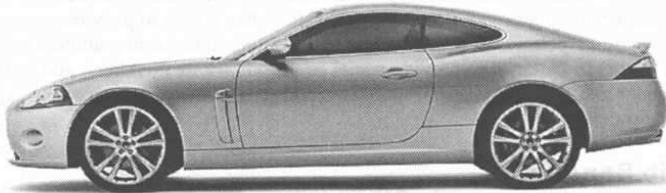




The Ontario **JAGUAR**

Bimonthly Newsletter of The Ontario Jaguar Owners' Association

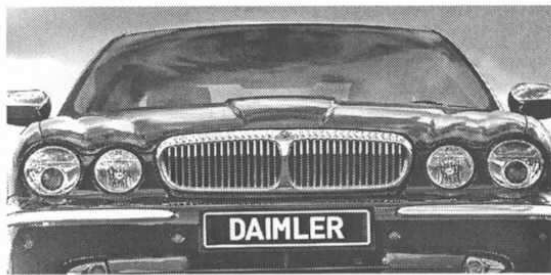
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Sunday, October 2

OJOA Fall Regularity Run

Wednesday, October 12

OJOA Monthly Meeting

October 21 - 23

Car Auction - Toronto

Wednesday, November 8

OJOA Awards Night

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

Moving/Moved

Please inform the OJOA Membership Director of any address changes.

DUES ARE DUE! Please renew OJOA memberships for 2006 NOW!



OJOA EXECUTIVE

PRESIDENT

Jeff Booth
152 Warner Drive
Oakville, ON L6L 6G7
Phone: 905 825 3123
E-mail: ojoc@cogeco.ca



VICE PRESIDENT

Fred Hill
524 John Frederick Dr
Ancaster, ON L9G 2R5
Phone: 905 648 1800
E-mail: lissahill@elusivebutterfly.ca



ACTIVITIES DIRECTOR

Drew Foley
1468 Halyard Court
Mississauga, ON L5J 1B1
Phone: 905 403 0793
E-mail: drew.foley@nbf.ca

SECRETARY

Dan Lokun
Clarica Centre
3300 Bloor Street West
West Tower, Suite 750
Toronto, Ontario M8X 2X2
Phone: 416 233-2163
E-mail: lokunlaw@on.aibn.com

**MEMBERSHIP DIRECTOR/
TREASURER**

Bob Barrett
6 Crossburn Drive
Don Mills, Toronto
Ontario, M3B 2Z2
Phone: 416 445 7867
Fax: 416 383 0862
E-mail: barrettx@allstream.net



OTHER OJOA CONTACTS

NEWSLETTER EDITOR

Gordon King
RR#6 Station Main
Guelph, ON N1H 6J3
Phone: 519 824 0787
E-mail: gking@uoguelph.ca



ADVERTISING MANAGER

Klaus Koeppen
1905 - 6 Willow St.
Waterloo, ON N2J 4S3
Phone: 519 588 5338
E-mail: klaus.koeppen@cibc.ca



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'Elégance* and events, all OJOA monthly meetings and events, and an opportunity to share a common interest with other Jaguar enthusiasts.

Meetings

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

Membership, Address Changes, Renewals

Membership in the OJOA costs \$60 for one year (January thru December). Ownership of a Jaguar or Daimler is not a prerequisite. Send all membership applications, address changes, and renewals to the Membership Director. An application form appears on the 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	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 Advertising Manager (519 588 5338) for information on placing ads.

Additional Contacts

Chief Concours Judge	John Taglione	
Concours Chairman	Jeff Booth	905 825 3123
Spring Blossom Run Organizer	Jeff Booth	905 825 3123
Summer Run Organizer	Cathy & Eric Carstensen	905 584 9678
Fall Regularity Run Organizer	Linda & Murray Smith	519 853 1499
Merchandise/Regalia Sales	Fred Hill	905 648 1800
Referral Service		
Jaguar Archives		201 818 8144
JCNA Regional Directors	Glenn Henson	937 652 1673
(North Central Region)	Michael Ksiazek	630 789 2257

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, October 2nd

OJOA Fall Regularity Run

Yes, it is almost that time of year again. The Fall Regularity Run will be on Sunday, October 2, with registration at 10am and the first car away at 11am. The start/end location is the Underground Grill, 66 Wellington Road 7, Elora. From Toronto, take Hwy 401 west, go NORTH on Highway 6 to Woodlawn Avenue in Guelph, turn right onto Woodlawn Avenue, turn left onto Highway 6 north at the Canadian Tire Store corner, turn left onto Elora Road 7 (Wellington 7). The Underground Grill is at the back of the strip mall across the road from The Elora Antique Warehouse (just before, i.e. south of the stoplight.) For more information, contact Linda and Murray Smith at: telephone, (519) 853-1499; or e-mail to, thebiodiversitymanagementgroup@sympatico.ca

Wednesday, October 12th

OJOA Monthly Meeting - 8:00 pm

Montgomery's Inn - Dundas & Islington, Toronto

Saturday, October 15th

8th Annual Oktoberfest Car Show - Kitchener

The Oktoberfest Car Show will wrap-up the final day of the festival with a bang, as amazing cars fill the downtown area. An exalt group of classic cars of all makes and models are featured. Located at 'Willkommen Platz,' the parking lot off of Goudies Lane, across the road from Market Square and King St., between Queen & Frederick St. Just follow the signs. Free!
Info: (519) 570-HANS

October 21st to- 23rd

Toronto International Fall Classic Car Auction

The sale, operated by RM Classic Cars and held at the Toronto International Centre, attracts hundreds of cars and thousands of viewers.

Info: www.rmauctions.com/

Wednesday, November 9th

OJOA Monthly Meeting - 8:00 pm

Montgomery's Inn - Dundas & Islington, Toronto

REQUEST - REMINDER

**To all OJOA members currently in possession of any of the club trophies awarded annually:
Please insure that these are returned to a member of the executive prior to the November meeting.**



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President's Column

From Jeff Booth

Fellow Jaguar enthusiasts ...

When it comes to having fun driving Cats, you can't get much better than the excellent Summer Run and Lunch hosted by Eric and Cathy Carstensen.

Yet again, they took participants across a wide tour in the regions north-west of Toronto, to end up in an elegant inn for a relaxing lunch, good cheer and good chat.

And by the time you read this, the annual OJOA Regularity Run, hosted by Murray and Linda Smith, plus John Taglione will have taken place.

This run is ... *ahem* ... challenging ... to say the least, somewhat (happily) eccentric and always entertaining. It's more fun than a barrel of rattites ... and if you've been on all the fall runs recently, you'll know what that last part means...

More on the Smith & Smith & Taglione challenge in a later Newsletter.

* * *

Concours competition is a large part of what we do, in fact, our Concours d'Elegance is our premiere event of the year and the single event which requires the largest amount of organization, behind-the-scenes work, volunteer effort and which regularly sends organizers in a thousand different directions – often at the same time.

One of those directions is to see that good competition is facilitated for Jaguar owners who wish to step into the competition arena.

Without a doubt, the largest majority of OJOA cars compete well, with amazing scores. We often see members' cars achieve marks in the 99+ range.

Now, it's easy to take a car from 80 to 90. Harder to take it from 90 to 95. Even harder to take it from 95 to 97. Harder again to 98, and so on....

When you get into the 99.00-and-up range, achieving incrementally better scores becomes a huge project, which can only be met with amazingly detailed attention – and devotion to all aspects of a Jaguar's exterior, interior, boot and engine bay.

This year, OJOA members have reached the ultimate goal, won gold!

At the Ottawa Concours, in late June, Graham and Margaret Stokes' 1998 XJR achieved the ultimate score – 100.00.

Then, as if the Stokes' achievement wasn't enough for us, Fred Hill's 1994 XJS was also judged to qualify for the ultimate Concours honour – 100.00. That was at the Detroit Concours, in early September.

In both cases the owners have lavished care, attention to detail – and more than a little sweat equity on their Jaguars.

It's been years since OJOA members have achieved perfect scores in the very difficult and always hotly contested Championship classes. This year, Graham and Margaret Stokes and Fred Hill all came home with them. What a year!

We can all learn from them.

And, at the Sept. 14 meeting at Montgomery's Inn, the membership gave this travelling trio a very-well deserved standing ovation.

Congratulations again, Graham, Margaret and Fred.

* * *

Put on your construction hats.

We're gonna do some work. Some wreckin', some sloggin', some slingin' and some buildin'.

No, we're not working on an OJOA clubhouse, but in every correct sense, on our foundations.

In our case, the foundations are our club Bylaws. Everything that OJOA has grown to and everything that OJOA has been, is being, and can be, is defined within our Bylaws. They are our legal foundation.

And they're getting badly out of date. Out of date from the way the club has evolved.

Grrrrroooooaaaaannnnnn!

My gawd, this is boring stuff, this bo-o-o-o-ring bylaw stuff.

Can't members just be left alone? Let the directors worry about this stuff!

Well, it doesn't work that way. That's because of the way our Bylaws are written. That's because the Bylaws carry the authority of legal regulation on us and they say that we can revise the Bylaws only a certain way.

The Bylaws were first written in 1959, when the club was formed. Then, 24 years later, they needed updating and were formally revised. So, we're engaging in the work to do Revision No. 2. By the time we're through it, it'll be 23 years after Revision No. 1.

So, it looks like whenever our bylaws get to close in on a quarter century, they get revised.

The goal is to have all of this dry – but VITALLY IMPORTANT – work done by early next year.

So, over the next few months, you'll be seeing notices about changes to this vitally important aspect of OJOA. The slogging will be done by the Directors, but members – absolutely – will be expected to have input – input into where the club is going to go over the next many, many years.

* * *

Bruce Davis, a selfless contributor to OJOA needs for many, many years, had decided to step back from his duties as Secretary and Treasurer.

Bruce wants to take it a bit easier – and who can blame him, or Bess. As an OJOA couple they have been there over and over – and many times over and over – for the club and for its members' interests.

Bruce and Bess couldn't make the September meeting but promise to be at the October one.

* * *

As a result of Bruce opting for well-earned rest, two board positions opened up, those of Treasurer and of Secretary.

It is my pleasure to tell you that Membership Director Bob Barrett has accepted an appointment as Treasurer. So, Bob will be doing double duty, as Membership Director and Treasurer.

Also, it is my pleasure to tell you that the Board has appointed member Dan Lokun as Secretary. Dan's XJS, by the way, has competed in three Concours this year and has brought home two Firsts and a Second.

Our club is nothing without volunteer support and the efforts to Bob and Dan can only help OJOA grow.

And Dan, by the way, will be heading up our Bylaw project. Dan is a practising lawyer and, clearly, is amply qualified for this vital OJOA task.

* * *

First the good news. We haven't had a dues increase for donkeys' years -- and that means lots and lots of years.

Now for the flip side: They're going up \$10 for 2006.

So, if you're paying early for next year, please, please, please fill out your cheque for \$60.

It's not an increase anyone is happy with, nobody likes any increases.

But, it is realistic. It is realistic.

So, for \$60 you get your meetings at Montgomery's Inn in January, February, March, April, May, June, September, October and November. Plus you get the Spring, Summer and Fall Runs. Plus you get our Newsletter, the Ontario Jaguar, mailed to you six times each year, plus you get the full-colour, glossy-stock Jaguar Journal mailed to you six times each year, plus you get the Concours d'Elegance at York University each year. Oh yeah, and that November meeting at Montgomery's Inn is a bit of a party night, too, paid for by OJOA, in form of our Just Desserts meeting.

All in all, not a bad bang for our buck.

LETTER to the EDITOR

Dear Gordon:

Readers may be interested to learn what happened to long time member Roy Hill's well known black E-type. As you know, Roy passed away earlier this year and his cars [as well as his Matchless motorbike] were put up for sale shortly thereafter. The executor of Roy's estate had the task of selling the E-type at a price equal, or higher, than the car's appraised value of \$30,000.

As I had been a close friend of Roy ever since we both became OJOA members in the late sixties - I have an E-type which I bought in 1968; Roy bought his in 1967 - I was asked to assist with the sale. There was much interest and even a few offers, both from here and overseas, but none near the required \$30,000. However, the car was subsequently sold to Roy's home and life insurance agent [who apparently had expressed an interest in the car many times over the last few years] for the full asking price.

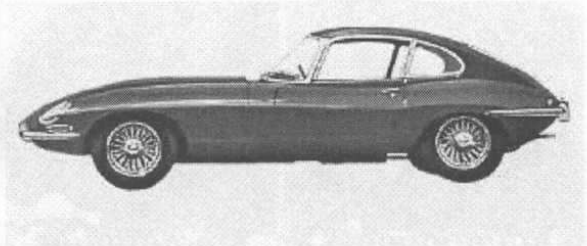
We spoke several times with the buyer, who assured us of his keen interest in the car and how he had set aside place of honour in his heated garage, where it would reside on an oriental carpet, no less. The one thing that he was not able to impress me with was his knowledge of cars, or more precisely, older Jaguars. But I did say that I would be pleased to show him the basics when he got the car home - he arranged for it to be taken there on a flat-bed truck.

Roy had made several modifications to the car over the years, one of which was a very cleverly hidden switch in the ignition circuit, which I knew about, but I don't think anyone else did. So I was sure that the new owner wouldn't be able to start the car without my help.

Weeks went by, and I heard nothing from the new owner; I assumed that he was content to look at the E-type sitting on the carpet in his garage. Needless to say I was somewhat surprised when a friend told me of a black 1967 E-type being offered for sale [by a used car dealer] on the Auto Trader web site, and when I checked, I immediately saw that it was Roy's car. It was offered as an 'estate sale' item, for \$50,000, no less. Furthermore, the mileage given was about half the actual mileage! Naturally my curiosity was aroused and I called the dealer for information. He told me that it had been sold to someone in Toronto the previous week.

So for now the story is over - unless someone knows who bought the car [a club member, perhaps?]. I would, of course, be pleased to provide details of the car to the new owner [the real one, that is]. As I said earlier, Roy made several modifications to the car, none of which are immediately apparent, and I do know the correct mileage!

Regards,
Stuart Elliott.



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10% discount to OJOA members

22nd Annual
BRITISH CAR DAY

For anyone who may not know the details, the venue for British Car Day is Bronte Creek Provincial Park, about 35 kilometers west of downtown Toronto, conveniently located just north of the Queen Elizabeth Way. A multitude of cars, buses, lorries and motorcycles, running the whole gamut from Minis to Rolls Royces, from Austins to Zephyrs, and everything in between, are on display. The gates open at 10:00 and participant judging wraps up around 13:30 with the award presentations begins about 15:00.

Featured this year were the Austin centenary and the 50th anniversary of the MGA. An Austin Seven, as most Jaguar aficionados should recognize as the chassis William Lyons selected for his very first venture into automotive manufacturing, was the central display.



The thousand car mark was certainly exceeded again, helped no doubt by the superb weather and a renewed influx of American participants. An accurate count is never possible since cars come and go throughout the day and some owners do not bother to hand in a completed registration form. However, a mid-day check of the Jaguar parking area revealed 118 vehicles, ranging from XK 120's to a few of the latest sedans.

In addition to the vehicles on display, over 50 British-related vendors offered new and used goods for sale, including cars, car parts, regalia, tools, books, supplies, and on and on. Many vendors offer end-of-season specials so there were bargains available for the discriminating pre-Christmas shopper.

Congratulations to The Toronto Triumph Club for organizing another super British Car Day. And to our Membership Director/Treasurer, Bob Barrett, for planting Jaguar's banner in a prominent location.

Selected British Car Day Winners - 2005

Best In Show: 1936 Rolls Royce
owned by Andrew W.J. Davidson

Jaguar Class Winners

Jaguar Sports, SS, XK, C-Type, D-Type

- 1st Julien Brosseau
- 2nd Jim Gilchrist
- 3rd John Head

Jaguar E-type, All Series I & II

- 1st Michael Smith
- 2nd Lee Jukes
- 3rd Bob Barrett

Jaguar E-Type, All Series III

- 1st Brian Jamieson
- 2nd Amadeo Street
- 3rd Harold Roehrig

Jaguar Sedans, Pre XJ6

- 1st John And Maureen Russell
- 2nd David Bartram
- 3rd John Barr

Jaguar XJ12 12 cyl

- 1st Bob Higgs
- 2nd Jeffrey Golde
- 3rd John Welch

Jaguar XJ6 6cyl

- 1st Reg Harvey
- 2nd Barry Speers
- 3rd Ian Purches

Jaguar XJ8, XK8

- 1st Graham Stokes
- 2nd Doug Norman
- 3rd Jim Owens

Jaguar XJS

- 1st Fred Hill
- 2nd Charles Lambert
- 3rd David Villers



*23rd Annual British Car Day
Sunday, September 17th, 2006
Put It On Your Calendar NOW*

News and Views

Accolade for the Concours Organizers

"Upon reaching my 74th birthday I reminded myself, once again, that no Englishman should go to his grave without having at least owned one Jaguar. So, last January, I corrected this serious lack in my emotional development, and I also joined the OJOA.

"Half a century ago I raced and rallied but traded the roads and tracks of Ontario for the slower pace of sailing the Great Lakes. Now, having regained my senses, I decided on an even slower pace and entered my first Concours in June. This was a delightful experience - the judges were enthusiastic (at the end a very long and hot day) and most sincere in their helpfulness and encouragement to the new boy.

"My congratulations and thanks to all who made the day at Glendon the success it was for me and everybody else.

"I'm glad I joined!"

[The above e-mail message came from Peter Edwards whose X-Type received the Budd's Trophy in the Driven Division.]

Ford's Financial Performance

Ford Motor Co., hurt by a wide loss in its core North American automotive business, posted a 19% drop in second-quarter profits. Although revenues rose to \$44.5 billion from \$42.9 billion during the period, net income dropped to \$946 million, down from \$1.2 billion a year ago.

In North America, Ford reported a pre-tax loss of \$907 million, a swing of \$1.4 billion from profits of \$476 million in the same period in 2004. The automaker blamed the earnings decline on higher costs, production cuts and lower sales, which totalled \$19.9 billion - \$568 million less than a year ago.

The results in North America dragged down Ford's worldwide automotive operations, which recorded a pre-tax loss of \$245 million - down from 2004's \$97 million second-quarter profit.

"Despite profitability in most regions, our global automotive results were disappointing, reflecting the fiercely competitive environment in which we continue to operate," Ford Chairman and Chief Executive Officer Bill Ford said.

Ford has redoubled efforts to reduce costs in North America, including another round of job cuts.

'Quiet' Glass Improves Refinement for 2006 XJ's

Silence is golden in a luxury car. That's why for 2006, Jaguar has added laminated, double-layer 'quiet' glass as standard to its entire XJ line-up.

The new side windows and windscreen feature two layers of laminated glass separated by an ultra-thin acoustic plastic

interface, an interlayer coating and a second PVB interlayer. This acoustic sandwich reduces road and wind noise inside the cabin by an impressive five decibels - about the difference between being at a game with 5000 fans instead of 10,000.

The new laminated glass offers the added benefit of improved safety and security for those inside by making 'smash and grab' thefts much more difficult.

That plastic interlayer between the glass will also reduce the effects of bleaching ultraviolet light which, over time, can deteriorate interior trim. Conventional green-tinted, toughened glass allows approximately 22% of UV to be transmitted to the interior, while the XJ's laminated glass allows less than 1%.

And despite consisting of not one, but two layers of glass, the 2006 XJ's new side windows are actually lighter than the previous single-pane windows, contributing to overall weight reduction.

RM Classic Car Auction Results

At the Meadow Brook sale on August 6th, two 1953 XK 120's were offered and both sold. The 120M reached \$84,700 and the regular 120 brought \$79,200. A 1958 Mk IX saloon was bid up to \$20,000 but did not meet the reserve price.

A fine selection of *Cats* went under the hammer two weeks later at the Monterey Auction with 16 of the 17 vehicles sold. Prices for those selling were:

1949 XK 120 alloy roadster	\$440,000
1952 C-type replica	90,750
1952 XK 120 roadster	68,750
1954 XK 120 roadster	88,000
1957 D-type replica	38,500
1957 XK 140 MC FHC	104,500
1958 XK 150 3.8 DHC	57,750
1959 XK 150S roadster	110,000
1961 E-type OTS	129,250
1962 E-type OTS	132,000
1963 E-type Coupe	68,750
1964 E-type OTS	71,500
1965 E-type Coupe	88,000
1967 E-type OTS	81,400
1967 E-type OTS	88,000
1971 E-type OTS	57,200

The only non-selling Jaguar at the Monterey sale was a 1974 Series III E-type commemorative convertible bid up to \$70,000 but not meeting its reserve.

The last issue of this newsletter reported on the vintage racing weekend at Mosport in late June, mentioning there was only one lonely Jaguar in competition at this event. One wonders why over a dozen E-types plus a few even earlier Jaguar models were competing at a similar series of races held at Elkhart Lake, Wisconsin, just two weeks later.

The All-New XK Coupe

Unfortunately, Jaguar cars are not selling in anything like the numbers the parent company would like and, for the past few years, the marque has been haemorrhaging cash. Closing Browns Lane and terminating the ineffective Formula One venture have helped stem the flow, but what Jaguar really needs is a new model that will make droves of potential customers line up in awe, just as they did when the original XK's and E-types appeared many decades ago.

Now, nearly ten years after the launch of the current-generation XK coupe, Jaguar has officially unveiled details and pictures of its replacement, no doubt hoping this will generate renewed interest and sales. The coupe was unveiled officially at the Frankfurt International Auto Show in September and the all-new XK will go on sale in North America next spring as a 2007 model.

According to the press releases, this vehicle heralds a new era for Jaguar in terms of both design and engineering, and it is the most technically advanced Jaguar ever built.

A major key to the all-new XK's character is Jaguar's industry-leading aluminium monocoque body structure, introduced with the latest XJ saloons. With this high-tech construction method, the new XK's body-shell is 31% stiffer than the previous XK's and offers a 10% improvement in power to weight ratio. Also, the next generation XK is 180 kg lighter than key rivals, with a kerb weight of just 1,595 kg. Body dimensions are: Length – 4,791 mm; Width – 2,070 mm (incl. mirrors); Height – 1,322 mm and Wheelbase – 2,752 mm.

The new XK is visibly more assertive and sporting than the model it replaces, clearly a continuation of the style introduced by the Advanced Lightweight Coupe concept, first unveiled at the Detroit Auto Show this past winter. In true Jaguar tradition, the silhouette is also elegant and understated. It has classic, ground-hugging coupe proportions, with a long bonnet, steeply raked windscreen and rear window, arch-filling wheels, and minimal overhangs. The front-wing power vents are a new Jaguar styling signature but the distinctive oval grille opening, prominent bonnet power-bulge, and practicality-enhancing rear liftback door, all echo the E-type; while details like the sweeping front and rear light shapes and powerful stance establish Jaguar sports car design firmly in the 21st century.

The layout is reputed to be driver-focussed with excellent ergonomics and body-hugging seats, set low against the high waistline to give a strong 'cockpit' feel. With a longer wheelbase, wider track and taller roof-line, the 2+2 layout has more interior space than the XK that it replaces. Indeed this coupe leads its class in terms of front leg room and shoulder

room, boasting a 20 mm increase in front-seat headroom. Based on the initial specifications and pictures, however, it appears that the rear seats could only accommodate very small individuals and carrying golf clubs will still be a challenge.

Inside the cabin the minimalist instrument cluster houses two prominent round dials either side of an advanced high-resolution colour display showing vital information such as gear selection, cruise control information, low tyre pressure warnings and satellite navigation instructions, depending on market. A centrally mounted touch-screen allows intuitive

selection of climate, audio, navigation and telephone settings.

Buyers can order their coupes in traditional wood and leather but a more contemporary metallic finish is available for those who might want it.

While the first striking impression of the new XK is delivered by its looks, its

real essence is in what lies under the skin. The most far-reaching engineering feature is its use of Jaguar's Lightweight Vehicle Technology, the all-aluminium architecture that was introduced with the latest XJ saloon.

The new XK takes the Lightweight Vehicle concept a step further with extended use of aluminium castings and extrusions as well as pressed aluminium panels. Its remarkable strength and light weight come from both the way the bodyshell is constructed and the use of new jointing technologies developed by Jaguar and its suppliers.

The all-aluminium rear liftback door is strong, light and simple to operate. It pivots on two hinges ensuring the edge of the liftback moves away from the operator's head as the lid is raised. It also provides excellent rear visibility – rare in the sports coupe field.

Initially, the new XK will be powered by Jaguar's naturally aspirated, 4.2-litre V8 engine producing 300 bhp SAE (298 PS EEC). This compact, lightweight engine is based on that fitted to the latest generation XJ saloon and has undergone significant development compared with the engine used in the previous XK, including new fuel-injection technology.

The 4.2-litre V8 develops maximum torque of 303 lb ft (411 Nm) EEC at 4,100 rpm. Again, the spread of torque is an important ingredient in the XK's effortlessly sporty character, and this engine delivers more than 85% of torque all the way from 2,000 to 6,000 rpm.

The Manufacturer provisional test figures indicate that the naturally aspirated 4.2-litre V8 XK coupe has an electronically limited maximum speed of 155 mph (250 km/hr) and a 0-60



mph time of 5.9 seconds (0-100 kph in 6.2 seconds), plus instant throttle response and broad flexibility for punchy performance across the range. With the new XK's weight savings, the standing quarter-mile time of 14.4 seconds is less than half a second off the pace of the supercharged XKR.

A convertible is also available and, given the new vehicle's weight reduction, one might even anticipate a V6 or diesel powered model.



For the first time in a Jaguar, drivers will be able to use steering wheel-mounted paddles to change gears with this Cat's new Sequential Shift transmission. In either Drive or Sport Manual modes, very fast gear shifts are achieved by combining the use of one-touch paddles with an automatic blip of the throttle from the drive-by-wire engine management system during downshifts. Thanks to this positive torque enhancement control, the shifts are faster and more responsive than before, regardless of the mode the driver has selected.

The XK's six-speed transmission introduces a new generation of automatic gearshift for Jaguar, replacing the familiar 'J' gate with the new Jaguar Sequential Shift system with Park, Reverse, Neutral, Drive and Sport modes. The fully automatic Drive mode adapts to individual driving styles, while a Sport Auto mode offers an even more responsive, fully automatic shift strategy, also utilising the automatic blip of the throttle to maintain ultra-smooth gear shifts.

A completely new, high-performance braking system, resulting in greater braking power and more responsive feedback to the enthusiastic driver, is also featured. Larger, ventilated discs contribute to better pedal feel, optimum stopping distances and resist fade during extended hard use. The braking system also

includes four-channel ABS, Electronic Brake Force Distribution, Hydraulic Brake Assist to increase brake pressure during an emergency stop, and Jaguar's Electronic Park Brake function.

Unlike conventional digital ABS systems used on many cars, the new XK's ABS system can vary the brake pressure at each wheel using analogue valves in the hydraulic control unit. This gives more refinement to the hydraulic pressure control and allows drivers to benefit from increased steering input during heavy braking.

The Servotronic steering is adapted for a sports car from the XJ saloon, to give easy low-speed manoeuvring with optimum high-speed feedback under all conditions.

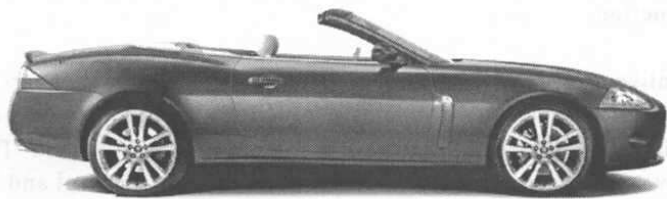
There is a host of safety features including: the option of a Tyre Pressure Monitoring System and run-flat tyres; Jaguar's Protec dynamic headrest system to protect against whiplash injuries; Forward Alert which uses the optional Adaptive Cruise Control's forward-facing sensors to scan the road ahead 10 times every second to warn of a potential collision; and the new switchable Dynamic Stability Control with Traction Control System.

A new active front lighting system is also offered as an option on the XK, enhancing the bi-xenon intelligent lighting that is standard on the car. This feature provides enhanced visibility in the dark during higher speed cornering by swivelling the dipped beam lens depending on road speed and the angle at which the steering wheel is turned.

The initial promotional material infers that: "Being a Jaguar, the new XK combines the comfort, style and craftsmanship of a luxuriously equipped grand tourer with the driving dynamics of a true sports car. It captures the unique joy of driving that Jaguar drivers expect. In the finest Jaguar tradition, it is a truly beautiful, fast car, the product of advanced engineering and fine craftsmanship. It offers style, comfort and luxury. But it also keeps true to what sports car motoring is about – and that is the undiluted thrill of driving." Let us hope that the actual car complies.



An All-New XK Convertible



The XK convertible, which is manufactured and assembled alongside the XK coupe in a state-of-the-art production facility at Jaguar's Castle Bromwich plant in the West Midlands, will also be available for delivery next spring. Full details of the car and pricing will be announced later this year.

Immediately following the World Premiere of the XK Coupe, Jaguar announced that it will be joined by a convertible using the same advanced aluminum body structure.

The luxurious triple-lined, fabric roof, which can be powered up or down in less than 18 seconds, stows fully out of sight beneath an aluminum tonneau cover when retracted. A roll-over protection system comprising two 'hidden' aluminum hoops that deploy in the event of an incident, is standard on all XK convertibles.

"The all-new XK was designed from the outset to be a beautiful convertible. It is a statement of confident Jaguar design, elegant as well as powerful and with the performance and driving dynamics to match its looks", commented Jaguar Design Director, Ian Callum.



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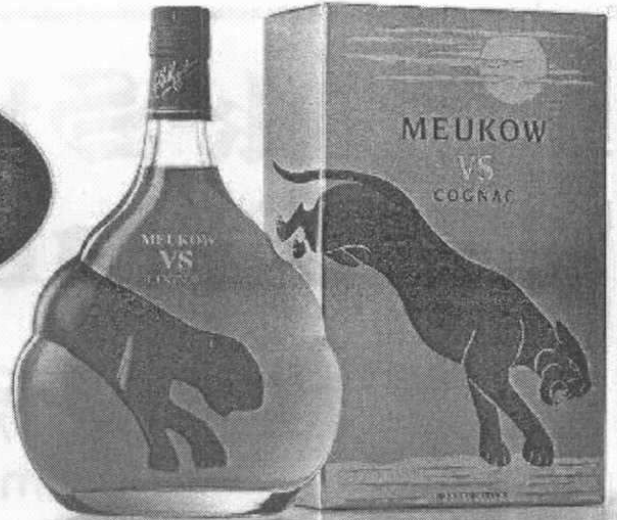
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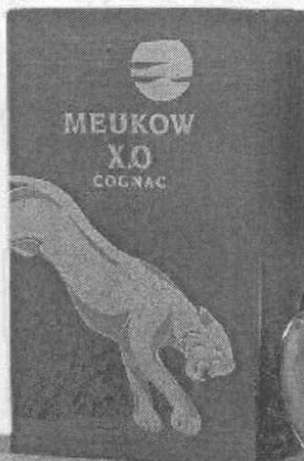


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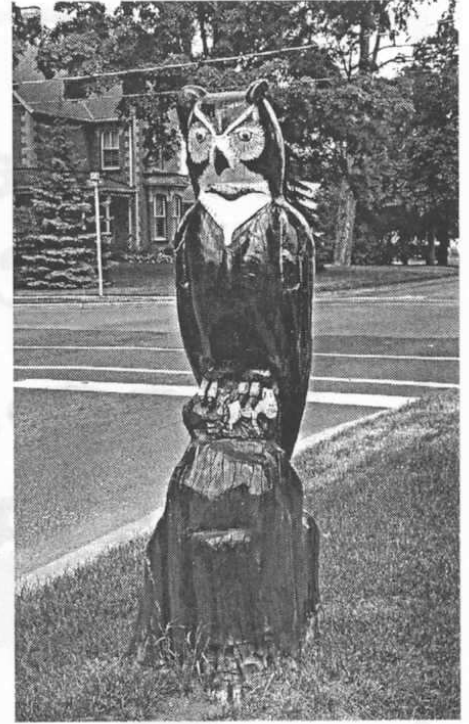
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Woodcarvings in Orangeville

By Linda & Murray Smith

The Fun Run in May started from Orangeville and, while there was much discussion about the woodcarvings that adorn the streets, few of our members had the opportunity to see them. The carvings are really excellent, varying in height from about four feet to more than eight feet. They are scattered around the older areas of Orangeville, where the town was faced with having to cut down old, unsafe trees and instead turned it into an opportunity to create something beautiful.

The best groupings are on Broadway west of the downtown area and on First Street. Others were also found on Townline, Zina Street, Clara Street, McCarthy Street and Second Street. I am sure that we probably missed a few.



For those who missed out, here are pictures of some of the 18 carvings that Linda and I were able to find on the July 1st weekend. If you happen to find yourself in Orangeville, it is well worth taking some time to see the carvings. Enjoy!



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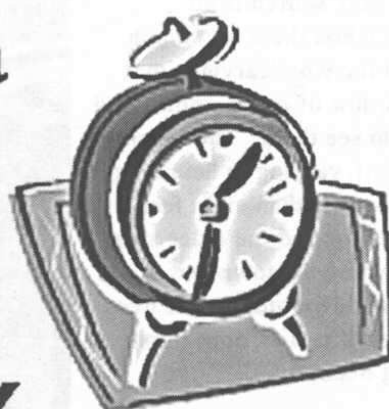
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Jaguars on The Track

by Wayne Estrada

On May 29th, Jaguar Cars North America sponsored a fabulous event at Summit Point Race Track. Under the flying flags of the famous Jaguar Leaper and the motto "Born to Perform," selected guests experienced a superbly executed day of food, fun and fellowship, while having the highlight of driving the latest model Jaguars under track conditions.

Summit Point, located in West Virginia not far from Warrenton, Virginia, is an established east-coast racing facility. Over the years, it has expanded to three tracks; the original course, where all the main events are held; a shorter, less demanding track for club racers; and a teaching track used by the on site race car and driving school. Jaguar had rented the second track for the day and had ample examples of each and every current Jaguar model available for the invites to drive.

To ensure safety, a certified driving instructor rode shotgun, and helped talk the participants through the 1.5 mile course. Bright orange cones were also thoughtfully placed at the apex of each corner [i.e. the point where a car should come closest to the side of the track and the transition point between entering and leaving a corner]. Additional cones were set to breakup the short straightaway into two gated chicanes. These were a plus in evaluating the breaking and responsiveness of the cars in a non-street environment where above legal speeds and vehicle capabilities could be tested safely.

The queue at the middle of the day grew quite long, but at peak, the wait for each test ride was no more than twenty-five minutes. The five XJ8 convertibles, all in different colors, were the most desirable models with the longest wait. But patience - and the ability to jump back in line after a drive and go for another ride in the same or different model - proved irresistible to most, and became a sport in and of itself. A variety of XJ8L, S-Type, X-Type, and even the X-Type estate were also available in a variety of colors. Unfortunately, no supercharged cars were on hand.

For me personally, this was a special day as I have driven every Jaguar engine produced after WWII except for the new non-supercharged V8, so here was an opportunity to do so. I also had not driven the X-Type, new XJ and XK models. What I found on the track was very surprising.

The XJSL

The new big, all aluminum Jaguar sedan is the latest incarnation of the long standing Jaguar tradition of "Grace, Space, Pace." Significantly higher, longer, and wider than the previous generation XJs with far more interior room, the XJ is a solidly built, quiet, comfortable riding, luxurious highway cruiser. Weighing less than 3900 pounds due to its all aluminum body and frame, it is also has much less mass to push around than previous cars, and is even lighter than the sportier XK8. Acceleration and engine responsiveness is superb, silent, and satisfying. However pushed to the limit in a track environment, this luxury sedan was not too happy angling hard at apex cones and navigating reverse camber curves. Jaguar's exclusive CATS computerized suspension control system tried vainly to smooth out the kinks in the road, but the big Jaguar was not

happy being pushed hard. However, it is an impressive, quiet, modern car with traditional British luxury.

Grades: Ride A Handling B-

The XK8

The name "XK" in XK8 implies that this is a sports car. As the replacement for the venerable XJS, it has been pitched as the newest sporting model from Brown's Lane. Like its sister, the XJ8, the convertible has a smooth ride, shares the same mighty V8 engine, outstanding curb appeal, and has a luxurious essence about it. However, it's all steel construction and even heavier structural bracing for the two seat convertible model puts it at a significant weight disadvantage compared to the large 4+ seat sedan. Simple physics were confirmed in the on track experience. The XK8 is actually slower than the sedan -- and the extra mass being thrust around corners rears can not overcome Sir Isaac Newton's law of physics. Like the sedan, it is a lovely cruiser, but not very competitive in the athletic department.

Grade: Ride A- Handling C+

The X-Type

Our club President, Sherman Taffel had to talk me into driving this car. From a marketing perspective, I have admired Jaguar's attempt to enter the smaller car market as a good move. I also had the opportunity to ride in an X-Type a few months ago, and was not overly impressed in a stop light to stop light ride, but Sherman's persistence and invitation by he and his wife Camilla proved irresistible. The three of us and the driving instructor strapped in, with Sherman taking the first two laps, then me following. I had no idea how good this car was! The X-Type has the Ford Duratec based, but Jaguar engineered V6 engine and it sounded like a willing partner. When I got behind the wheel, I instinctively manually shifted the 5 speed automatic off the line, maximizing the entire power band, and using it additionally as an engine brake for corners. The all time four wheel drive of this car is tenacious! The car happily pounced from one apex to another, being very controllable and tossable, and the engine making delicious mechanical sounds that sang at 6,000 RPM. The ride along instructor gave me a lot of leeway after demonstrating some driving skills, so the two lap limit was put to good use. This is the best handling Jaguar I have ever driven! And that list includes the historic XKs, XKE, and even my highly modified XIS. The ultimate test in a car is "would you buy one?" and the answer is easily an enthusiastic YES!

Grade: Ride B Handling A

Jaguar's product line has come a long way since Ford acquired the company in 1989, and with cars like the X-Type in production, and announcements for many new products in the next two years, Jaguar should do quite well again compared to its competitors. Having either won or placing high on the JC Power quality index, Jaguar is both literally and figuratively turning new corners in the automotive world. W.E.

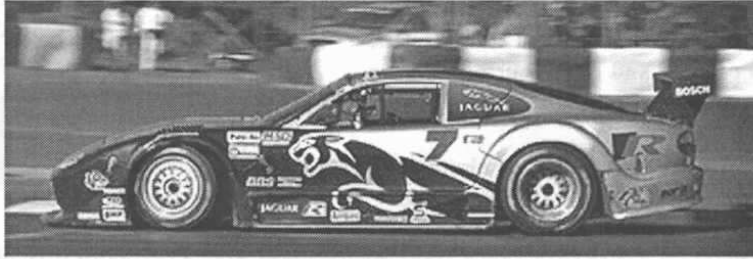
Reproduced from The Jaguar's Roar, August, 2005, a publication of the Nation's Capital Jaguar Owners Club.

The author is an active member of both the Nation's Capital Jaguar Owners Club and the Virginia Jaguar Club. Visit Wayne's web site at www.britishcarlover.com for a plethora of British Car related material.

Trans-Am Racing

San Jose, July 30th Boris Said proved that, although not appearing regularly in Trans-Am this year, he is always a threat. Said, driving a Ford Mustang, took the lead on lap nine of the 57-lap event and then held off a charging Greg Pickett and his Jaguar XKR to record the victory. The race, scheduled for 70 laps, ended at the 75-minute time limit, due to a number of yellow flag incidents that occurred on the fast but narrow, downtown street course.

Klaus Graf, who started from last on the grid for changing tires prior to the race so his qualifying time was disallowed, drove a spectacular race to finish third in his Rocketsports Jaguar XKR. Randy Ruhlman (Chevrolet Corvette), the current Championship points leader, placed fourth and Hima Maher (Chevrolet Corvette) was fifth.



Tomy Drissi, in the second Rocketsports Jaguar changed an engine after qualifying and joined Graf in the rear of the field for the start. He also made great progress, running as high as third, before being sidelined by a mechanical problem.

Paul Gentilozzi withdrew from this Trans-Am race to assist in preparation of the Rocketsports Champ Car World Series entries since several of the regular pit-crew members were unable to make the trip to San Jose.

Denver, August 13th Klaus Graf drove a virtually flawless race to win the Grand Prix of Denver. The German started from the pole and led all 61 laps to claim his second victory this season. In the process, Graf closed to within just one point of Drivers' Championship leader Randy Ruhlman who managed to bring his Corvette home in sixth place.

Tomy Drissi came out of a race-long battle with Paul Gentilozzi to finish second while Greg Pickett (Jaguar XKR) was third for another *All Jaguar* podium. Gentilozzi set the fastest race lap but only managed fourth place at the end.

Elkhart Lake, August 21st Klaus Graf claimed the pole but lost ground at the start. He regained the lead from Greg Pickett (Jaguar XKR) on lap six of the 25-lap event and continued at the front, beating team owner Paul Gentilozzi across the finish line by a very slim margin (0.087 sec). Pickett held on for third place over Randy Ruhlman (Chevrolet Corvette). Tomy Drissi, who changed an engine in his Jaguar XKR after the qualifying session which relegated him to the rear of the grid, moved up steadily to finish fifth.

Thus, Graf continued his late season domination, taking the points lead for the driving title going into the seasons final race at Montreal. He also became the first German Rookie of the Year in Trans-Am history and helped clinch the Manufacturers Championship for Jaguar, its third consecutive and fifth overall.

Montreal, August 27th Klaus Graf won another pole position and the Trans-Am race held in conjunction with the Molson Indy to clinch the Drivers' Championship. With the inverted start format used in Trans-Am this year, he began the race from the second row, allowing both of his teammates to get off ahead. The Rocketsports cars led for the entire race with each driver having a turn. Tomy Drissi was in front for the first 10 laps and then Paul Gentilozzi took over for the next 15, but both cars suffered from mechanical problems at some point during the afternoon. Graf became the front runner on lap 26 and he wasn't challenged from there. Greg Pickett, in another XKR, finished second, ahead of Randy Ruhlman's Chevrolet Corvette.

The Jaguar marque flexed its muscle in nearly every event with six victories, seven fast qualifier awards and seven fastest race laps. The rapid XKR cats led for over three-quarters of competition

laps and finished on the podium a total of 19 times, including four sweeps.

Hopefully, Jaguar/Ford will continue this very successful Trans-Am collaboration with Rocketsports Racing. One wonders just how exciting the series might become if Rocketsports prepared a team of Mustangs as well.



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Membership Matters

Nelson Burkhart Membership Challenge

Nelson Burkhart, a long time member of OJOA, who has that sparkling light blue E-type Series I Roadster that you might have seen displayed at the Toronto Auto show, has issued the following challenge to all OJOA members.

"If every current member of OJOA gets just one new member to join OJOA in this year, 2005, we will become the largest club in the JCNA organization. This is indeed a very worthy goal and objective which will make our club both financially as well as member wise, very strong. Not only will this allow our Executive to run our club with many more outings and events, but it will ensure our Concours continues as the biggest and best in this part of North America. In this regard, I will be the first to accept this challenge and advise everyone that I have brought a new member into the club effective immediately"

We support Nelson 100% and throw down the gauntlet or in our case, the tire iron, to you all and ask all members to get behind Nelson and bring at least one new member into our club in 2005. We all know other Jag owners or those who just love the Marque, who would not only enjoy the close camaraderie of OJOA but who would appreciate receiving the OJOA and JCNA magazines (worth the annual dues alone!) every second month.

Currently we have over 252 members and we are also doing mail-out promotions to past members to get our numbers up this year to over 300. Do your part! Support Nelson and his efforts!! We all benefit with a large, strong and financially sound club!! We appreciate everyone's help in this endeavour and thank Nelson for initiating this challenge.

**For the first time in about 17 years, the membership fees have gone up to \$60.00 for 2006.
Please remember that these fees are due by the end of December, 2005.**

Bob Barrett, Membership Director

WANTED - NEWSLETTER EDITOR

Have you ever experienced the passion to publish?

OJOA needs someone to assume responsibility for gathering Jaguar related material that might be of interest to club members, organizing this into a printable format and mailing out the final copies. The duties could certainly be split into several parts with one person handling the preparation and another responsible for the printing and distribution.

Contact Jeff Booth if you are willing to serve the club in this capacity

OR

Gord King for more information on the tasks involved.

OJOA Awards & Just Desserts Night - Wednesday, November 9th

Daimler Returns

Daimler returns to the new car showroom this autumn with an all-new model, the Super Eight.

In 1896, just three years after Fredrick Simms procured an agreement to use Gottlieb Daimler's engine technology in British built motorboats, the Daimler Motor Company began. The automotive enterprise occurred because Harry J. Lawson saw an opportunity to build cars using the Daimler engine and duly bought up all the patents he could, including the rights from Simms. Lawson found an old spinning mill in Coventry and, on the 14th of January, 1896, the British motor industry began.

The fledgling company undertook to display its product in a series of endurance trials, including a challenging and spectacular run all the way from John O'Groats to Land's End, no mean feat considering that much of the route was over poorly maintained coach or cart paths. This sensational marketing ploy guaranteed that the original vehicles were very popular with the public so the new venture had little difficulty selling all it could produce to amazed customers.

Early Daimler owners included John Scott-Montagu, a Member of Parliament and enthusiastic motorist. His son, Lord Montagu of Beaulieu, later established the National Motor Museum in his father's memory. When Montagu ran his four-cylinder Daimler in the 1899 Paris-Ostend road race with co-driver Charles Rolls, they became the first British drivers in motoring history to enter one of the famous long-distance races.

It was Montagu who introduced Edward, Prince of Wales (later King Edward VII), to the Daimler name in 1900. And in so doing, he cemented a relationship with the British royal family that would extend for over a century.

During World War I, Daimler produced ambulances, staff-cars, trucks and, for towing large guns, cross-country tractors which became the prototypes for the first military tanks.

Anticipating the second world war, the government asked the Daimler group to build additional factories and the second of these, at Browns Lane in Coventry, was begun in early 1939. These facilities built numerous trucks, scout cars, armoured cars and Bristol aero engines throughout World War II. By the end of the war, Daimler had developed their own diesel engine, an 8.6 litre unit capable of exceeding 250,000 miles between major overhauls.

After the conflict, attention returned to construction of the DE36, at the time the world's largest production car. This was in limited but still regular demand because its chassis was the only one capable of supporting the enormous, custom-built bodies ordered by many heads of state.

Contrary to popular belief, the Daimler Automobile Company is not now nor ever was part of Mercedes Benz. The confusion arises due to the fact that in 1896, when the Daimler Company of the UK was formed, it was an agent for Gottlieb Daimler's one-horsepower, motorboat engines. When the company purchased the UK patent rights, it retained the Daimler name, but the marque has always been British.

In 1922, Daimler became the first company to realise the potential of car radio. The Light 30, a popular vehicle at that time, had a Marconi, eight-valve receiver fitted in the rear compartment with a large frame aerial on the roof. Apparently, the experimental model received perfect reception from Marconi House, the only broadcaster at that time. After this initial demonstration, some cars were factory equipped with radios, but as the price was approximately 25% of the cost of the car, it was not a great seller and the option was dropped.

Some of Daimler's other contributions to automotive advancement include the first European V12, a super-smooth engine, powered the legendary Daimler Double Six which appeared in 1926. Although masked somewhat by stately exterior and lavish interior fittings, many of the pre-Jaguar, Daimler vehicles had lightweight, free-revving aluminium-headed engines, all-round disc brakes, razor-sharp steering and other engineering refinements that enable these apparently matronly cars to be driven with considerable abandon.

William Lyons obtained Daimler from BSA Automotive in 1960, seeking the additional, Coventry based production capacity that the buyout provided. Also, he was impressed with Edward Turner's V8 engine which powered the Majestic Major and, in smaller form, the bug-eyed and fin-tailed, fibre-glass bodied Daimler SP250 sports car.

In 1961, a limousine version of the Majestic Major (DR450 Limousine) appeared and this was to be the last all-Daimler car made. The DR450 chassis continued in production for 26 years for specialised bodywork, including hearses and funeral limos.

A deluxe version of the Jaguar 420, called, the Daimler Sovereign, was introduced in October 1966, and this model sold reasonably well during its three year production run.

In 1969, the only remaining Daimler variant on a Jaguar model was the XJ6, with either 2.4 or 4.2 litre XK engines. In 1972, the V12 was introduced and the Daimler Double Six name reappeared. Trimmed by Vanden Plas, the Motor magazine declared it had better handling and high speed cruising ability than the Rolls-Royce Silver Shadow at twice the price.

During the British Leyland Era, both Daimler and Jaguar seemed to lose their unique identity until Sir Michael Edwards took over as executive chairman in 1977.

In 1986, the XJ40 was launched and a Daimler variant was made from the start. The body shell of the new XJ40 would not accommodate the old V12 engine and in 1993, a new 6 litre V12, delivering 315 bhp, was introduced. The last Daimler Limousine was handed over in February 1994, which meant that the classic XK engine had lasted 44 years, one of the longest-surviving engine designs in automotive history.

The new X300 of 1994 also sported the Daimler marque and this, along with a long wheelbase V12 Double six, launched in 1995, saw Ford carrying on the Daimler name effectively.

The Daimler Century 1896-1996 was celebrated by the making, for one year only, a commemorative model called the Daimler Century, the ultimate Daimler and one of the finest cars ever built. The last Daimlers built on the X300 platform were built with a V8 developing 370bhp.

The X350 Jaguar range, launched in 2002, did not have any models carrying the Daimler badge and there were predictions that the marque was dead.

In announcing the resurrection, Bibiana Boerio, Managing Director, Jaguar Cars, states: "Daimler is proud to start the next chapter in its distinguished history with the unveiling of a new model, a car that reaffirms the marque's valued position in the marketplace and offers the large number of loyal Daimler owners and enthusiasts around the world the opportunity to enjoy a new model that reflects their motoring desires and lifestyles.

"Daimler returns to the market with this new car following a groundswell of customer demand. Daimler owners expect the best of everything and compromise on nothing, which is the philosophy behind the new Super Eight. From refined performance and comfort through to distinctive but timeless design, the new Daimler will give customers the opportunity to experience the latest in automotive technologies whilst making a discreet but confident statement about themselves.

"We know that customers who buy Daimlers - like their Jaguar counterparts - are immensely loyal to the brand. When they come to our showrooms to buy the new Daimler Super Eight; they will not only enjoy driving and being driven in the most advanced Daimler ever, but they will also receive the bespoke and personal service that makes the Daimler ownership experience so special from the very first moment."

The New Daimler in Detail

New Daimler owners will have the choice of six exterior colours, including two that are unique to the Daimler palette; Garnet, a metallic burgundy, and Westminster Blue. Other classic Daimler exterior details will include the traditional fluted radiator grille with swirling 'D' badge, 18-inch Rapier alloy wheels and chrome dressing to the wing mirrors and rear-light surrounds.

Behind that characteristic grille lies the heart of the new Daimler, a 4.2 litre supercharged V8 engine of proven excellence, that offers owners the ideal blend of technology, refinement and performance. Producing 400 bhp (298kW) DIN at 6,100 rpm and a mighty 408 lb ft (553Nm) DIN of torque at

just 3,500 rpm, the supercharged V8 allows the Daimler to accelerate to 60 mph (100 kph) in just 5.0 (5.3) seconds and continue on to an electronically limited top speed of 155 mph (250 kph). *Fuel consumption was not specified!*

These levels of performance could not be achieved without a class-leading six-speed automatic transmission and the use of aluminium for the Daimler's high-tech chassis and body panels. This lightweight material shaves over 200kg from the weight of the car compared to the previous generation Daimler. Thus, the new model shows superb balance and handling at higher speeds plus tremendous refinement and comfort at all times. Like the models that preceded it, the latest version exhibits true Daimler characteristics - hiding latent power and performance behind a calm and dignified exterior.



With the longest wheelbase in the premium F segment, the new Daimler offers rear-seat passengers a level of comfort that matches any executive saloon thanks to its

generous interior proportions. With more than 39 inches (999mm) of leg-room in the back, rear passengers will enjoy unparalleled space and comfort levels without disrupting the leg-room for the driver or front-seat passenger.

Additional features such as powered reclining rear seats with four-way lumbar adjustment and the ability to move the front passenger seat forward using controls in the rear cabin mean passengers can create their own ideal comfort levels. Finishing touches such as lambs' wool rugs and head-rests embroidered with the swirling 'D' logo mean this could only be the cabin of a Daimler.

Amidst these opulent surroundings there is a great deal of innovative technology, designed to allow passengers to work or relax when the mood takes them. Fold-down business trays stored in the front seat-backs can hold notebook computers powered by a convenient auxiliary socket. Optional display screens in the front seat head-rests (standard in some markets) allow backseat passengers to watch television through the multi-media system that can also connect to iPod and MP3 players, DVD machines and computer game consoles.

For the driver, technology and comfort are also on hand in the form of multi-directional powered seats with heating and memory function. The perfect driving position is just the twist of a knob away thanks to a reach and rake adjustable steering wheel and also electrically adjustable pedals.

A simple and clear touch-screen control system allows the driver or front-seat passenger to programme the satellite-navigation system, four-zone climate control, telephone and audio system.

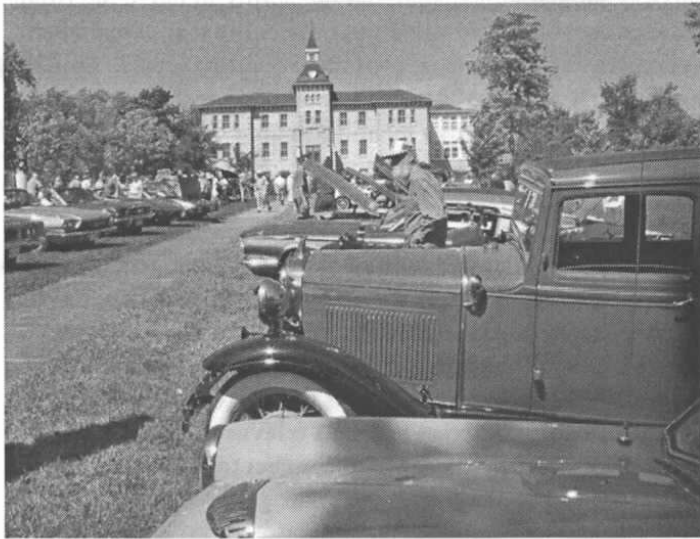


Quality interior trim is another mark of Daimler and the new model offers its customers three classic choices in the form of soft-grain leathers in Champagne, Ivory or Charcoal. Classic Burr Walnut veneer is the finishing touch, its wood inlay acting as a subtle counterpoint to the elegant polished surfaces.

Traditionally Daimler has appealed to customers from the United Kingdom and mainland European countries such as Switzerland, Italy, Holland, Belgium and France. However, the burgeoning Far East market is also expected to show considerable interest in the new Daimler.

Wellington County Museum Annual Antique & Classic Car Show

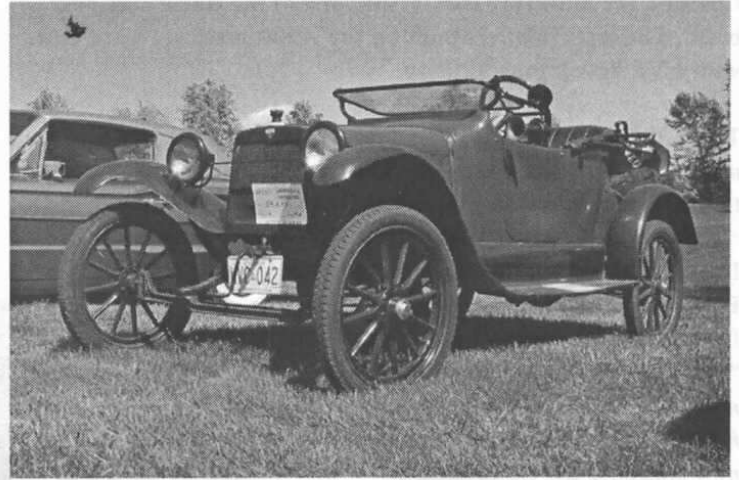
The Wellington County Museum and Archives, located on County Road 18 midway between Fergus and Elora, hosts an Antique & Classic Car Show on the last Sunday every August. The day begins with a parade of vehicles starting in Fergus and proceeding through Elora and then back to the Museum.



The Fergus Brass Band is on hand to entertain the crowds and welcome the parade as it arrives. The cars park on the Museum's front lawn for viewing throughout the afternoon where spectators can enjoy music of the 50's and the 60's. Hot dogs and cold drinks are served at old-fashioned prices.

The Show also features many activities for children and adults who are young at heart. The youngsters can try their hands at an Auto Designers Workshop where they can design the car of their dreams or play the several games set up in the Museum.

This year, over 60 classic cars and trucks were on hand, ranging from Model T's and A's to a smattering of British vehicles, including not one but two Lotus models - but NO JAGUARS! Perhaps OJOA might consider combining their August Drive with this event next year.



This 1917 Saxon was one of the more interesting vehicles on display at the Wellington County Museum car show this year.

Mystery Cat



What is the model and the year? Answer next issue.

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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 classified ads

Cars for Sale

1962 Mk. X. [08]

RHD. BRG with beige leather. Imported from the UK by my father in the late 1970s; before buying it he and a cousin reportedly took it up to 100 mph on the motorway, to my mother's subsequent consternation. Stored last 20 years. Some engine work done recently. Does have some inner rust in trunk/rear wheelwell and possibly elsewhere. On the outside, the paint is faded but the metal looks OK. Much too nice to part out; needs an understanding home. Price less important than finding the right purchaser. Contact David McLoughlin at (905) 436-9578, or jdmmcl@hotmail.com.

1965 E-type Coupe [08]

4.2 L coupe. Indigo blue, grey interior. A rare, completely original car in beautiful condition. All tools, books, etc. No wing mirrors or modifications. 41,000 miles. \$45,000 (appraised value). 705-472-8968.

1970 E-type OTS [10]

Pearlescent white with black interior, stainless exhaust, 61,000 miles. Former Club Class winner at OJOA concours show. \$30,000. Bruce/Bess Davis: 905 825 3832 or davme@total.net

1973 E-type Series III [08]

Maroon convertible. Excellent driver, new interior and top, wire wheels. Second owner. Best offer. Jeff Quigg 416-399-1610 or jeff@parentold.com

1984 Jaguar XJ 6 Series III [06]

Arctic blue with less than 120K miles (and no longer subjected to provincial clean-air testing for licensing). Winner of OJOA's Club Class three times, one 1st and two 2nd place finishes in the nineties with additional awards at Grosse Pointe, MI and Buffalo, NY. We have owned this car for 19 years. Never winter-driven. Immaculate condition. All documented repairs available. Moving to new location requires downsizing! Tel: 905 632 1500

1985 XJS-HE [06]

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 tyres gives the appearance of a 1994 model. Certified & E-tested, 106 km, \$13,000. 905-209-9004 or e-mail to: ingrassias@rogers.com

1986 XJ12 VDP. [08]

Blue-grey with immaculate blue interior. Sunroof, trip computer, AM/FM cassette, etc. 78,000 original km. Same fussy owner last ten years. Apparently professionally rustproofed when new; dealer reports "no rot." Some surface rust starting around windshield and back window. Substantial work just done at Jaguar dealer; as far as I know, everything works except the A/C. Certified, and also passed its smog test with flying colours. Needs a good home. Fairly priced at \$7500. Contact David McLoughlin at (905) 436-9578, or jdmmcl@hotmail.com.

1989 XJS [06]

Have 2 - one must go. One is a coupe with 144 K, the other is a

convertible with 71 K. Both are V-12 and in excellent running order. The convertible has rare TWR package. Please contact me for more details - I can't stand having to leave one outdoors. (705) 687-8847 or cbceland@hotmail.com

1998 XJR - needs a good home. [06]

BRG with light tan interior. The car is in very nice condition. It is my summer car, has been Rust Checked, and runs on synthetic oil. The car has 142,000 km and has been completely reliable. I have just put it back on the road for the summer and replaced the battery with a new Jaguar one. \$16,500 obo. Sandy Robertson : 416-223-3870

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

CURRENT FEATURES - Mark 5 Parts: electrical parts, starter switches & barrels, switches (pull on and off), MPH gauge, MPH gauge (glass faceplate missing), RPM gauge, gas gauge, A arms, oil filter, flange resleeving, half shafts, half shaft for drivers side, differentials (rear end), torsion bars, rear axle.

Check out full listings at: <http://www.jaguar-xk120.com/>

Pepper Pot Rims - four (4) brand new

\$300.00 or best offer Nigel Watson (905)257-5610;

E-mail to: nwatson2@cogeco.ca

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Robert J. Berry	Toronto
Maurice B. & Joanne Blair,	Brampton
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Issy Harjivan,	Toronto
David W. Hurst	Caledon
Chris Tsikaris,	Innisfil
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Peter & Brenda Lewis	Treasure Island
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ONTARIO JAGUAR OWNERS' ASSOCIATION

Year 2006

Membership Application

Name

Date:

- New
 Renewal

Address

Telephone - Home: ()

Work: ()

E-mail:

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: \$60.00

Mail this form along with payment to:

**Ontario Jaguar Owners Association
Bob Barrett
6 Crossburn Drive
Don Mills (Toronto), ON M3B 2Z2
E-mail: barrettx@allstream.net**