



## Calendar

Wednesday, February 9  
OJOA Monthly Meeting

February 18 to 27  
Canadian Int Auto Show

Wednesday, March 8  
OJOA Monthly Meeting

March 24 & 25  
JCNA Annual Meeting  
Vancouver

Wednesday, April 12  
OJOA Monthly Meeting

Sunday, April 16  
Ancaster Flea Market

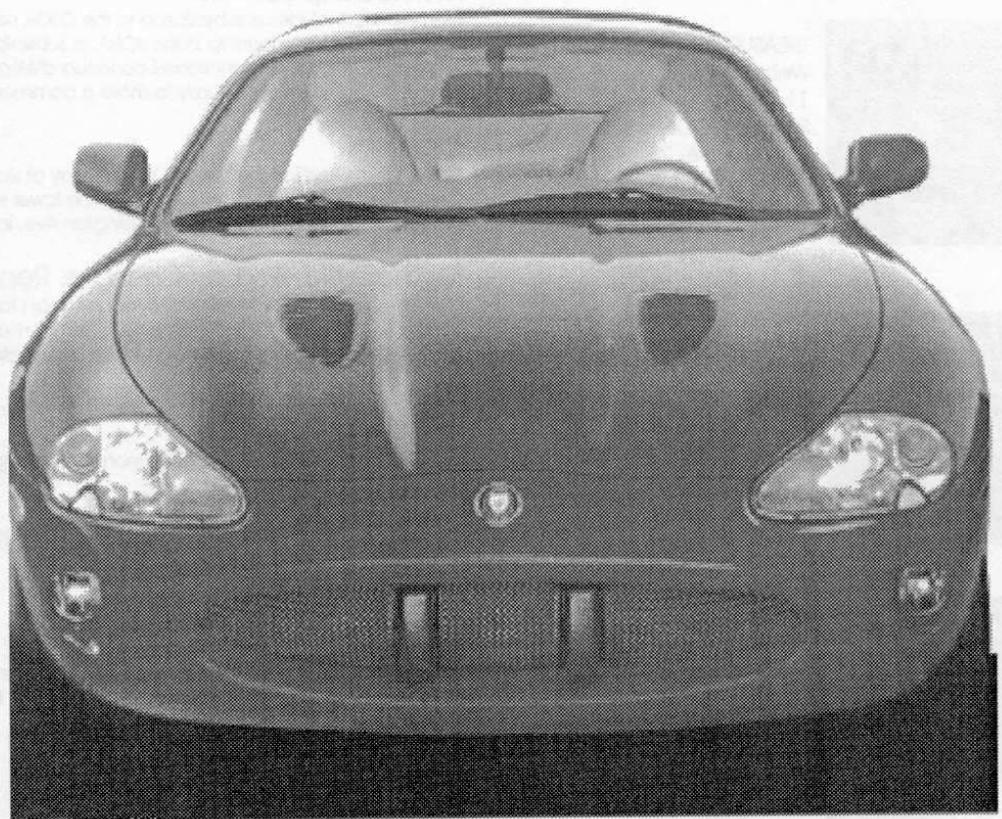
Sunday, June 18  
Classics for Cancer

Sunday, June 25  
OJOA Concours

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## XKR Impressions



See Page 11

**Special Thanks to Arthur Goeldner for his outstanding effort in preparation and circulation of this newsletter for the past 15 issues!**



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 1962 E-type roadster

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

### Membership Benefits

Membership includes a subscription to the OJOA newsletter, *The Ontario Jaguar*, the OJOA referral service, membership in the JCNA, a subscription to the JCNA's *Jaguar Journal* magazine, eligibility to enter JCNA sanctioned *concours d'élégance* and events, all OJOA monthly meetings and events, and an opportunity to share a common interest with other Jaguar enthusiasts.

### Meetings

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

### Membership, Address Changes, Renewals

Membership in the OJOA costs \$50 for one year (January thru December). Ownership of a Jaguar or Daimler is not a prerequisite. Send all membership applications, address changes, and renewals to the Membership Director. An application form appears on the last page of the newsletter.

### Merchandise

The OJOA has regalia for sale at all monthly meetings and events:

Windshield Decal	\$1
Cloth Jacket Patch	\$5
Lapel Pin	\$5
Plastic "Jaguar Parking Only" Signs	\$10
Chrome/Bronze Die-Cast Club Car Badge	\$40

### Advertising

Commercial advertising is welcome. Contact Arthur Goeldner, [905 842 3340, Fax - 905 815 9038; e-mail to arthurgo@interlog.com] for details. Below are rates for the year 2000:

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
On site photos (optional)	\$40	\$120

See the back inside cover for information on placing classifieds.

### Additional Contacts

Chief Concours Judge	Chris Coolebrook	905 338 3994
Concourse Chairman		
Spring Blossom Run Organizers	Fred Hill	905 648 1800
	Paul Turcott	905 945 8386
Summer Run Organizer	Betty & Peter Harris	416 233 2677
Fall Regularity Run Organizer	Linda & Murray Smith	519 853 1499
Advertising Manager	Arthur Goeldner	905 842 3340
Merchandise/Regalia Sales	Web Vance	416 321 4918
Referral Service	Arthur Goeldner	905 842 3340
Jaguar Archives (JDHT)	Karen Millar	914 221 0293
JCNA Regional Directors	Robert Stevenson	734 455 5039
(North Central Region)	Dick Howe	847 392 8664

## Upcoming Events

**Wednesday, February 9<sup>th</sup>, 20:00 h.**

### **OJOA's Monthly Meeting**

Montgomery's Inn, Dundas & Islington,  
Toronto

Meeting topic & speaker to be announced

**Friday, February 18<sup>th</sup> to Sunday, Feb. 27<sup>th</sup>**

### **Canadian International Auto Show**

Metro Toronto Convention Centre  
Show open daily from 10:30 to 22:00 h. Lots  
of parking but be prepared to pay a premium  
closer to the Convention Centre.

**Wednesday, March 8<sup>th</sup>, 20:00 h.**

### **OJOA's Monthly Meeting**

Montgomery's Inn, Dundas & Islington,  
Toronto

Meeting topic & speaker to be announced

**Wed., March 22<sup>nd</sup> to Sunday, Mar. 26<sup>th</sup>**

### **JCNA Annual General Meeting**

Sutton Place Hotel, Vancouver, BC  
Key dates for attendance are Friday, Mar.  
24<sup>th</sup> and Saturday, Mar. 25<sup>th</sup>.

See notice in adjacent column for details.

**Wednesday, April 12<sup>th</sup>, 20:00 h.**

### **OJOA's Monthly Meeting**

Montgomery's Inn, Dundas & Islington,  
Toronto

Meeting topic & speaker to be announced

**Sunday, April 16<sup>th</sup>, 10:00 to 16:00 hr.**

### **Ancaster British Sportscar Flea Market & Car Show**

Marritt Hall, Ancaster Fair Grounds  
Highway #53, Ancaster, ON

Lots of free parking, many vendors and exotic  
vehicles.

## **A.G.M. 2000**

### **THE NORTHWEST EXPERIENCE**

The First JCNA AGM of the new millennium

Canadian XK Jaguar Register, Vancouver, BC will be hosting the 42nd JCNA Annual General Meeting, March 22 to 25, 2000. The location is one of Vancouver's premier hotels. The Sutton place Hotel will bring to mind all of the warmth and charm one would expect to find only in the stately manors of long ago. Exquisite Five Diamond service amidst European elegance.

Vancouver, BC offers a variety of interesting sightseeing venues. Day outings to Victoria, Capital of BC, home of the famous Butchart Gardens. An hour and a half drive from Vancouver is one of North America's top ski resorts, Whistler/Blackcomb. Vancouver has a number of attractions within its downtown and surrounding areas for those of you who don't want to venture too far from the host hotel!

#### AGM Schedule

March 22	Registration
March 23	Registration and Free Day
March 24	Board of Directors Meeting Planned activities for non- Directors in Vancouver area XK 120 Seminar Cocktail Party at BAS Ltd.
March 25	AGM Seminars
March 26	Farewell Brunch

Special rates have been obtained at the Sutton Place Hotel of \$156.00/night single or double. Approximately US \$99.00. For reservations call 1-800-961-7555 and mention the Canadian Jaguar Club.

Further information available from Doug Carr, northwest regional director at 604-582-4083 or you can e-mail at: carrsden@sympatico.ca.

## 1998 OJOA Award Winners

by Peter Harris (photos by Arthur Goeldner)

At the Annual Awards dinner which was held this past November, Brian Jamieson presented the following awards in recognition of member's achievements:

Award	Recipient	Criterion
Competition	Andy & Steven Moore	This driving award goes to a member who skilfully races a Jaguar powered vehicle.
Freeman Trophy	Fred Hill	In memory of Robert Freeman, who was a long time club member, this award goes to a member who made an extraordinary contribution throughout the year.
Most Active Member	Linda & Murray Smith	For attending/participating in the most club events.
Most Active New Member	Ron Sproule	Most events attended by a new member
Most Improved Jaguar	Bruce & Bess Davis	To a member(s) who's Jaguar has shown the most improvement at the Concours and has done a large part of the work themselves.
Rampant Crank	the late David Golding	For winning the Fall Regularity Run.
Award of Nine	Not awarded in 1999	To a member who competes in a series of JCNA sanctioned concours and whose marks are top flight



**Bruce Davis - Most Improved Jaguar**



**Fred Hill - Freeman Trophy**



**Andy Moore - Competition Award**



**Ron Sproule - New Member Award**

**OJOA Monthly Meeting** - January 12, 2000  
Montgomery's Inn, Etobicoke  
by Bruce Davis

Peter Harris opened the meeting with 37 members, executives, and guests in attendance. Web Vance, on vacation in Florida, was unable to be present. This being our Annual General Meeting (AGM) the meeting was kept rather short in order to accommodate the election of the new executive.

Bruce Davis, covered several items

- \* we received an appreciation card from Susane Golding following the recent death of her husband David.

- \* the like new Haynes repair manual contributed by Michael Reed was offered to those members present and was graciously accepted by Paul Turcotte.

- \* a copy of the official press release on the XKF concept car - the possible E Type successor was briefly described and given to our new News Editor, Gordon King for inclusion in our February newsletter.

- \* a fax received from Germany, covering a metal sculpture on Jaguars was mentioned and placed on the information desk.

Peter presented the "most active member" trophy to Murray and Linda Smith as they were unable to attend the Awards Banquet - this award was based on the ubiquitous Blue Book. This was followed by the award of the Robert Motors Cup - for the car receiving the highest score at our 1999 Concours - to Cy Carrick. Like wise Cy and His wife Ruth were unable to attend the Awards Banquet.

In the absence of Web, Peter passed out copies of the 1999 Annual Statement of Revenue and Expenses followed by a run down of the pertinent items. The Concour d'Elegance was seriously threatened by a heavy rain which thankfully tapered off to sunshine in the afternoon. However the damage was done - the number of show cars was down and the public attendance was likewise decimated. This had a negative impact on our revenue for the year.

**TECHNICAL QUERIES :-** a member has a power steering leak and asked for feed back from other members re the use of Lucas additive. This product comes from California and is claimed to address the problem of minor leakage. A fellow member (Ken Mason) said that he had good results with the product but could not give a long term report.

Another member asked about the results of the Car of the Century contest. Peter gave a short run down indicating that although Jaguar had two cars in the final 25 were ousted in the final five. The Ford Model T was the Car of the Century.

Brian Jamieson mentioned that a member called him regarding the sale of a MK1X. He also gave a short report on the Concours.

Dorothee Anne McLean, our Membership convener, was busy receiving the annual fees from members. The fees for the year 2000 are now due. Our membership stands at close to 200. A proper count will be given at the February meeting.

Fred Hill, our Activities Convener, advised the February meeting will feature a Jaguar Video. This is based on the possibility of inclement weather and could result in a no show of a speaker and or members.

Peter thanked the members of his executive, and the general membership, for the faith and support they had given him over the past year. He then turned the gavel over to Cy Carrick who acted as nominating chair. The results, all elected by acclamation, were :

President	Peter Harris
V.P. & Activities	Fred Hil
Treasurer	Web Vance
Secretary	Bruce Davis
Membership	Dorothee Anne McLean

Peter thanked Arthur Goeldner for a job well done as News Editor and welcomed our new News Editor Gordon King. Peter also thanked Brian Jamieson for his untiring efforts in the success of our Concour d'Elegance over the past five years. Due to business pressures Brian has stepped down as V.P. but will continue to assist the membership chair in the computer listing of the members.

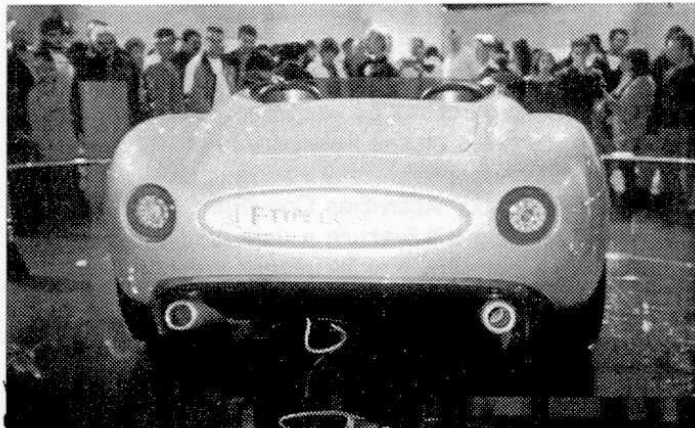
Peter asked the meeting be adjourned. Moved by Peter Idzerda and seconded by Chris Powell.

Following a short break Paul Turcotte turned on his slide projector and gave a most interesting and entertaining picture review of our various club activities during the year of 1999.

## Car Show in Detroit

By Peter A. Idzerda

My son and I left Dearborn, where I was visiting, at noon on Sunday, 9 January. Half an hour later we were very lucky to find a parking spot for US\$7 in Detroit, a ten minute



(admission US\$10).

On the previous day, the TV reported a record attendance of 118,000 people and we could see this Sunday would be no less (128,000 reported the next day) because we had to line up to see the cars, particularly the BMW, Mercedes, Rolls and of course the Jaguar.

It took me ten minutes to get into position to photograph the much anticipated Jaguar F-type. The public reacted very favourably with many ooh's and ah's -- what style, what simplicity!!!

Naturally, I don't expect my pictures to show the real beauty of the car but at least they will provide an idea. [See pictures on pages 6 & 7 for other views, ed.]

Additional items from the Detroit News indicated that, The North American International Auto Show, while open one day less than in previous year, set an attendance record (802,300 admissions).

New twists this year included:

- \* Exhibits that continued to grow skyward. There were 17 two-level exhibits, one three-level exhibit (Volkswagen) and 53 separate brands. These double-decker stands added an additional 106,000 square feet of space to Cobo Center's 750,000 square feet.

- \* Two amphitheatres were featured. Ford Motor Co. had a 350-seat Rotunda and GM offered a 800-seat theatre-in-the-round with a stage that could accommodate five vehicles at a time.

- \* Of the 53 exhibits, the GM Experience was the largest at 164,456 square feet. However, GM's total space was approximately 20% less than its combined brand space at the 1999 Detroit show. That allowed larger exhibits by several other manufacturers.

- \* This year's show featured several first-time exhibitors, including Daewoo, Rinspeed, Holden, Opel and Vauxhall.

- \* During press days, an estimated 6,000 journalists from around the world visited the show.

High-tech accessories are reinforcing the futuristic image of a new century's vehicles. Visitors

saw innovations such as the OnStar Navigation and night vision systems on the 2000 Cadillac Seville, Internet access on a Ford concept model called 24:7 and a sophisticated voice control unit from Jaguar. Many were impressed by their first glimpses of the latest technology, which includes side air bags, Global Positioning Systems and ultrasonic bumper sensors that warn drivers if they're backing toward an obstruction. But one new gadget -- in-car Internet connections -- drew criticism. The National Highway Traffic Safety Administration has targeted driver inattention while using a cellular phone as the most frequent cause of accidents and some consumers fear that links for portable computers could add to the problem.

## Carriage Driving Classic

By John Collins

The Canadian Carriage Driving Classic



event was held over the weekend of July 10 and 11 at Traylee Veterinary Estate, just south of Highway 9 west of Airport road. After many years of knowing about it, I finally decided to attend on Saturday afternoon, and found it to be a delightful way to while away a couple of hours.

This is predominantly a horse event, the carriage component being the second largest into the world, after Walnut Hills in the states. It spans four days having begun the previous Thursday. The range of vehicles is vast, from small single horse buggies (not to be confused with Austin Healey Sprites) to four-in-hand stage coaches. The finish on many of the carriage would cause them to place well in any concourse. And whomever laughs at antiquated buggy whip manufacturers should think a gain - the cheapest whip and I saw was \$170, and some were tagged at \$550.

The auto turnout, at least on Saturday afternoon, was modest. I arrived at about 2 p.m., and my number was only 33. I parked next to a Sovereign of identical colour and interior to mine, and almost the same vintage. Coventry Lane, a sponsor this year, had several new ones available for inspection. The overall winner was a Triumph Spitfire painted in camouflage colours, with an RAF roundel on the door, and with insignia similar to those used on the fighters which had downed German or Japanese aircraft. It seems just a little poignant that what remains of Triumph is now part of the BMW group!



### Birkshire Automobiles Jaguar Service Specialist



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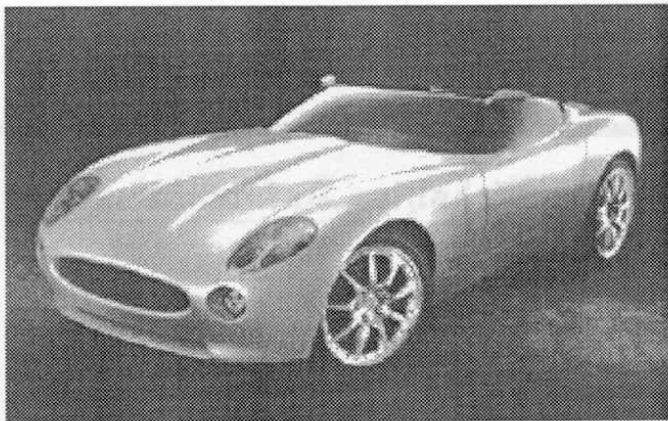
## JAGUAR F-TYPE CONCEPT ROADSTER DEBUTS IN DETROIT

Jaguar's new F-TYPE CONCEPT roadster was unveiled at the North American International Auto Show in Detroit. Inspired by the XK180 concept car revealed at the Paris Salon in 1998, Jaguar designers set out to create the ideal, compact Jaguar roadster, evoking the spirit of the legendary E-type.

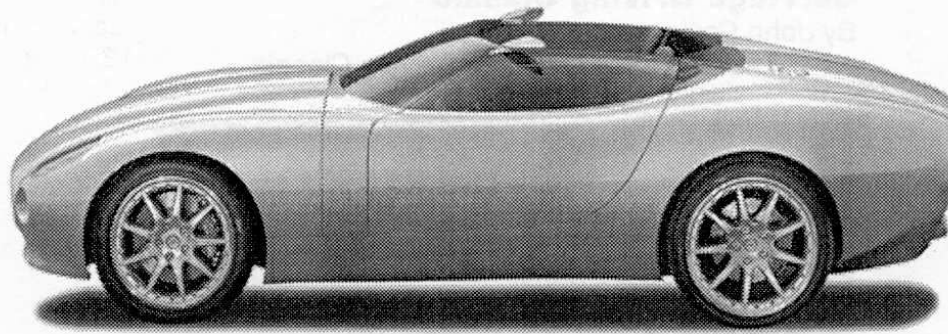
The F-TYPE CONCEPT, the most compact Jaguar sports car in more than forty years, presents the company's ideas for a roadster that would take Jaguar into a new segment of the global market. Presentation of the car at international auto shows will help gauge the public's reaction to the concept of a dynamic, technically advanced, Jaguar roadster.

Commenting at the reveal at the Detroit Show, Jonathan Browning, Jaguar's Managing Director, said, "The F-TYPE CONCEPT roadster is an exercise in pure Jaguar sports car design. Its purpose is quite simply to provoke reaction from current and potential customers. With the F-TYPE CONCEPT, the world is our focus group".

The design team with the responsibility for creating the F-TYPE CONCEPT was led by Keith Helfet, whose track record includes the XK180 concept car and XJ220 'super car'. He was therefore ideally qualified to execute the brief to create "an uncompromised Jaguar roadster". Work commenced under the direction of the late Geoff Lawson, Jaguar's Director of Styling, who died suddenly in June 1999.



The project was completed under the aegis of the new Director of Design, Ian Callum, who says the F-TYPE CONCEPT is a tribute to Geoff Lawson. "Sadly," he said, "This car is the last to bear Geoff's



inimitable stamp. It is a fine example of the standards we will strive to maintain."

While XK180 was designed around existing mechanical components, which exercised constraints on the car's size and layout, there were no such limitations on the roadster concept. Helfet and his team were able to create a car that is more compact than XK180 and 25 inches (645mm) shorter than the XKR, on which XK180 was based. It is also four inches (100mm) narrower than both cars.

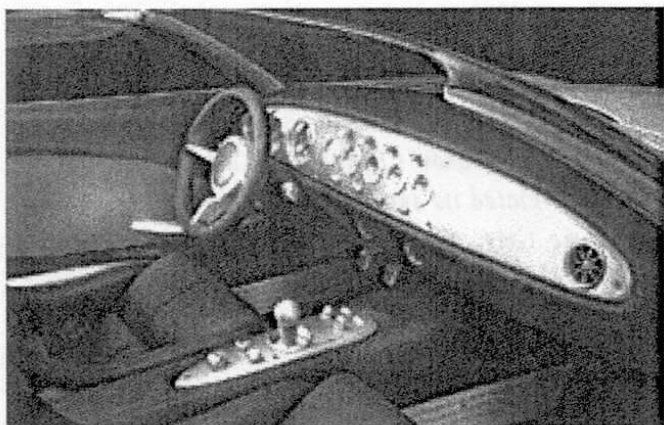
The design team set out to produce a shape that is contemporary, functional and distinctively Jaguar. To fulfil Jaguar's core engineering value of equal weight distribution for excellent dynamic performance, the concept dictated both a long bonnet and a cockpit which sits in the ideal position relative to the wheelbase. The resulting design achieves the balanced proportions of a traditional Jaguar sports car, evocative of the seminal E-type.

Helfet was careful, however, that the new design should have its own personality and not become a pastiche of the '60s car. "Designing in the Jaguar style is an instinctive process," he said, adding, "Heritage is an inspiration, but not more than that."

Jaguar design is always up-to-the-minute in terms of technology, and just as the E-type was one of the first mass production cars to be shaped by aerodynamics, the F-TYPE CONCEPT also features aerodynamic aids for optimum dynamic performance. The nose of the car carries a 'splitter', a low-set aerofoil designed to move automatically with increasing speed in order to increase downforce. At the rear, a fixed diffuser tunnel also uses increasing speed to generate additional downforce.



The distinctively styled headlamps employ an adaptation of the latest 'Baroptic' light guide technology in a unique multiple-element cluster. The ultra compact rear lamps, pioneered in the XK180, use LED (Light-emitting diodes) technology to deliver high performance and a unique 'jewel-like' appearance.



The interior of the F-TYPE CONCEPT, similar to that of the XK180, also draws its inspiration from the functional simplicity of the aluminium "Lightweight" E-type, specially built for racing in the early '60s. In keeping with the roadster theme, the minimalist interior conveys simplicity and practicality. True to Jaguar roadster tradition, the switches and controls are designed to have a utilitarian elegance. Working under Helfet were two young designers, Adam Hatton and Pasi Pennanen, who were responsible for much of the interior detail. Drawing on the engineering craft skills within Jaguar, switches and cockpit fittings are fashioned from solid aluminium, to provide a unique, precision-engineered tactile quality.

The F-TYPE CONCEPT does not sacrifice practicality for appearance. Packaging, construction, accommodation, luggage space, legal requirements on a world scale and the ability to turn the design into production reality were all considered during the creation of the car. Jaguar designers ensured that this concept car could be made production-ready without sacrificing its roadster spirit.

The new Jaguar is designed to accept a range of powertrain options, starting with the 240 horsepower AJ-V6 engine successfully introduced in the S-TYPE saloon, while a supercharged version with around 300 horsepower is also a possibility. Automatic or manual transmissions would drive the rear wheels, while all-wheel drive is a production-feasible option.

Jaguar is synonymous with the excitement of sports cars, sports car style and sports car

performance, complemented by an illustrious record in international motor sport. From the XK 120 through the race-bred C and D-types to the original E-type, Jaguar sports cars shared a purity of form, function and performance. The creation of the F-TYPE CONCEPT roadster, together with a return to the race tracks of the world through Formula One, the pinnacle of motor sport, reaffirms Jaguar's strategic emphasis on sportiness and excitement.

"The F-TYPE CONCEPT is a clear signal of Jaguar's intent to return to the true sports car market in which we were so successful in the 1950s and 60s," commented Jaguar's Managing Director, Jonathan Browning. "Complementing the recently launched S-TYPE compact saloon and, next year, the new X400 small saloon, the F-TYPE CONCEPT would attract a new generation of younger sports car buyers, both male and female, to the Jaguar marque."

*Jaguar World News*

### JCNA Annual General Meeting - 2000

March 22-26, Vancouver, BC

Have your voice heard by attending - its not often the AGM comes to Canada so lets try to get some OJOA members out.

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## V.S.O.P. Superior : CSPC No. 897587 Now in Stores

This VSOP is one of the best in its category and contains older cognacs than in a regular VSOP. The "crystal clear" decanter is a pure presentation, symbolizing the quality of this cognac.

Average tasting age: 12 years.



## X.O. : CSPC No.708552 Available in Vintages

The best quality, a Feline in 24K gold painted. This X.O. is both ardent and delicate, with full aromas. The blend only contains Petite and Grande Champagne, the best crus of the Cognac limited area.

Average tasting age: 20/20 years.

A.C. Meukow  
Estd 1862  
PRODUCT OF FRANCE

## JAG'S XKR READY TO BATTLE PORSCHE, MERCEDES

**By David Booth**

FOR THE RECORD

Five minutes into his speech introducing Jaguar's latest supercar, the XKR, Mike Dale, president of Jaguar North America, troops out his patented, "Who'd of thunk it?" story.

One can't blame Dale for his exuberance. Jaguar had sunk to depths few other auto manufacturers, let alone luxury marques, could imagine in their worst nightmares.

Tales of Jaguar unreliability are legendary, so when Dale quotes statistics like Jaguar being the leader in J.D. Powers Initial Quality Survey, he does so with the pride most males reserve for the toasting of their first born.

Though he's about to retire (rumour has it that parent company Ford is eager for him to reconsider and stay on an additional 2 years), the flame of ambition still burns deep within Dale, and this mild boasting leads back to his recurring theme – lifting Jaguar from its current bit player status to a full-fledged competitor to BMW and Mercedes-Benz.

Long a two car company., the addition of the S-type this year and the arrival of the X 400 3-Series competitor next year will move the English company into the upper echelon of luxury cars. Even a bit player like the XKR plays a role in Jaguar's grand ambition, taking on Mercedes' SL500 and Porsche's 911 on a footing the base XK8 can't.

That's because of the simple addition of a supercharger beneath the XKR's now-louvered hood. It's the same four-litre V8 that grace isn't the flagship XJR sedan and it transforms a competent if velvety-smooth V8 into a fire-breathing ground-pounder.

The XK8's 290 horsepower may be average in the mega-buck, supercar bracket, a but even in this rarified segment, the XKR's 370 horsepower demands respect.

More importantly, according to Dale at least, is that the XKR's drive train feels more sophisticated than its two competitors.

That the Jag is smoother than the racy Porsche is no surprise, but trumping Benz's silky SL500 is no small accomplishment.

In fact, the XKR gets my vote as the best V8 power package in the biz, no small feat for a company, that according to its own president, was building junk ten years ago.

The XKR's other performance advantage compared with the base XK8 lies in the suspension department, specifically the addition of Jag's Computer Active Technology Suspension (CATS).

Using some lateral acceleration sensors and other high-tech wizardry, the XKR's "brain" actually determines how fast you're cornering, and adjusts the suspension accordingly. Thankfully, you can't feel the XKR think, but you can tell that it corners much flatter than the base coupe.

Along with the XKR's extremely rigid body, the CATS system is responsible for the JAG's smoothing highway ride.

This is a car meant to four long, fast highway drives, where the destination used nearly an excuse to put some miles beneath your wheels. Supreme comfort is a Jaguar tradition and the XKR doesn't disappoint.

Other changes that round off the XKR package include a 320-watt audio systems with digital signal processing, a rear deck-lid spoiler, larger 18-inch wheels and the wire-mesh front grill.

These last three are the only indicators of the XKR's special status compared with the base car.

Having driven past a number of XK8s without causing even a second glance, the R-version's exterior styling cues would seem a tad modest for its elevated station.

Certainly Jaguar owners are a traditional and hoary lot, not wont to make public displays. But having just spent over \$100,000 (\$102,950 for the coupe, \$110,950 for the convertible), I'm sure they don't want their expensive roadburner mistaken for the low-rent version.

Faster and stronger, the XKR only needs to be a little more striking. As the flagship for all of Jaguar's sports cars (and the fastest they've ever sold in North America), the XKR more than competes with the best of Mercedes and Porsche. That would have been unimaginable 10 years ago.

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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. OJOA and other JCNA affiliated club members may advertise at no charge. Non-members must pay a \$15.00 fee per ad. All classified ads run for 2 consecutive issues, after which they can be renewed if requested. Photos can be included at no additional cost. Please contact the newsletter editor, Gordon King, (phone: 519 824 0787 or e-mail: gking@aps.uoguelph.ca) to place your ad today!

## CARS FOR SALE

**1968 420**, \$12,500. Last of the pre-XJ saloons. Black/biscuit, automatic. Seller will certify. No rust anywhere. Excellent condition!



Great driver. New mufflers and resonators. Older authentic restoration. Judged at numerous OJOA Concours. Call Lawrence Kirkham at 905-338-9805 (evenings and weekends).

**1969 420G**, navy blue with grey leather interior. In good condition. Right hand drive, 4.2L auto, 57,000 miles. Over \$20,000 invested. Owner retired. Engine and transmission rebuilt. New brakes, new tires. Shop manual and history available. Priced at \$6,500. Call Peter Idzerda at (B): 905-731-1299, (H): 416-444-1142.

**1984 12-cyl. VDP**, daily driver until last June, except in winters, needs T.L.C. Asking \$7,200. Call Alfred at 416-225-0914.

**1990 Majestic** by Vanden Plas. \$14,600.

75,000 miles. Regency Red. Magnolia interior with crimson piping. "JCNA Class" condition. Sony 10 CD player. Lattice Majestic wheels.



Jaguar alarm. Emissions passed. Certified. Trade-in welcome. Warranty available. Recommended by Laurence Kirkham. Call 905-330-5086.

**1991 Sovereign**. \$14,800. 122,000 km. Dark Blue/Doeskin. "JCNA Class" condition. Full service history. One lady owner. Jaguar CD. Emissions passed. Certified. Trade-in welcome. Warranty available. Recommended by Laurence Kirkham. Call 905-330-5086.

**1991 Sovereign**. \$14,800. 124,000 km. Black/Doeskin. BBS Gold wheels. Jaguar CD. Emissions passed. Certified. Trade-in welcome. Warranty available. Recommended by Laurence Kirkham. Call 905-330-5086.

## MISCELLANEOUS

**European Auto Mechanic** wanted for Bosch Service Centre in the Grand Cayman Islands. Must be experienced in all make European cars including Mercedes Benz, BMW & Jaguar with a strong background in electrical and air conditioning. Send resume of qualifications and experience to: The Managing Director, Auto Craft Ltd., P.O. Box 444GT, Grand Cayman, Cayman Islands. Tel: 345-949-2046, Fax: 345-949-2745.

**Heated Storage in Milton**. \$125/month. 4 spots available, 24 hour access, secure area. Call 905-330-5086



# ONTARIO JAGUAR OWNERS' ASSOCIATION

## Year 2000

### Membership Application

- New  
 Renewal

NAME

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

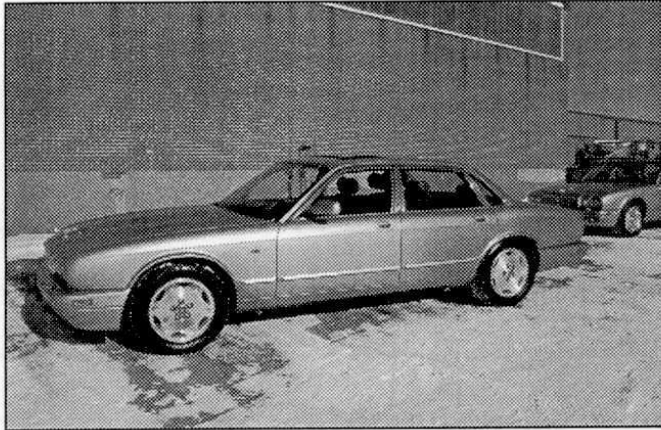
**Annual Membership Fee: \$50.00**

*Mail this form along with payment to:*

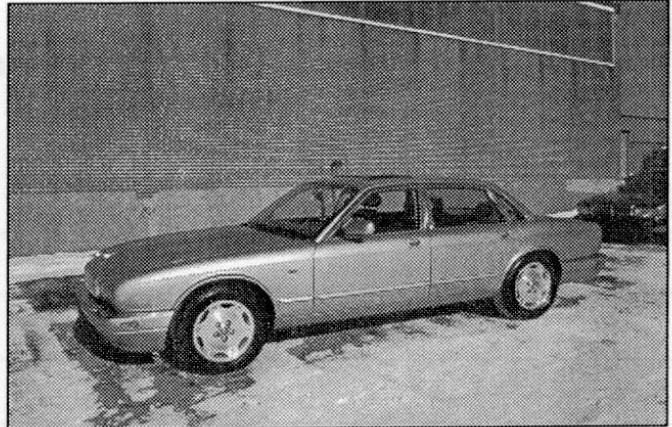
**Ontario Jaguar Owners Association  
Dorothee Anne McLean  
6 Osler Cressent  
Collingwood, ON  
L9Y 3C1**

# AUTO SHOWPLACE

SPECIALIZING IN LATE MODEL USED JAGUARS



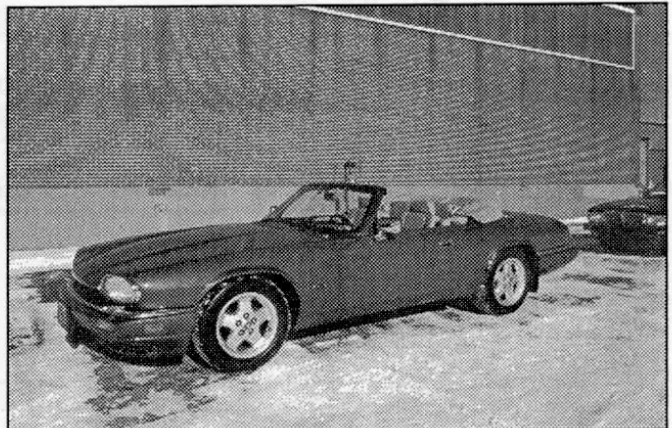
95 XJ6, ice blue, 125,000 km, \$25,950, includes 3 year powertrain warranty



95 XJ6, topaz, 95,000 km, \$27,950, includes 3 year powertrain warranty



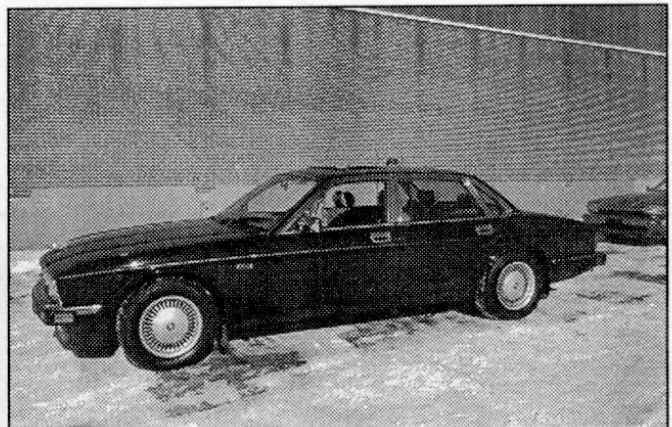
95 XJSC cabriolet, topaz, 65,000 km, \$37,950, includes 3 year powertrain warranty



94 XJSC cabriolet, flamingo red, 95,000 km, \$25,950, includes 3 year powertrain warranty



93 XJ6 VDP, ice blue, 98,000 km, \$18,950, includes 3 year powertrain warranty



93 XJ6 Sov, B.R.G., 118,000 km, \$16,950, includes 3 year powertrain warranty

4279 Steeles Avenue West, North York, Ontario M3N 1V7  
Tel: (416) 661-3444 Fax: (416) 661-3736