400 grit paper. With successive coverings even dings and minor gouges gradually became invisible. This process was continued until I had achieved a completely smooth flat finish devoid of all blemishes.

When I was about ready to start applying the first of the 2 final coats. I began to take extra precautions against allowing dust to settle on the finish. I created a virtual dust free environment in which to work by constructing a tent using plastic sheeting. This proved to be inexpensive and adequate for the job. I realised I had to be extra clean, so everything was wiped down thoroughly with tack cloths before being place inside the tent. The slightest piece of dust in the finish would

have spoiled the entire job. Leading up to this moment I had tried to use every coat that I had applied as a learning process, practising laying the finish on in uniform strokes and experimenting to discover how much to apply to get that just perfect finish.

Thankfully this is a very forgiving process, which is one of the nice features about doing this job. When I made a mistake, it did not dampen my enthusiasm because I was already fully aware that with careful use of the sander I could easily correct any of my errors. The caution word with this process is "patience" you have to have patience if you want to achieve the perfect job.

From the time you start removing the old discoloured finish from the dash, right up through all the stages in the process until you have reached this point, you are unable to tell exactly what grain pattern you have. Easily the biggest reward for engaging in this work, comes as each successive coat is applied and you see the grain and the colours come alive and become more defined.

After my final coat was applied, I allowed five days of drying time and then using a product called 3M Finesse-it finishing polish, I polished out all the minor blemishes. This particular Polyurethane takes five weeks to fully cure after which time I applied a good coat of Carnauba wax polish. If this polish is applied before the Polyurethane is totally cured it only serves to prolong the curing time.

It is absolutely amazing when you realise how little work this takes, time wise and how inexpensive it is to complete but it makes a such a tremendous improvement to the look of the inside of the car. I should also mention that there is an additional reward at the end of all this and that is when you discover that all the lights and gauges in your Jaguar work after you have finished reinstalling your better than new dash. However, don't forget to sign and date the back of the glove box lid. Now onto the next job, leather treatment.

For more information contact Peddlarbob@aol.com  
<<Bob discussed refinishing of wood trim at our March meeting and, since the presentation was appreciated greatly by

*those in attendance, he graciously agreed to provide a written copy so all our members could benefit from his expertise. Many thanks to Bob and please let us have the details on leather treatment for a later issue.>>*

## Jaguar Sales Record

**J**AGUAR accelerated to a new sales record in April. Total global sales of 11,665 cars were 60% higher than April 2001, giving the Coventry-based premium car manufacturer its eleventh consecutive month on equivalent month sales record. Jaguar's April sales consolidated the company's growth during the first four months of 2002. Total global sales for the January/April period reached a record 44,655 cars, an increase of 75% over the same period last year. In the first four months of this year Jaguar has sold more cars than it sold during the whole of 1997, when it sold a total of 43,775 cars over the twelve months of the year.

Driven by the success of the new X-Type compact sports saloon, Jaguar recorded significant sales gains in all its major global markets. In the United Kingdom sales increased by 192%, with Jaguar selling 2,828 cars during the month. In North America, Jaguar's biggest single market, the company sold 5,768 cars in April, a 34% increase over April last year. Jaguar is now the fastest growing car franchise in North America. Continental European sales increased by 52% to 2,384 cars with major gains being recorded in Italy (up 116%), Spain (up 173%) and Belgium (up 80%). Italy now ranks number three in Jaguar's global sales league table with

2,004 cars sold in the first four months of the year, double the number of cars sold in the same period last year.

Sales in Japan increased by 62% with 291 cars sold during the month of April. Some of Jaguar biggest percentage gains in April came in its smaller Asia/Pacific markets with monthly sales more than doubling in Korea, Malaysia, Singapore and Taiwan.

Announcing the new April sales record, Jaguar's Managing Director Mike Beasley said: "During the first four months of 2002 we have grown faster than at any time in our history. After four consecutive years of record sales, we are now on course to set a new sales record this year. Our sales growth has been driven by the new X-Type, with premium car buyers around the world appreciating its unique combination of refinement, style, traditional Jaguar virtues and value for money. We expect to see further growth as the new and extended range of S-Type models becomes increasingly available in world markets over the next few months."

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## The Business of Formula One

FORMULA One sponsorship is now very big money indeed. The total budget for the eleven competing teams will top US\$3 billion and, when all of the sponsors' contributions are tallied, these will exceed US\$2 billion.

The top spender is Honda, which is reckoned to be lavishing an astounding US\$210 million on its engine programme, supplying both the Jordan and British American Racing (BAR) teams. It has a very expensive operation with fully-fledged Formula One facilities in both Britain and Japan, as well as engineers based at BAR. Even when it withdrew from Formula One in 1993, it maintained an expensive shadow division called Mugen-Honda to keep its hand in. Ironically, even with the massive spending and effort, its factory engines are not yet as competitive as the Mugen-Honda engine was when installed in the back of a Jordan during the 2000 season.

Seven sponsors actually own or have equity in the teams they support. The biggest owner is Renault and it is the second-highest sponsor at US\$170 million. The annual expense could be reduced if it allowed more sponsors but Renault does not seem to want its image diluted. Renault is Europe's second-largest car-maker and chairman Louis Schweitzer believes it is money well spent. He regrets pulling Renault out of Formula One at the end of 1997, and maintained an unofficial involvement even when it was officially out. This time Renault vows that it is back to stay and in France, the new team is a really big deal after the disappointments surrounding the Prost team.

Toyota entered Formula One with the reputation of being a big spender. In 2002, when marketing support and capital investment are taken into account, it may well emerge as the number one investor. But for now it is entering Formula One in a fiscally responsible way with the fourth-biggest budget, forking out US\$140 million itself. With capital investment it will likely spend US\$1 billion over the first three years.

Again Toyota firmly believes it will get its money back in global exposure.

Daimler-Chrysler has been in and out of Formula One since 1950 with five world championship years as a reward. The company current choice is to spend its money through equity positioning in both McLaren and engine-builder Ilmor, providing the two with US\$129 million in all. Daimler-Chrysler's presence at McLaren has attracted a raft of other German sponsors to the team.

FORD Motor Company entered Formula One in 1967 when it funded the development of the Cosworth DFV engine and has been immersed fully ever since. In 1999, then-chief executive Jacques Nasser made the decision to run Ford's own show for the first time, purchasing Jackie Stewart's fledgling team and putting the Jaguar brand on it. For its annual US\$125 million investment the company is getting little return on the track but plenty of exposure for the Jaguar marque.

Sir Nick Scheele, president of Ford, has been intimately involved with Jaguar in the past and it will be his decision whether the team continues as a wholly-owned Ford team or is farmed out as an independent one. Rumours continually swirl, although most agree the team does have a future.

It is hard to believe that BMW entered Formula One seriously only three years ago. In that short time it has proved itself the top engine-builder in the sport and its engines have a clear power advantage. BMW invested a rumoured US\$150 million four years ago in a state-of-the-art engine build and design facility. Now it is spending some US\$115 million, partially funding the BMW Williams team and building 200 fresh engines every season. BMW sees its involvement as good value when it can cost US\$1 billion to develop a single new model. Indeed insiders believe its Formula One involvement very cheap by comparison.

The combined might of Fiat and Agnelli puts US\$85 million into the sport via Ferrari. Although this amount is smaller

than that contributed by any of the other automotive companies involved with Formula One, the past success of the Ferrari team enables it to solicit substantially more from other sponsors so it has the largest annual operating budget to work with (Table 1).

Table 1 shows the estimated budgets of each team for the 2002 season. Jaguar Racing does not have the largest budget in the paddock by any means. The Cat has an advantage in that its engines are produced by sister company Cosworth Racing, which saves the overall effort some US\$30 million a year. Cosworth's overall budget increased by US\$50 million after Ford took over. It is now believed to be spending some US\$85 million on the Formula One project, well below the investments of Mercedes and Honda, and US\$10 million below that of BMW. Prior to Ford's involvement, Cosworth was spending around US\$40 million a year on supplying engines to the old Stewart team. Jaguar Racing's programme is also limited by the compactness of its factory and, until very recently, the lack of a wind tunnel. The total budget is just over US\$200 million, including the US\$85 million Cosworth is spending.

**Table 1. Formula One Team Budgets**

Team	Budget (US\$ x 10 <sup>6</sup> )
Ferrari	302.4
McLaren Mercedes	287.8
Renault	255.8
Toyota	238.4
BAR Honda	235.4
BMW Williams	230.0
Jaguar Racing	211.8
Jordan Honda	190.0
Sauber Petronas	104.4
Minardi Asiatech	83.5
Orange Arrows	49.6

Ford directly finances the engine and Premier Automotive Group, the Ford subsidiary that owns Jaguar Cars, puts

US\$40 million cash directly into the team. There are no team naming rights and the organisation is known simply as Jaguar Racing. However, HSBC is the lead commercial sponsor with Beck's beer and AT&T also providing large sums of cash, along with technical and trade support (Table 2).

**Table 2. Jaguar Racing - 2002**

Sponsor	Amount (\$ x 10 <sup>6</sup> )
PAG	40
Ford	85
HSBC	25.5
Beck's	15
AT&T	13
EDS	6
Michelin	4.4
Hewlett-Packard	4
Castrol	1.5
TV/Prizes	15

Other minor sponsors (> \$1 x 10<sup>6</sup>) include Rolex, Aquapure, Ellesse, MSC Software, S. Oliver and Lear.

Niki Lauda, Jaguar Racing's chief executive, confirms that the team's 2002 budget has been supplemented by significant additional sponsors including Castrol and EDS, an Information Technology outsourcing company. A new addition to the 2002 livery is a small '007' logo. This reflects the fact that Pierce Brosnan will be driving an Aston Martin, another member of the Premier Automotive Group, in 'Bond 20', but the decal sparked rumours that the film may feature the Jaguar Formula One team.

JAGUAR sponsors have one thing in common in that they are all enthusiastic and committed to a far greater degree than other sponsors. As with Ferrari, being associated with the Jaguar name has a certain resonance to sponsors, which turns them on regardless of the team's performance on the track. Jaguar is Britain's Ferrari, and the promotional opportunities once the team starts performing on the track will be

immense. Most accept that the track performance is not going to get better any time soon. The problems revolved around the lack of wind-tunnel testing facilities. The team is having to use a tunnel in California, which has not been without its own problems. Jaguar's new R3 car has thus had the unhappiest of launches. The California wind tunnel was miscalibrated and led the team up the aerodynamic equivalent of the garden path. A new wind tunnel in England is just coming on stream and should guarantee a big step forward in 2003. The tunnel may marginally help development of the 2002 car but should really influence the 2003 car, by which the management team will be judged.


The one bright spot on the horizon is the Cosworth engine. The car is using a new version of the CR-3 designation, which has been revised and seen its centre of gravity lowered without having to widen its 72-degree vee angle. Cosworth is confident that 75/72 degree engines will be more reliable than the 90-degree and 110-degree powerplants that others are adopting. Cosworth is supplying the Arrows team as well in 2002, and this provides a direct comparison of the two chassis' performance. Cosworth's managing director Nick Hayes said of the new engine: "The block and heads incorporate new design features, and we are looking to improve the power-curve width, driveability and packaging. Indeed, despite the fact that CR-3 is an evolution of CR-2, we have nonetheless significantly lowered its centre of gravity without having had to resort to a wider vee-angle or compromise its excellent packaging qualities."

2002 is not Jaguar's breakthrough year, but if all goes well it should be a solid building-block in the process of taking the team further up the grid. With Ford's new management said to be less favourable to the Jaguar Formula One project than their predecessors, this is an important year for the team to prove it is not an also-ran and to show it has the potential to join the top contenders in the future. Niki Lauda says the team is not expecting to beat Ferrari this year, and that his aim is merely to improve on last season, when the team finished eighth in the constructors' championship behind Benetton: "We don't have to win the title this year, we just have to do better than last year," he said. "Our people in the team are capable and I believe we can do it."

Based on information/articles in EuroBusiness, April, 2002.




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## Cats on Tracks

**Formula One.** Michael Schumacher claimed his third victory of the season, easily outpacing Ferrari team-mate Rubens Barrichello and the Williams duo of Ralf Schumacher and Juan Pablo Montoya at the San Marino Grand Prix on April 14. Jaguar Racing had another disappointing weekend as both Eddie Irvine and Pedro de la Rosa were forced to retire. Starting the race in 18<sup>th</sup> and 21<sup>st</sup> positions respectively, both drivers had little choice but to push hard and hope for Imola's high attrition rate to work in their favour. Instead, it worked against them with both drivers retired with exactly the same problem, a drive shaft failure, by lap 45.

Two weeks later at the Spanish Grand Prix, neither driver again managed to finish. Pedro de la Rosa's home race lasted no more than two laps when he went off at turn six. Eddie Irvine also suffered a frustrating race that eventually ended with a hydraulic problem on lap 42. The Jaguar R3 has suffered all weekend at the hands of the aerodynamically challenging Circuit de Catalunya. The team expected a tough weekend right from the onset and even though Eddie Irvine qualified 15<sup>th</sup>, he was relegated to the back of the grid because of a fuel irregularity.

"A weekend to forget. It's been uphill since we arrived here and while we expected a tough weekend, it doesn't make the frustration any easier. Pedro spun going into the sixth corner and Eddie suffered a hydraulic failure. Nevertheless, our chances of scoring points are very much against us right now until we solve our aerodynamic problems. The car is not capable of high qualifying positions and when you start races from the back, it is very tough indeed to make up the deficit in the race" said Niki Lauda.

Misfortune continued at the Austrian Grand Prix on May 11<sup>th</sup> where the cars could only qualify in 20<sup>th</sup> and 21<sup>st</sup> places. In the race proper, Pedro suffered throttle problems only moments after the start, ending his race on the first lap. Eddie enjoyed a trouble free but relatively slow race for a time but

suffered hydraulic problems on lap 37, forcing him to retire on lap 38. The most noteworthy feature of this race was the controversy over Barrichello, who led throughout, being ordered to allow Schumacher to pass into first place right at the finish line.

**Trans-Am.** For Jaguar fans the news is much better on the Trans-Am circuit where Paul Gentilozzi of Rocketsports Racing got the bid for a defence of his 2001 championship off to a fine start, claiming the pole position for the opening event run on the streets of Long Beach, California. The race was certainly exciting with Gentilozzi's XKR emerging from a spellbinding three-car duel with Boris Said (Panoz Esperante) and Justin Bell (Corvette) to claim victory. Each of the three held the lead for a brief segment of the final lap; which included nose-to-tail contact between Gentilozzi and Said, and side-by-side contact between Said and Bell; before Gentilozzi finally came off the final turn with the advantage and held it to the checkered flag. Said hung on for second place but Bell spun out and placed eighth. Bell's last lap misfortune enabled Johnny Miller (Jaguar XKR) to finish third.

"If you're a race fan and you didn't like what you saw today, then you're not watching," Gentilozzi said after scoring his fourth career victory at Long Beach. "We were rubbing a bit on each other, but you know what they say ... *Rubbing is racing.*" The victory was the 24<sup>th</sup> Trans-Am triumph of Gentilozzi's career, third all-time to Mark Donohue (29) and Tom Kendall (26).

Jaguar North America is again providing a race contingency award program for the Trans-Am Series, rewarding Jaguar drivers with \$5,000 for a win, \$3,000 for second, and \$2,000 for a third-place finish. Thus, Paul Gentilozzi added \$5000 to the winner's purse while his teammate, Johnny Miller, also began the season with a \$2,000 bonus.

In Trans-Am Round Two, Boris Said of ACS Express Racing put the Panoz Esperante in the motorsports history books when he drove the Esperante to its first-ever Trans-Am series victory in

the Victoria Day race at Mosport International Raceway. Said assumed the lead on the 27<sup>th</sup> of 41 laps and maintained it for the balance of the event en-route to a comfortable 23.501-second victory over Johnny Miller (Jaguar XKR). The winner averaged a sizzling 109.749 miles per hour for the 100-mile event, obliterating the Trans-Am track record of 104.570 mph established by Darin Brassfield in 1988.

"I love coming to Mosport," Said remarked during the post-race interview, "where we see these fans out here in this cold weather [near freezing throughout]. If we had this kind of weather back home in San Diego, people would probably be stocking canned goods in their basements; but these are die-hard racing fans and they give us a lot of support. It's always great to see them."

The win, coupled with Said's runner-up effort in the Trans-Am season opener at Long Beach, gave him the lead in the 2002 championship with 62 points. Miller stands second at 54, followed by defending and three-time series champion Paul Gentilozzi with 50 points. Gentilozzi's weekend was a disappointing one. He qualified in fifth place but achieved only a 10<sup>th</sup> place finish in the race, driving a car that was hindered by a broken spark plug.

Pole sitter Butch Leitzinger (Corvette), who set a new track record in qualifying and led the first eight laps, went off course after exiting the pits on Lap 9, causing substantial damage to his front bodywork. He completed the event, but finished 18<sup>th</sup>, three laps down. In qualifying, Leitzinger put together a sizzling lap of 113.866 miles per hour (1 minute, 17.744 seconds) on the 2.459-mile, 10-turn road course. This performance bettered the Mosport qualifying record of 113.184 mph (1:18.212) established by Canadian Ron Fellows in 1995. The pole came in only Leitzinger's third career Trans-Am start and earned him the Jaguar Pole Award.

The Trans-Am Series continues May 23-27 at Lime Rock Park in Lakeville, Connecticut. This race will be telecast live on the Speed Channel (check your local listings).



## Management Changes at Ford

Ford Motor Company announced a reorganization of its luxury lineup, moving the Lincoln and Mercury brands into the company's North American Consumer Business Group. Volvo, Aston Martin, Jaguar and Land Rover will continue to operate under the company's Premier Automotive Group. Mark Fields, currently representative director, president and chief executive officer, Mazda Motor Corporation and Ford Motor Company vice president, has been elected group vice president, Premier Automotive Group, effective July 1. He will succeed Dr. Wolfgang Reitzle who decided to accept the role of chief executive officer at Linde AG, a leading German engineering firm.

"We are committed to our strategy for maximizing the potential of our premium brands," said Bill Ford, chairman and chief executive officer. "These brands are strong and that strength stems from exceptional products and talented people, a combination that will deliver outstanding results going forward."

Jim O'Connor, formerly president of Ford Division, has been elected group vice president for North American Marketing Sales and Service, overseeing Ford and Lincoln Mercury and reporting to Jim Padilla, group vice president, North America. Steve Lyons, previously Ford Division general sales manager, has been elected a Ford vice president and president of Ford Division. Brian Kelley will continue as president of Lincoln Mercury. Lyons and Kelley will report to O'Connor. Kathleen Ligocki has been appointed vice president for North American Marketing, reporting to Jim O'Connor. Ligocki will have responsibility for Global Marketing, Ford of Canada, Ford of Mexico, Worldwide Direct Market Operations (WDMO) and Consumer Connect.

"The new Marketing, Sales and Service organization will help strengthen our position in the North American market and will allow the individual brands to focus more specifically on their market segments," said Scheele.

"We are excited about Mark Fields' and Jim O'Connor's new roles," said Bill Ford. "Since Mark has been at Mazda, the business has turned around dramatically. He has led a significant revival and repositioning of the brand and the development of a whole new generation of cars, including the Mazda6 and RX-8. Importantly, they are on track to set a record this year by improving their net profit year-over-year by \$1.2 billion.

"Jim brings a wealth of experience to his new job," said Bill Ford. "His knowledge of the North American market and his relationship with the Ford and Lincoln Mercury dealers is unmatched and will prove invaluable as we move forward with our revitalization plan."

Fields was named representative director, president and chief executive officer at Mazda and a Ford vice president in December 1999. Fields joined Mazda in August 1998 as senior advisor. He joined Ford Motor Company in 1989 after working in marketing and sales at IBM. He has held a variety of marketing, sales and product development positions. Previously, he was managing director, Ford Argentina S.A.

O'Connor was named a Ford Motor Company vice president and president of Ford Division in May 1998 after being named a vice president of Ford Motor Company and president of Lincoln Mercury Division in April 1996. His career with Ford Motor Company has included senior management positions in both the United States and Canada, including serving as president and chief executive officer, Ford Motor Company of Canada,

Limited. O'Connor joined Ford in 1964 and has served in a series of sales and marketing positions with Ford, Lincoln Mercury and Ford Parts and Service divisions.

These changes affect several additional reporting relationships. Richard Parry-Jones continues to lead Global Product Development and is the Chief Technical Officer, reporting to Nick Scheele. He also has responsibility for PAG Product Development, working for Mark Fields. Parry-Jones also will assume responsibility for the Premier Performance Division that includes the company's Formula One racing program.

From a Ford Motor Company press release - April, 2002.



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## Jaguar's Adaptive Restraint System

Compiled from articles by Jim Kerr appearing on the Canadian Driver Web Site.

For the past twenty years, members of the Automobile Journalists Association of Canada (AJAC) have met with Canada's automobile manufacturers to test vehicles and select recipients for the "Car of the Year" and "Truck of the Year" awards. A relatively recent addition to this event has been the selection of the year's best automotive related technology.

Past winners of the Best New Technology award come from a wide variety of technologies and different manufacturers. Last year's winner was Honda's Integrated Motor Assist used in the Honda Insight hybrid electric car. In 2000, the winner was General Motors with Cadillac's Night Vision system. Land Rover took the honours in 1999 with their Active Cornering Enhancement suspension system, and Goodyear won with their Extended Mobility Tires in 1998.

This year, eight manufacturers made technology presentations to the AJAC journalist panel. They were:

- GM's QuadraSteer, the new four-wheel steering system introduced for full size pickups;
- Audi's new Continuously Variable automatic transmission;
- Honda's Intelligent Valve Control system currently available in the 2002 CR-V and the Acura RS-X;
- Pennzoil-Quaker State's new engine oil specially formulated for higher mileage engines;
- Subaru's unique methods to reduce emissions and increase horsepower of the turbocharged engine featured in their WRX;
- BMW's torque-sensing limited slip differential that optimises traction and performance under a variety of road conditions in the 2001 M3 models;
- Volvo's Integrated Child Booster Seat;
- Jaguar's Adaptive Restraint Technology (A.R.T.S.) system found in all 2001 Jaguar XK series cars.

A.R.T.S. is the next step forward in integrated vehicle safety. Seatbelts and

air-bags have been protecting vehicle occupants for many years, but systems were designed for the "average" person. Many automobile occupants don't fit the average so their protection is not optimised. Jaguar is set to change that.

Dual stage air-bags are used for both the driver's side air-bag in the steering wheel and the passenger air-bag in the dash. The driver side air-bag operation is optimised for different size drivers. An electronic sensor in the seat track measures the for-aft position of the driver's seat. A seat belt buckle sensor tells the system whether the belt is being worn. Crash sensors at the front and sides of the car measure the severity of a crash. All this information is processed in the system's central computer and a decision on how to operate the system is made in as little as 10 milliseconds (1/100 of a second).

In less severe accidents, the air-bag is deployed using lower stage-one energy. In more severe accidents, the system deploys the air-bag depending upon driver position. If the driver's seat is too close to the steering wheel, again stage one is used. Driver's sitting back from the steering wheel will have the more powerful stage-two air-bag operation.

The seat belt buckle sensors are also used to determine which stage to use. If the belt is not on, then the system activates stage one operation to reduce the force on the driver as they are thrown forward.

Seat belt pretensioners are an integral part of the system. During a crash, the pretensioners pull the occupant back into the seat to secure them firmly. It also positions the occupant properly so both front and side air-bags can provide the best protection. If the seat belt is not buckled, the pretensioners are not triggered. This reduces repair costs after an accident, because the pretensioners must be replaced after they are activated. The passenger side air-bag uses two special

sensors. A silicon-filled bladder in the bottom seat cushion sends passenger weight information to the computer. The computer operates the air-bag using one of three weight categories. If there is no passenger in the seat, the air-bag is not deployed. If a small child is in the seat, the system is deactivated and a light illuminates on the dash to indicate the system is turned off. Larger children and adults allow full operation of the air-bag in either of its two stages.

The second special sensor complex is a group of four ultrasonic sensors mounted on the windshield post, the post behind the door and two in the roof console. The role of these sensors is to determine the exact position of the passenger. Air-bag deployment is based on whether the passenger is "in position" or "out of position". In addition to the front air-bags, seat-mounted side air-bags provide protection for the head and rib cage in moderate to severe side impacts.

There are two main advantages of the Jaguar A.R.T.S. system. Passenger protection is tailored to the size and position of the occupant. The second advantage is reduced repair costs after an accident because the system is only activated if it will help protect the occupants.

Right now this technology is only available on Jaguar XK series cars. In the future, this technology can readily be adapted to other automobiles.

*Please let the editor know if you see anything further on the Best New Technology award so the results can be recorded in our newsletter.*

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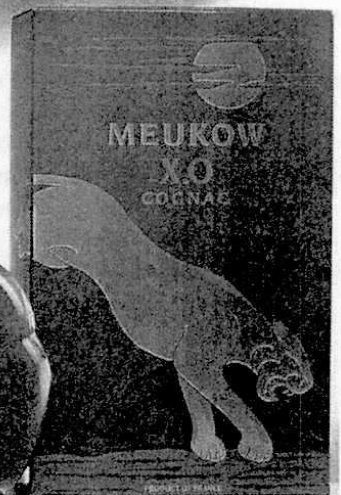
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## Classifieds

Club members and other interested parties may advertise personal cars, parts and services for sale or wanted in the newsletter. All classified ads run for two consecutive issues and can be renewed if requested. OJOA and other JCNA affiliated club members may advertise at no charge. Non-members pay \$15.00 per ad (two issues). Contact the newsletter editor to place or cancel.

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#### 1968 Mk 11 340



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Signal red with new Connolly, black leather interior. Automatic, PS, PB. Michelin tires on Chrome wires. Original tool kit. 60,000 miles. \$18,000 or offers. Roy Lovell 905- 331-9252.

#### 1989 Series 3, VDP, XJ-12



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message for Richard or Sandra Estrella (519) 941-0185. or richardestrella@rogers.com

## Parts for Sale

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### Nine Lives CD-ROM

What if you had a Jaguar mechanic sitting in your office, waiting for you to ask a question? Wouldn't it be nice to have guidance from someone who has worked on this car before, and encountered the same problems you have? Imagine a world where you can get over 100 Jaguar-related technical articles on CD-ROM and all they ask you to pay for is the material cost. Well, this is now possible from Coltrane Productions, Morgantown, WV.

The *Nine Lives* CD-ROM, "*Experience in a Book - Help for the Jaguar XJ-S Owner*," contains many things that an XJ-S owner should know but may not know who to ask. The content is organized under the following headings: General References, Engine Systems, Drivetrain Systems, Chassis Systems, Body Systems and Interior Systems. Those who do their own maintenance should benefit the most but the disk contains information of interest to all owners, even those with other models, since much of the technology is similar.

*Nine Lives* also includes Adobe Acrobat Reader and Microsoft Word Viewer for Windows 95 and above, just in case your system doesn't have Word.

The *Nine Lives* CD-ROM, First Edition is still available for US\$2.00 plus \$1.35 for shipping from Coltrane Productions, Morgantown, WV. Print out an order form from their web site at: [www.spacebears.com/publish/nlcd.html](http://www.spacebears.com/publish/nlcd.html)

A Second Edition, with a goal of *five hundred* technical articles specifically relating to Jaguar automobiles, is now in preparation. It will also still include *Experience In A Book: Help For the Jaguar XJ-S Owner*, included on the current CD-ROM, plus additional technical information on the XJ-S and other models. And yet, despite the expanded wealth of information, the second edition price should only be \$12. Coltrane will continue to provide the First Edition until the Second Edition is finalised. This should be a worthwhile addition to resources of any Jaguar XJ-S owner.



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# ONTARIO JAGUAR OWNERS' ASSOCIATION

## Year 2002

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#### Jaguar status

- No change from last year     In market for Jaguar(s)  
 Own/lease model(s) described below     Just enjoy Jaguars

Model	Year	Colour	Plate #	Condition	Usage
1				<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/> Parts car	<input type="checkbox"/> Daily driver <input type="checkbox"/> Pleasure driving <input type="checkbox"/> Rarely driven <input type="checkbox"/> Under restoration <input type="checkbox"/> Don't ask
2				<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/> Parts car	<input type="checkbox"/> Daily driver <input type="checkbox"/> Pleasure driving <input type="checkbox"/> Rarely driven <input type="checkbox"/> Under restoration <input type="checkbox"/> Don't ask
3				<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/> Parts car	<input type="checkbox"/> Daily driver <input type="checkbox"/> Pleasure driving <input type="checkbox"/> Rarely driven <input type="checkbox"/> Under restoration <input type="checkbox"/> Don't ask

**Annual Membership Fee: \$50.00**

*Mail this form along with payment to:*

**Ontario Jaguar Owners Association  
Brian Jamieson  
1268 Donlea Crescent  
Oakville, ON L6J 1V7**