Canadian International Auto Show

One of its many show highlights was the Staples Classics Car Salon with its 'Intuitive Aerodynamics in Automobile Design' theme. On display were many of the most significant cars of the 20th century, including a 1937 Mercedes-Benz W25 Grand Prix car, a Ferrari P3/P4, a Ford GT40, a 1929 Ruxton, a Chrysler Airflow, several 356 Porsche models and other experimental examples.

Prominent among these spectacular vehicles was the brace of CATS provided by OJOA members. Sharing their own raised, display podium were the 1954 XK120 DHC, belonging to Gary Davis, and Nelson Burkhardt's 1964 E-type OTS.

A tribute to 100 years of Rolls-Royce comprised the second feature of the Classics display. To commemorate the centennial, a room was dedicated to these classic cars. Wraiths, Phantoms and more were all there, with a tulip-wood, skiff-bodied Silver Ghost, ready to tow an equally immaculate, mahogany speed-boat, providing a fitting link to the aerodynamic section.

Additional auto show news and photos on Page 9.

If you have not done so yet - please renew your membership NOW!
OJOA EXECUTIVE

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The Ontario JAGUAR
Volume 16, Number 2 - March/April, 2005
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The Ontario Jaguar 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 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'Elegance and events, and 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
- Chrome/Bronze Die-Cast Club Car Badge - $40
Contact Fred Hill, 905 648-1800, to order any or all of these items.

Advertising
The Ontario Jaguar welcomes commercial advertising. Below are rates for the year 2004:
- Size of Ad: 2 Issues: $25 / 6 Issues (1 Year): $60
- Business Card: $40 / $100
- Quarter Page: $60 / $150
- Half Page: $95 / $250
- Full Page: $115 / $300
Contact the Advertising Manager (519 588 5338) for information on placing ads.

Additional Contacts
- Chief Concours Judge: Chris Colebrook
- Concours Chairman: Jeff Booth
- Spring Blossom Run Organizer: Jeff Booth
- Summer Run Organizer: Cathy & Eric Carstensen
- Fall Regularity Run Organizer: Linda & Murray Smith
- Merchandise/Regalia Sales: Fred Hill
- Referral Service: Arthur Goedner
- Jaguar Archives: Glenn Henson
- JCNA Regional Directors: (North Central Region) Michael Kisacek

Members are encouraged to submit articles or photographs to the newsletter editor for possible inclusion in subsequent issues.

Web Site: http://clubs.hemmings.com/ontariojaguar/
Upcoming Events

Sunday, April 3rd
**Boot & Bonnet Car Club Autojumble**
Portsmouth Olympic Harbour, Kingston, ON
Admission, $2.00 but drive your British car and get in free.
Info: Richard Woodley, 613-967-0267, rlw@magma.ca

Wednesday, April 13th
**OJOA Monthly Meeting - 8:00 pm**
Montgomery’s Inn - Dundas & Islington, Toronto

April 15 - 17, 2005
**Toronto Spring International Classic Car Auction**
This annual spring sale is a popular item on the RM Classic Car calendar. Set in Toronto’s International Centre, the sale attracts hundreds of cars and thousands of attendees.
Info: www.rmcars.com/events/ts05.cfm

Sunday, April 17th
**Ancaster British Sportscar Flea-market & Show**
Marriott Hall, Ancaster Fair Grounds, Garner Rd.

Sunday, May 1st
**OJOA Spring Drive and Lunch**
Details included on next Page.

Wednesday, May 11th
**OJOA Monthly Meeting - 8:00 pm**
Montgomery’s Inn - Dundas & Islington, Toronto

Sunday, May 15th
**Caledon Creek Farms British Only Sale**
Orangeville, Highway 9 between Orangeville & Airport Road. Auction of vintage British autos, parts & nostalgic items.
Info: www.kmrestorations.com/auction_general.htm

Wednesday, June 8th
**OJOA Monthly Meeting - 8:00 pm**
Montgomery’s Inn - Dundas & Islington, Toronto

Friday, June 17th & Saturday, June 18th
**Brits on the Bricks**
The MG Car Club of Toronto invites you to come and celebrate our 50th Club Anniversary in Toronto. They will be hosting a major British Car Show in the Historic Distillery District in downtown Toronto on both days.
Info: econe@rogers.com

Sunday, June 19th
**OJOA Concours d’Elegance**
Details included with this newsletter.

Sunday, June 19th
**Classics Against Cancer**
Cedarvale Park, Georgetown, ON.
Info: www.classicsagainstcancer.on.ca/

June 24th - 26th
**VARAC - 26th Vintage Racing Festival**
Mospport International Raceway
Once again, this year’s Vintage Racing Festival provides three days dedicated to vintage racing on the newly renovated track!
Info: www.varac.ca/Fest eval

September 21st - 26th
**JCNA Challenge Championship**
Chateau Elan, Braselton, Georgia
The Challenge Championship, held only on the odd-numbered years, is so elaborate an event that our volunteers needed that extra year in between, just to rest up! That extra year has given you plenty of time to prepare your Jaguar and arrange your schedule, while we planned your vacation.

Many directors, volunteers, and a local JCNA affiliate are dedicating hundreds of hours making sure that those who attend will be royally entertained, totally immersed in “Gone With The Wind’s” old south, and challenged to demonstrate pride in their personal piece of the Marque, by attending this event with a Jaguar! Additionally, an appreciative group of JCNA’s friends will provide physical and financial support, without which this incredible event might not be possible.

Here on the Chateau’s 3,500 acres in northern Georgia, you will be presented with resort amenities, opportunities for sightseeing, competition in all three of the JCNA’s competition programs, and interaction with like-minded Jaguar enthusiasts from all over North America. Most of the above can be enjoyed without having to leave the environment of this world class resort.

2005 marks the anniversaries of two significant Jaguar introductions. Thirty years have passed since the introduction of the XJS, Jaguar’s longest running model. With so many produced and now being restored, the XJS should be present in large numbers.

Seventy years have passed since introduction of the SS 90, the first Jaguar sports car sensation. Hopefully the Challenge Championship will attract a few, and their first cousins, the SS 100s and SS1 Tourers, to display and compete for awards in one of JCNA’s many classes. Magnificent all, Jaguers old and new, will be on display for four days, touring, showing, rallying, and slaloming for our enjoyment.

Register now! As this venue is so popular in the fall, there is intense competition for hotel space. You can find all information about the 2005 Challenge Championship, make hotel reservations, and view the resort’s facilities from the following link:
www.jcna.com/jcc

The Challenge Championship is conducted with only one objective in mind - your enjoyment!
Don’t miss it!
Meet in Orangeville at Tim Hortons, located at Highway 10 and 5th Ave., directly across the road from the Kelseys. This is 45 km north on Highway 10 from the Highway 401 junction.

Tour packages will be distributed at 10:30 am for a 10:45 departure.

Our headwater tour will take us through sections of Dufferin and Simcoe Counties with lunch at the Sovereign Restaurant in Creemore. Since the Sovereign is not open to the public for lunch, we will have these fine premises to ourselves. A limited menu is being offered at a reasonable price: Schnitzel Cabbage Rolls Breaded Chicken all with soup or salad.

*Please RSVP to Ron or Liz Sproule (705 361 2855) and include your choice of entre by April 27th.*
*The chef will appreciate this input.*
Fellow Jaguar enthusiasts ...

Our always-hard-working newsletter editor Gordon King, has asked if I would write a President’s Column. Of course, I happily said yes. This is actually the second time in my career that this request has been made. About 25 years ago I authored a recreational column on (in summer) motorcycles and (in winter) snowmobiles. The logo the editor put on that regular piece of columnnary was, embarrassingly, “Easy Rider.”

This is a different time and this second request has a different focus – four wheels, a Leaper and North America’s fourth-largest Jaguar club.

Some thought has been given to what to include in this inaugural column. Should it be “snapshot” of who this writer is, where he comes from, what he does and where he’s going? Or should it be on who WE are, what WE are doing and where WE are going. The choice is obvious. The focus is on US, who WE are, where WE are going ... but certainly, you’ll find out a little bit more about me along the way.

Now, clearly, this writer is still very much in the growth curve of presidency of OJOA – and this curve will likely continue at least for all of this year. There are things to learn, details to discover and advances to be made.

And things are already advancing this year for us. Hey, we’ve already enjoyed Paul Turcotte’s famous annual slide show, complete with his sometimes irreverent but always entertaining narrative. Now, if that wasn’t good enough, we had as our March visitor, none other than Vic Bernadini, president of Aston Martin Jaguar Land Rover Canada. Now I ask you, how can we ever get better corporate recognition from Jaguar than a visit from the Canadian president of the company? We can’t. We just can’t. And it’s Activities Director Drew Foley who deserves everyone’s thanks for facilitating such a high-profile visitor.

For you members who would like to attend our meetings but, for one reason or not, just can’t seem to get around to it ... you’re missing out on a lot of great Jaguar-related experiences! If you’re a member who’s teetering on whether you should make the effort and attend a meeting or two, go ahead. Do it, you’ll be better for the experience and you’ll meet new friends as well.

In a few weeks, we’re also going to have a presence at the 2005 Jaguar Clubs of North America Inc. annual general meeting, in Orlando, Florida. Julien and Pat Brossoue are heading to the Sunshine State and this newly minted columnist will also be there. Julien and I will cast OJOA’s two votes on matters of JCNA business and policy and – hopefully – do some important networking with everyone. We both have a hefty agenda to wade through before even we get there, though.

Although the JCNA AGM is being held at the Wyndham Palace Resort and Spa, an official hotel of Walt Disney World, for this writer, the AGM will be all business – and if it’s not agenda-level business, it’s going to be networking with other clubs, especially the ones within two-way driving distance of OJOA.

By the way, some of you may have noticed that JetsGo, Canada’s third largest airline, crash landed in the early morning hours of March 11, stranding thousands of travellers and breaking the hearts of thousands of children who were just about to depart on their March break holidays.

Well, JetsGo landed on us too. I had booked over the Internet with this Quebec-based carrier some time before for passage to and from the AGM. Thank goodness I work in the news business, because I received an electronic news “FLASH” at my computer in the newsroom when the company pulled the plug on its operations and was able to jump on the problem immediately and rebook with someone else without too much difficulty. Fortunately, MasterCard accepted my dispute on the JetsGo charges and I received a refund.

By way of explanation of the “newsroom” just mentioned, for those of you who don’t already know, I have been a career journalist for about 30 years and toiled as an editor for most of that time. So, it rather looks like you’ve actually got TWO editors involved in your newsletter – but Dr. King is definitely the boss.

Also just around the corner is the seemingly always weather-challenged Ancaster British Car Show, this year to be held on April 17. The location, as usual, is Marriott Hall and the surrounding grounds. OJOA will have its usual table there and we’ll be doing everything we can to pique the interest of potential new members. (Just pray for some kind of weather that is not cold, or snowy, or rainy or hailing ... all of which we’ve seen in recent years.)

Also just around the corner is Ron Sproule’s edition of the Spring Blossom Run. Ron, who has been a member of OJOA for many years volunteered to pull together this year’s thank-God-it’s-finally-spring event, and for that effort we are all grateful. Ron has a first-class route laid out for us.

Also upcoming, of course, is our Concours d’Elegance, slated for June 19, at the elegant Glendon College campus of York University. It’s absolutely worth noting that this year there are tag-team roles of vice chair, with John Taglione and Fred Hill each accepting nominations for the position of Vice-Chairman. For their support, their efforts and their counsel, I am always grateful.

It should also be mentioned that the ever-famous Linda Smith has again produced the official Concours flyers. I looks super, as usual, Linda. Also, two Jaguars that were present last year’s Concours are included in the flyer. Check out Linda’s work, you may see your Jaguar there . . .

And finally, you may have already noticed, but this column includes references to ten or so contributing members. That’s because it’s C-O-N-T-R-I-B-U-T-I-O-N that is the lifeblood of this club. This club exists because of the collective efforts made by members and by OJOA family members.

In their own way, all of these people have all taken selfless steps to invest time into OJOA, a club that is defined by what WE contribute.

Thank you all,

Jeff
OJOA Monthly Meeting
February 9th, 2005 - Montgomery's Inn
By Bruce Davis

Jeff Booth opened the meeting welcoming the 42 members and guests in attendance. He then briefly reviewed the procedure necessary for us to obtain HEPCOE's approval of our new list of signing officers. He hopes to finalize this next week.

Peter and Betty Harris, on behalf of OJOA, sent condolences on the recent death of Frederick Gilroy (Roy) Hills, an active participant of our club for 36 years.

Bruce Davis, Secretary/Treasurer, advised our balance as of the beginning of the meeting was $8594.43

Bob Barrett, Membership Director, advised he will be remitting our JCNA dues this week.

Fred Hill has taken over the task of handling our sales of regalia - car badges, lapel pins etc.

Jeff Booth gave a rundown on status of our Concor's preparations. JCNA has produced a training package for concor's judging and we are looking for volunteers to take advantage of same. John Taglione has been named Concor's Vice chair.

Drew Foley, Activities director, reviewed our upcoming activities - details of which will appear in our newsletter.

Eugene Conte, chair, 50th Anniversary Event, MG Car Club of Toronto was our guest this evening and gave a rundown of their upcoming celebration and extended a warm invitation for our members to participate. It is being held on June 17 & 18, 2005.

The web site is: www.mgtoronto.com

Gord King, our Newsletter Editor, gave a short talk on the Detroit Auto Show.

Jeff advised JCNA club dues have been increased to $20 US per year. Our dues have been $50 for the last 15 years - but it looks like they may have to go up for the year 2006.

Bruce Davis brought up the problem with our name tags and requested feed back from the members. They replied that if, at all possible, we as usual should keep the current system and John Taglione volunteered to take over the program and was promptly accepted.

Jeff Booth will be attending the JCNA AGM this year as our official representative.

Technical Queries
A member is having difficulty with the gas tank inlet for his E-Type. Several members gave their experience with same.

Dr. Murray Smith moved the meeting be adjourned. Seconded Bob Barrett

Following a short break Paul Turcotte gave his annual slide presentation of the past year's OJOA activities. As usual Paul's presentation was enjoyed by all.

OJOA Monthly Meeting
March 9th, 2005 - Montgomery's Inn
By Bruce Davis, with amendments from Bob Barrett

The meeting was opened by Jeff Booth, President, welcoming members and guests. A special greeting was given to Vic Bernardini, President of Aston Martin Jaguar and Land Rover, Canada who is our guest speaker for this evening. Jeff also welcomed back Eric Carstensen who has been recuperating after a knee replacement.

Bruce Davis, Secretary/Treasurer, advised our bank balance at the beginning of the evening to be $6,283.62.

Bob Barrett, Membership Director, advised our membership is now 202 up some 100 members over last year. Bob asked the members to notify him of any change to their e-mail addresses.

Bob introduced the fact that Arthur Goeldner the individual responsible for the OJOA Referral Service, was not at the meeting or the last one and had not renewed his membership. Several members had contacted Bob requesting copies of our Referral Service booklet which he pointed out was a least two years out of date. [Referral Service information is available on line via our web site! Just click the appropriate tab. Ed.]

Jeff talked about our referral system saying that revisions such as new addresses etc. for vendors is now underway and that details of how our members can assist these endeavours will be given at our next meeting. Jeff offered to get photocopies of the Referral Booklet and make them available. Gordon King stated that he had all the layouts and Jeff responded that Arthur would be called. It was also mentioned that if anyone wanted to help out here it would be welcome.

Bob further mentioned that Jeff give the executive copies of the Club Bylaws and as the Membership Director, he was derelict in his duties in that it stated that the Membership Director was to mail out copies of the By-Laws to each new member. Bob reported that this was has not been done certainly in the eight years or so that he has been a member.

Jeff responded that we needed to revise our By Laws but that it would likely take place at a less busy time such as in the fall or so. Bob further commented that he would bring a copy of our Club Bylaws to each meeting should any member like to read/see them. One member did come up at the intermission and request to see/read them.

The Membership Director also advised those members in attendance that he had not as yet received Membership Cards from JCNA and as soon as he did, these would be distributed the most economical way (i.e. bring to future meetings and/or mail out). This question had been raised by several members who had contacted Bob about this point.
Several members asked recently why they had not received any Jaguar Journals from JCNA. Bob responded that he had just received his Journal the day before the meeting and others at the meeting had just received them on the day of the meeting. Bob further responded that members should wait a week or so to see if the Journal arrives. He further stated that our roster of all new and renewal members was sent to JCNA a day or so following the February meeting and anyone not on this list was likely excluded by JCNA so would not get this current issue. As has been emphasized repeatedly, it is very important to renew memberships by February’s meeting to ensure the continuation of this magazine without a break.

Fred Hill, Vice-President, mentioned the new JCNA rules governing concours awards. Fred mentioned those OJOA members winning awards at other JCNA Concours. Fred also explained the challenge given to the Michigan club, to attend our concours, as some of our members attend the Michigan Concours.

Jeff discussed our club charter, pointing out that a number of the by-laws require updating and the problems inherent in such revisions.

Drew Foley, Activity Director, gave a talk on the recent Auto Show and also the upcoming Ancaster Flea Market.

Concours chair, Jeff Booth, advised that Fred Hill is now also appointed as Vice-chair, joining John Taglione who accepted this position last month.

Linda Smith has designed our Concours advertising flyer. Linda always does an outstanding job on the flyer and was given a warm thank you from the members.

Jeff advised he will be attending the JCNA AGM to be held the end of March in Florida. Pat and Julian Brosseau will also be attending.

Brian Jameson proposed that an allowance of $200.00 be given to both Mr. Booth and the Brosseau’s for attending the up-coming AGM. This was qualified by Peter Harris and Jeff Booth, that this stipend be given only on the basis of receiving a report on the AGM from each participant. This was given general agreement by the members present (without a vote) and Jeff Booth suggested it be left to the executive.

Technical Queries
A member with an XK9 roadster has a problem with the top dressing procedure and our guest Vic Bernadini will look into same.

Another member is looking for a two car garage in the Toronto area where he can store and work on his Jaguar.

Moved by John Taglione, seconded by Neil Gray the meeting was adjourned.

Following a short recess Drew introduced our guest speaker Vic Bernadini. Vic gave a most informative presentation on current and near future Jaguar styling and performance details complete with colour pictures. The future looks rosy for Jaguar. Vic requested those present to ask questions on any Jaguar topic and the enthusiastic audience of Jaguarphiles responded in spades. Jeff thanked Vic and presented him with the first newly designed OJOA club cap and a burled walnut plaque with a mounted OJOA club car badge.

During Mr. Bernadini’s presentation to the Club, he asked the Membership Director directly if I would prepare a short list of those members present who would be interested in meeting with him to review a specific new model of Jaguar, which might take place three or four months in advance. The Director responded affirmatively and the list was prepared at the end of the meeting.
Back Street Heroes

The XJS is becoming the 21st century E-Type
Less than 100,000 E-Types, 117,000 XJS, 417,000 XJ6 & XJ12 globally
How many are left?

We can make your car outrun, out-drive, out-steer, and out-brake most modern cars.

- V-12 engine rebuild with photographs guaranteed 2 years
- Transmission rebuild with photographs guaranteed 2 years
- All new brakes upgraded guaranteed 2 years
- 5 speed transmission aluminium fly wheel conversion -up to 30% increase in performance and fuel economy

We are in the business of preserving the best value for money
We offer 0% interest on all restorations with a deposit and monthly payment.

What have you got to lose? No obligation and free advice.
Full restoration service, open 6 days a week. 35 years in the business.

Ian Alec Neville

Back Street Heroes

1 Victoria Street, Mount Forest, Ontario NOG 2NO
Phone/Fax 519 323-2323 E-mail: twelve@bmts.com
Internet: http://www.backstreetheroes.ca
Jaguar's display featured the XJS Long Wheelbase model accompanied by a Triumph Rocket III, the largest production motorcycle in the world. The bike, weighing just over 600 pounds, was illustrating just how much lighter the XJ LWB is compared to its competition. Also, the two black lines running under the car show exactly how much it has been stretched over the regular XJ.

A number of other Jaguar models were grouped around the XJS, but neither the Advanced Lightweight Coupe nor the XK Victory Limited Edition, introduced several weeks ago in Detroit, made it to Toronto. Thus, Jaguar did not have a formal media presentation at this year's show but Vic Bernardini commented on the marque at the start of the Land Rover session. He admitted that 2004 had been a troublesome year but felt that with the current offerings, Jaguar is reaching out to a greater body of potential customers than ever before.

Jaguar Press Release Highlights
Jaguar's all-wheel-drive X-TYPE compact range reached more diverse buyers with the 2004 introduction of the new Sportwagon which offered enhanced functionality without compromising Jaguar style and driving dynamics. The 2005 model year brings the Sport and VDP Edition options to the sedan range. Those craving sporty performance and athletic style will prefer the X-TYPE Sport sedan, which features a more aggressive and contemporary body style to match its performance-oriented features: sport-tuned suspension, deep front spoiler and optional sleek carbon fiber fascia trim paired with contemporary Alcantara seat fabric. The X-TYPE VDP Edition should appeal to those seeking enhanced luxury and technology with a premium sound system, rain-sensing windshield wipers, a rich burr walnut veneer interior trim and more. The 2.5 litre, V6 engine is no longer available.

The mid-sized S-TYPE was updated for 2005 with a new rear design that visually ‘lifts’ the tail section, lightweight aluminum hood and tighter fit lines. Reaching a new level of luxury, the new S-TYPE VDP Edition and the available option of an aluminum fascia design in lieu of traditional wood, should delight some consumers. The mighty 390bhp S-TYPE R is also reduced in price so it now squares off against the normally aspirated V8-engined derivatives of the competitor brands.

The all-new, aluminum-intensive Jaguar XJ sedan introduced last year, is further enhanced with the debut of two new models specifically planned to exploit the new Long Wheelbase chassis. The most spacious and longest production Jaguars ever built – the new XJ LWB models – headline Jaguar North America’s expanded model line-up for 2005. Introduced as the top of the range Long Wheelbase model range, the stunning XJ Super V8 becomes Jaguar’s new luxury flagship, combining the long wheelbase body format with Jaguar’s mighty 390 bhp supercharged AJ-V8 powertrain, a plethora of intuitive technology, craftsmanship features and an extensive standard equipment list that easily bests the offerings of the competition.

Rounding out the 2005 line-up, the iconic Jaguar XK sports car range has received attention from the pen of the Jaguar design team in Coventry, retaining the basic character of the coupe and convertible XK8/XKR while adding a more modern theme. These new 2005 XKs fine-tune a design that has been in-market for eight years, proving the ‘rightness’ of their original design. The 2005 XKs are now more assertive and stand out by adopting more aggressive styling accents, while a convenient new automatic speed limiter feature becomes standard fit on all models.

Jaguar Canada expects to have some of the XK Victory Limited Edition models available for delivery later this year.

Jaguar Model Prices for 2005

<table>
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<th>Model</th>
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<td>SUPER V8 (LWB)</td>
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World Car of the Year Award
At a special press conference during the first press preview day, the Audi A6 received the inaugural World Car of the Year.

The stated purpose of the prize is to recognize and reward automotive excellence on a global scale, and to make consumers aware of that recognition. A jury of 48 experienced automotive journalists from 21 countries voted on the 36 eligible vehicles (i.e. new or substantially updated models available for purchase in at least five countries on two continents, prior to January 1, 2005).

The eligible vehicles were rated on five key areas of importance to potential purchasers: merit, value, safety and environmental responsibility, significance, and a WOW factor (i.e. emotional appeal). The Audi edged out the Volvo S40/V50 and Porsche 911 in a very close contest. Jaguar's X-TYPE wagon was a potential candidate but did not make it to the final ten aspirants.

The Canadian Car of the Year Awards
This annual event brings the top automotive journalists from across Canada together in one location to make their choices. This year, 64 eligible vehicles were tested during a four-day period to select the best new vehicles in numerous categories.

The Ford Mustang was accorded Canadian Car of the Year and the Best New Design while the Canadian Truck of the Year was the Honda Odyssey minivan.

That the Mustang edged out the Brampton-built Chrysler 300C to the title of Car of the Year was a surprise to some because, after all, the 300 and Hemi-powered 300C had already won a slew of awards, including North American Car of the Year.

The final contenders for the car honours included the Chrysler 300C, selected as the Best New Luxury Car, and the Honda Accord Hybrid which won the Best New Alternative Power Vehicle and Best New Technology titles. Finalists for Truck of the Year were the Toyota Tacoma (Best New Pick-up) and the BMW X3 3.0i.

Auto Show Design Competition Results
This year, the Alias Best Presentation Award (software valued at US$72,000), went to Guillaume Daniel, Julien Lébely and Richard Péron from Créapole in France for their reinterpretation of a Citroën 2CV. Kenichi Munakata, from the Academy of Art & Design in San Francisco, took the second prize while third place went to Yan Liu and Martin Arballo from Chiba University in Japan.

The student competition this year features 70 entries from 28 design schools in 14 countries. So popular has this competition become that the number of entries from each school was restricted so that the sheer volume of submissions did not become too onerous for the judges to deal with.

The students' challenge was to design a world car for 2015, that visually identifies its cultural origins and has market appeal so that at least 100,000 per year could be sold in at least five countries on three continents. As an additional constraint, the car's cost was not to be more than the average price of autos offered for sale in the student's country of study.

For the first time in the competition's history, a Canadian student received the top prize when the winners were announced. Christophe Charbault, from l'École de Design at l'Université de Montréal, was presented with a cheque for $10,000 (U.S.) for his design named Virtuoso. Charbault is originally from France but studying design here in Canada.
Jaguar People

OJQA members Dan Lokun, left, and Victor Krissel check out a 1972 Ser. III E-type hidden away in a wooden garage. This was the second time the pair viewed the car, which is being offered for sale after sitting in the garage for several years. The car was clearly a "tired" example but appears worthy of some serious due diligence -- and lots of love. The E-Type even had its original owner's handbook and folder. The car would not start and the pair discovered lots of sheet metal dings and some areas of -- oh, oh! -- rust. In addition to a long list of "things that need to be addressed" the car also appears to have a mystery associated with its build-plate numbers. The car is licenced as a 1972 -- and even has a 1972 vanity plate -- but the Vin number, the engine number, the gearbox number and even the body number, all appear to be from early 1971. Hmmmmmm ...

Text & photo by Jeff Booth

British Only Auction

Sunday, May 15th, 2005
Caledon Creek Farms
Orangeville, Ontario
Highway 9 east, Between Highway 10 and Airport Road, north side, #207393

Mainly vintage British automobile related vehicles and parts plus nostalgic inclusions like classic British telephone booths, etc.
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The Days of Wine & Bow Ties and Arthritis
By Tom Sebastian

From This .....

...... To This!

"I swear, rain dripped through that Morgan top even when it Wasn't raining!" --The author, after long trip to Vermont.

O.K. So I'm getting older - flatulent, even - and keeping the shine on that gorgeous, lacquer finish is a bit painful on my right shoulder these days. And somehow, waiting for another of those, infamous, Lucas electrical failures is not quite the same with 'Miss MBA' here as it was with that young, wild thing from the art department. And wasn't that just a touch of real annoyance I saw in her eyes after that last, uproarious, Dead-Man's-Curve routine? (And didn't I pullout of that one just in time!)

Ah, Youth! You golden, elusive, ever-diminishing quantity you!

But what could possibly replace The Mog? That ride! That 'Arrival' that blew everyone's socks off? - Oh, dear - A real quandary this...

On the replacement hunt, I bypassed the Fiat Dino (Fiat body with 6-cylinder Ferrari engine). Too obtuse; have to drive with the hood up for anyone to appreciate the thing.

A Maserati 3500 Sebring? Who'd be impressed on this side of The Pond? The Americans that I hang around with aren't quite this subtle.


And then there it was... On the floor of an off-the-beaten-path, classic car dealer in some far-off, Virginian suburb... The car itself being an off-shoot of the Star of the 1961 Geneva Auto Show: The XKE Coupe. The one that started it all... The car that became more than mere transport but, rather, the symbol of all things desirable. - And the one that ushered in, almost single-handedly, the Classic Car Era.

Well, it wasn't the coupe, exactly... The Series 2, 2+2 to be exact.

Now this car brought many reactions from friend and foe alike. (The Italians were too stunned by the entire concept to comment on any variations in models. To be outdone on the Sleek Side - and by the stodgy Brits, of all people! - Well, this was just too much to take... AND FOR ½ THE PRICE OF A FERRARI !!!)

Closer to home, automotive aesthetics and traditional 'X-Typers' were mostly put off by the sheer bulk of +2. Of all the articles I read, only one seemed to fully appreciate it. Needless to say, I'm with him.

Not only was this a good 10 grand lighter on the wallet than the 2-seater, it was one hell of a lot more practical - read: More of a car than the other. Tall folks could actually fit inside! Kids and pets could come along! And the enlarged suitcase space meant you could use this for more than one 2-hr outing on a bright, Sunday afternoon. Weekend or longer golf trips were now within the realm of the possible - and with your own clubs!

Having said this, I must agree with the aesthetes on one item: Both Series 1 and ½ 2+2s should be avoided. That roof line really was just a bit geeky; it just didn't work. But the Series 2, with its more streamlined roof and raked windshield was, actually, more of an eye-full than even the 2-seater - I mean, really - something ET's brother would use for cruising chicks in a distant Galaxy. Wild! And this was before you even got in it! Just sitting there, it's a show in itself.

And while it may have been cheaper to begin with than the original, it is rarer by far right now than the 2-seater. (Always good news for a collector!)

The Ride
The E-Type is of two personalities. Unlike the Morgan, where the first turn of the key literally explodes and rocks your bones - and the low gearing makes the first 25 mph almost as much fun as the higher-end jaunt - the Jag, by comparison, is actually quite a dud in town. (Not, however for the pedestrians, nor for the others doing the Linda Blair Head-Spin' from their Hondas. Few cars, if any, deliver the WOW Appeal of the E - especially the Mother ship of the breed: The 2+2.)

...However, take off on the traffic-free, smoothly-paved back road and then punch it. BINGO! Savour the arrival of one, mean, Dr. Jekyll!!

Above 80 mph, something minuscule occurs but you can't put your finger on just what it is. It isn't for nothing that this car was derived from the Jaguar D-Type Racer.

By the time you've crossed the century mark - with that glorious, gigantic, long-stroke, 4.2 litre overhead cam 6 still humming in the lower rpm's - your car has flattened noticeably, the ground-effect bottom sucking that bullet-shaped chassis closer to Mother Earth.

As you approach 120, the steering becomes razor-sharp - something you hadn't noticed at the lower speeds. Then... above 125 - you enter 'The Zone'.

Here is where you share the world of Phil Hill, Sterling Moss and the rest of that gang. That ineffable place where men and machine become tethered to one another at the crest of the performance curve, where even the slightest action on your part leads to an instant response from your other half. A place where every sinew of your body senses exactly what the car is doing and exactly how to leverage its power for optimum braking, turning, and acceleration for the next turn-in. A virtual, closed-loop learning system wherein you and your car are simpatico, each half learning from the other to make each subsequent turn that much quicker - with less roll, pitch, and yaw - than the previous. Driving a car with one of the better man-machine feedback systems on record...
which you can tell by that cockpit alone – you have just reached the tip of Maslow's Pyramid. Spiritual Self-Actualization. You now know why God sent you here!

It's only when you leave The Zone that you fully comprehend that you've been there. As you cruise down to civilian speeds at the outskirts of the town, normal breathing restored, it comes to you: You possess one of the few cars in existence that can provide the classic, Le Mans experience to its owner without any help from Bob Bondurant.

You can skip the V12 for the E-Type. The 12 cylinder engine wasn't Jaguar's 'Thing', so to speak; not for a while, anyway. Only by the late 70's -the XJS era did they begin to figure that one out. But the 4.2 is so great and reliable an engine that it would be my choice for that model as well (Except that you can't find it!)

Downfalls
The E-Type gets a bad rap. All the electrical gremlins reputed to be part of its nature – along with all the hit and miss quality control issues that eventually did take their toll on the whole of the British car industry - were, in Jaguar's case – actually the fault of the infamous XJ6. This latter model (produced from 1968 on), won the hearts and pocketbooks of Middle American suburbanites but most definitely was not the best thing that could have happened to Jaguar's image abroad. 'Everyone I know...' as the saying went, had some horror story attached to that thing.

But the build quality of the E-type, by contrast, was actually quite good. (True, ask any E-type owner, "How could they possibly have made such a wonderful car so inexpensively?" and they will provide you with a ready list: we know where Coventry saved $$ to give Everyman his Ferrari... Hey! Would that extra ½ inch of padding really break the bank!? Could you possibly have stretched that sheet-metal any thinner?)

But, generally speaking, the E-type problems were of a different order and came into focus with the second-hand, collector market. The real problem was and is: How to find one that isn't raced and beat up so badly as to be worth the investment?

Ah. Now for the Secret of the Ages: The typical 2+2 owner was not the wild surfer dude who listened to Dan & Jean records and lit out after ever Corvette he saw. He tended to be older, responsible and in no particular hurry to locate Dead Man's Curve. The extra 2 seats usually meant FAMILY and the responsibility that went with having one. Believe me, these cars are far better deals than the lustier 2-seaters for this reason alone. (On my own Jag, the original, factory chalk marks could still be seen on a few of the underside parts.)

But I must warn you... if you don't particularly fancy drawing undue attention to yourself, and are looking for a rather subdued investment to correspond to your conservative personality, then this is not the car for you! Because as soon as this thing hits your driveway, bud, you've got crowd-control problems, Big Time!

So, in conclusion: For those of you who, as residents of the Vanguard of Civilization (Long Island of course) wish to make a contribution to the visual arts, do I have the car for you...! tmoores3us@yahoo.com

Next Time... Bond James Bond...
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More from NAIAS
Ross Hamilton sent me a picture of the Jaguar’s ALC concept taken from Autoweek’s report on introduction of the vehicle at the Detroit show. In bold print at the top was the following caption: ‘Lucas returns? In Detroit Jaguars new Advanced Lightweight Coupe rolled onto the Cobo Hall stage with — we couldn’t make this up if we wanted to — one lit headlight.’

I was miffed at my failure to notice this, being in the audience and snapping pictures of the car’s entry myself. My dear wife, however, pointed out that malfunctioning lights were a feature throughout our Jaguar ownership days so a faulty headlight might not register as unusual.

Jaguar Turnaround Not Vital – YET!
An article by John Cranage in the Birmingham Post reported that a financial turnaround at Jaguar is not vital to Ford’s Premier Automotive Group’s goal of contributing profits next year.

Comments by Mark Fields, senior vice-president of Premier Automotive Group (PAG), were interpreted as reaffirming Ford’s willingness to give Jaguar more time to stabilise after years of losses without putting it under intense pressure to make a profit.

While at meetings in Germany at the end of January, the company’s top European executive said that Land Rover and Aston Martin, the two other British components of PAG, were about to benefit from investment in new models while Volvo was “healthy”.

Mr Fields did not give any concrete predictions for Jaguar, but said making a profit was not a pre-requisite of PAG’s ability to contribute a third of Ford’s pre-tax automotive earnings by 2006.

And he hinted that for the time being at least, the Big Cat would be shielded by profits from other PAG manufacturers.

"Because we have these four brands we can compensate one brand for the other," he said.

Mr Fields used the occasion of a conference in Germany’s industrial heartland to warn that car-making as a whole in western Europe is at risk unless competitiveness improves.

"The fact of the matter is, these days it is not a very competitive place to do business," he said.

Low-cost labour elsewhere and the emerging pool of engineers in countries such as China and India made car-makers take a hard look at where to manufacture in the future.

In his view the European Union made a good start in assessing the impact of regulation on car-makers but noted that EU rules would add 5,000 euros (nearly £3,500) to the price of a car in two or three years. "Unless we as a continent have a very defined industrial framework and industrial policy we will lose competitiveness step by step over time.

"It will appear more like a dripping faucet. It is a huge issue we must address, and we have to do it collectively or we will wake up one day and find the bucket full."

The European automotive sector, which generates three per cent of the region’s economic output and employs two million people, is being hit by slack consumer demand, adverse currency shifts and inroads by Asian rivals.

"The European automotive industry is simply not profitable in its home market," Mf Fields said, noting that nearly three-quarters of global automotive profits are made in the US.

Ford reaffirmed that it expects PAG to turn a full year loss of £395.7 million into pre-tax profit of £160-320 million this year.

The world’s third largest car group expects earnings to fall in 2005 as rising interest rates hit its previously lucrative finance operation, but said it still aimed to make a profit by 2006.

Firsts At Last?
The X-Type claims many firsts for Jaguar. It’s the historic marque’s first estate (wagon) and it also makes use of Jaguar’s first-ever diesel. Perhaps both these firsts tell you a lot about why Jaguar is in the state it’s in. Surely a car builder battling to survive at the start of the 21st century should have experimented with these forms before now. Will an SUV be next?

XJ6 - Best Luxury Car Again
For the second year running, Jaguar’s XJ6 picked up the award for ‘Best Luxury Car’ at the prestigious What Car? Car of the Year Awards. A panel of judges from What Car? magazine voted the XJ6 as the best in its class because of its looks, driving dynamics, quality, ample performance and impeccable refinement.

Jaguars at the Barrett-Jackson Auction
Scottsdale Arizona, January 25-30, 2005
Sale price, in US dollars, including the 8% buyers premium.

<table>
<thead>
<tr>
<th>Year</th>
<th>Model</th>
<th>Price</th>
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<tbody>
<tr>
<td>1953</td>
<td>C-type Replica</td>
<td>48,600</td>
</tr>
<tr>
<td>1954</td>
<td>XK 120 Roadster</td>
<td>81,000</td>
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<tr>
<td>1954</td>
<td>XK 120 SE Drophead</td>
<td>94,500</td>
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<tr>
<td>1963</td>
<td>E-type Coupe</td>
<td>27,000</td>
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<tr>
<td>1967</td>
<td>E-type OTS</td>
<td>45,360</td>
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<tr>
<td>1968</td>
<td>E-type OTS</td>
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<td>1970</td>
<td>E-type OTS</td>
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<tr>
<td>1973</td>
<td>E-type Convertible</td>
<td>44,280</td>
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<tr>
<td>1990</td>
<td>XJS Convertible</td>
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<td>1991</td>
<td>XJS Coupe</td>
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<td>1992</td>
<td>XJ 220</td>
<td>226,800</td>
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<tr>
<td>1994</td>
<td>XJS Convertible</td>
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Jaguar Models Auctioned
Automotlia collectors had a unique opportunity to acquire a Jaguar Group C wind tunnel development/display model when two of these beautifully engineered items were offered during the auction sale at the International Historic Motorsport Show, Stoneleigh Park, Warwickshire, on February 25th.

A 1986 Jaguar XJR6 sold for £2,500. This model is approximately 180 cm long and of composite moulding with full detailing including wheels, even down to wing mirrors and Silk Cut sponsors livery (#51) in white and purple with gold striping.

Two real XJR6 sprint cars were manufactured, but were both converted to XJR8s for the 1987 season. Thus, there is no longer an XJR6 remaining in racing form.

An XJR9 GTP racer in distinctive white/red/green Castrol #60 livery, with composite body and fully accurate detailing, as developed for the USA IMSA or Daytona series, sold for £1,800. An identical model is also displayed by the Jaguar Heritage Trust.

Both models, still in very good condition, were accompanied by their original wooden travelling crates.

Edward Loades, 1910-2002
Many Jaguar fanciers may not recognize the name Edward (Ted) Loades but he and his company, Abbey Panels, played a vital role in Jaguar's success.

The first big job Abbey Panels did for Jaguar was the original XK120, building both the styling mock-ups and the run of 240 aluminium bodies. When the XK120 went over to steel construction, they might have had the production job too, but at that stage Abbey didn't possess the presses for making steel panels in volume. The competition cars were firmly in Ted Loades' province, however, with both the C-type and D-type bodies obtained from Abbey.

Abbey Panels built XJ220's body and had helped in various ways with bodywork for other models, but just how vital Ted and his company were to William Lyons' success may only become apparent to many through reading Paul Skiller's profile published originally in a 1997 Jaguar World issue. This text, complete with many fine Jaguar related photos, is available via the Internet at: www.loadsplc.co.uk/eloades/index.htm.

Anyone wanting more interesting insight into how Abbey Panels integrated with Jaguar, and Edward Loades with William Lyons, should check this source.
Trans-Am 2005

Although nothing in motor racing is ever official until the racing season starts, it looks like Jaguar will be well represented with three cars and drivers listed on the Racersport Racing Internet site. Paul Gentilozzi, Tommy Kendall and Tony Drissi are all listed as drivers of Jaguar XKR-s with a number of other teams also planning to use this vehicle. Again, as last year, the Trans-Am events will be integrated with Champ Car races.

The season begins the weekend of April 8-10 at Long Beach, followed by a long gap until resuming at Portland International Raceway June 17-18. Then it continues a busy schedule at Cleveland, June 24-26; Toronto, July 8-10; Edmonton, July 15-17; San Jose, July 29-31; Denver, August 12-14; Elkhart Lake, August 18-21 and Montreal, August 25-27. The organizers are still hoping to add one or more additional dates for 2005.

The Montreal race will mark the first time in the Series’ 39-year history that it has raced at the fabled 2.7-mile Circuit Gilles Villeneuve, filling its usual role as the Saturday co-feature to the Champ Car race on Sunday. The Series has, however, a long history of racing in Quebec going back to 1968 at Mont Tremblant, and at Trois-Rivières, where Trans-Am events took place 20 times beginning in 1976.

Also in 2005, Trans-Am continues the longest running relationship between a circuit and a racing series at Road America in Elkhart Lake, Wisconsin. The Trans-Am Series has competed at this four mile, permanent road course since 1970.

Rule Changes for 2005

The Weight Indexed Neutralization System (WINS) is among several rule changes being instituted for the 2005 Trans-Am racing season. The goal of the WINS is to provide closer, more competitive racing action at the head of the field. To that end, the system will assess a 25-pound weight handicap against the winning driver of each race. An additional 25 pounds will be added for a second victory with the maximum WINS weight for any car set at 50 pounds. Twenty-five pounds of WINS weight will be removed if the car finishes outside of the top three in any subsequent race.

Fast Five Qualifying, which was part of Trans-Am Series competition for nearly two decades, returns. The Fast Five Qualifying format will feature an inversion of the top-five qualifiers and a revised qualifying points system. Thus, the pole winner, as well as the second through fifth fastest qualifiers, will roll off the starting line from their respective qualifying positions. The top five will, however, assume inverted grid positions by shuffling on the first pace lap, dropping the pole-winner to fifth, the outside pole-sitter to fourth, and so on. The pole-winner receives three bonus points for starting fifth, while the second-fastest qualifier earns one bonus point for the fourth-place start.
The Ultimate Make Over

For over a decade, I was the proud owner of an E-type OTS. This was not just any E-type but one of the very early vehicles, barely missing out on a flat-floor. Thus it had the luxury of welded-in foot wells, making entry a little easier, but still retained the limited seat travel so that taller individuals were certainly cramped for leg room. Unfortunately, this was not the only shortcoming.

One would never admit to any faults during those proud ownership days, but this otherwise superb vehicle did have two serious defects. The seats, although reasonable contoured, were decidedly lacking in padding. This insufficiency could be remedied by replacing the originals with a set from a Series 2 car. While solving transit problems, the substitution necessitated having someone else convey the original seats to car shows so these could be re-inserted prior to any scrutiny by knowledgeable judges.

While the seats were a pain in the buttocks, the gearbox inflicted an even more severe proctalgia. The four-speed transmission installed in the 3.8 litre Series 1 cars was, to give it all the praise it deserved, abominable. It featured no synchronesh for first gear, often crunchy second gear, very long travel and vague gate. First was usually hard to engage and, unless very careful, one could easily take off in reverse by mistake. Thus a transmission swap for an after-market five-speed was always an appealing consideration.

Like most enthusiasts, I felt that the prerequisites necessary for owning and maintaining a classic car were an abundance of the triple A’s (i.e. Ability, Agility and Affluence). Anyone possessing these should, according to the suppliers literature, be able to complete a gearbox swap and one was certainly considered. However, after reading ’When Three Plus Four Became Five! or How I Learned the New Math,’ by George Parker, published in the September, 2004, issue of Coventry Cat, the monthly newsletter from the Jaguar Association of New England, and reprinted in the November-December Jaguar Journal, it was apparent that a forth A - namely an amiable acquaintance with lots of technical skills plus spare time, and who just happens to possess a well equipped machine shop - would also be extremely advantageous.

Would a change be worth the expense and the effort? George’s final paragraph reiterates that the swap was not a simple project and recalls several of the many difficulties encountered along the way. However, he concludes his article with the comment: “And when the project is completed, you’ll love that fifth gear.” My advice for all those still struggling with the old four-speed would be - Go for it! A great car can get even better!

Peter Harris performing what might be his last OJOA presidential duty - awarding the Freeman Trophy to Gordon King at the February meeting.

Now that I’m ‘older’ (but refuse to grow up), here are a few of the things I contemplate:

- I don’t remember being absent minded...
- I started out with nothing, and I still have most of it...
- My wild oats have turned into prunes and All Bran...
- I finally got my head together, now my body is falling apart...
- If all is not lost, where is it?
- It is easier to get older than it is to get wiser...
- Some days you’re the dog - some days you’re the hydrant...
- I wish the buck stopped here; I sure could use a few...
- It’s hard to make a come-back when you haven’t been anywhere...
- The only time the world beats a path to your door is when you’re in the bathroom...
- If God wanted me to touch my toes, he would have put them on my knees...
- When I’m finally holding all the cards, why does everyone decide to play chess?
- It’s not hard to meet expenses - they’re everywhere...
- The only difference between a rut and a grave is the depth...
- These days, I spend a lot of time thinking about the hereafter.
- I go somewhere to get something and then wonder what I’m here after...
- I don’t remember being absent minded.

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The Ontario JAGUAR - March/April, 2005
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.

Cars for Sale

1972 E-type 2+2 Maroon/Biscuit, V12, air, wire wheels, shop manual, licence E JAG 72 76,000 miles, $23,000. John Cochran: 416-261-1777 weeknights; 705-454-3746 weekends; jcochran@sympatico.ca

1972 XJ6 White/red, original condition, 97,000 miles. Must sell - $6,000 obo. Dan Glanfield at 416-699-6889.


1984 XJ6 Series III, blue metallic/tan, very good condition, 185,000 km, 4 owners in 20 years, sold & serviced by jaguar specialists, selling because it has been replaced by an XJS convertible. Asking $7,750 (appraised vshc plus recent work). haziguy10444372@yahoo.com ; 416-347-3741


1985 XJS-HE Beautiful condition inside and out. Never winter driven, drives smooth, quiet and fast. The near flawless interior in Barley compliments the Flamenco Red exterior. Dual coach lines, rear deck spoiler, diamond polished wheels & brand new Pirelli tires gives the appearance of a 1994 model. Certified & E-tested, 106kms, $13,000.00 416-447-5193 ingrasias@rogers.com


1987 VDP V12: Series III Black/ tan, 135,000 km. Factory Maintenance Manual, books, full file of invoices and other paperwork. Engine and interior in good condition, a number of new parts recently installed. Body has advanced rust damage. Make an offer. Michael Hancock 416-481-8963 (H); 647-227-8963 (Mobile); e-mail: the_brewer@rogers.com

1987 Sovereign Series III Original owner reluctantly selling this special order: Talsisman Silver metallic exterior car with lisu blue leather interiors. Car is absolutely concours and original (except for O.E.M. replacement tires and battery). All service work performed by dealer. Only 75,000 Kms. Never winter driven and rarely driven in rain. All maintenance logs, purchase records, etc. available. Must be seen to be truly appreciated. $29,000.00. Call Eric Chapman at 519-672-8370 or email: daphnechapman13@hotmail.com

Cars Wanted

XK140 Drophead. Sound body - Good driver. call Ken at 519-942-1722

Jaguar Parts - Used, rebuilt and some new for most older models. Contact Ken Mason at 519-942-1722 E-mail to: ken@kmrestorations.com Internet: www.kmrestorations.com

Jaguar Parts - Mainly XK120-140 - Check out Peter's list at: http://www.jaguar-xk120.com/ This month we are featuring new master cylinders, front and rear wheel cylinders plus brake drums (turned & Magnafluxed), brake shoes (relined) and stub axles (completely restored).

One-ton chain block. Used once. Seeks new home. Free for the asking. Gib Montgomery: 877 739 9280 days; 705 835 3123 evenings; gib@ craighurst.ca

Four Dayton 60-spoke wire wheels with all attachments and genuine (fake) knock-offs. Came from a Ser III Vdp. Good condition, but driven 50,000 km, so not ready for TV commercials. Gib Montgomery: 877 739 9280 days; 705 835 3123 evenings; gib@craighurst.ca

New Members

Mark Anderson Toronto
John Brock Toronto
Bruce & Sharon Clark Acton
Frank Copping Toronto
Peter Edwards Toronto
Robert Fihner Waterlo
Darrell & Rosilyn Force Norwich
Bryan & Diane Lewis Barrie
Daniel Lokun & Isaura Medeiros Toronto
Dr. Lorna Minz Mississauga
Dr. Sumathi Nadarajah Mississauga
Steve Sherriff York
Peter Simms Toronto
Andrew & Lisa Stuart Toronto
Ciprian & Alina Ungureanu Toronto

Our own Fred Hill and Bonnie Day with Louise and Chuck Diamond, from the JAG of Michigan club, at Owls Head Ski Resort. Apparently, caught up in the heady whirl of apeski activities, Fred issued a challenge that the Michigan club could not muster a delegation of participants to our concourse that would be larger than the group from OJOA attending their event. According to JAG Michigan sources, Fred also agreed to find lodging near the concours site for our American friends. Fred avows no recollection of the latter commitment, nor can he remember just what he might have imbibed that evening. However, he is seeking support to ensure that we at least outperform the invaders when it is our turn to be visitors. The JAG Michigan date is September 10th so keep this open.

The Ontario JAGUAR - March/April 2005 19
1959 Mark IX Jaguar

"A Most Incredible Mark IX Restoration." Jim Patten, Jaguar Quarterly

This stunning 1959 Mark IX Jaguar will be featured in the live auction and on display at:

Vintages of Distinction
May 11, 2005, 6:00 pm • Live Auction at 8:30 pm
The Liberty Grand, Exhibition Place,
25 British Columbia Road, Toronto
Opening Bid $50,000

• Completely reconstructed with superior workmanship and restored and refinished to Jaguar factory standards with historically correct materials
• Air conditioning and sound system
• Mileage indicated 16,950
• Jaguar Clubs of North America – Concours D’Elegance Awards
  – Best of Show and Best of Class

Gift of Robert and Phyllis Meiklejohn.

For more information, please call:
Tannis Walker, Manager, Special Events,
The Princess Margaret Hospital Foundation
416-946-4574

The Ontario JAGUAR - March/April, 2005