
THE ONTARIO



JAGUAR

Volume 11, Number 6 - December, 2000

Events Calendar

Sunday, December 3rd
Flea Market - Airport Road

Monday, January 1st
Start of a new millennium

Wednesday, January 10th
OJOA Annual Meeting

January 13th to 23rd
Detroit Auto Show

Wednesday, February 14th
OJOA Monthly Meeting

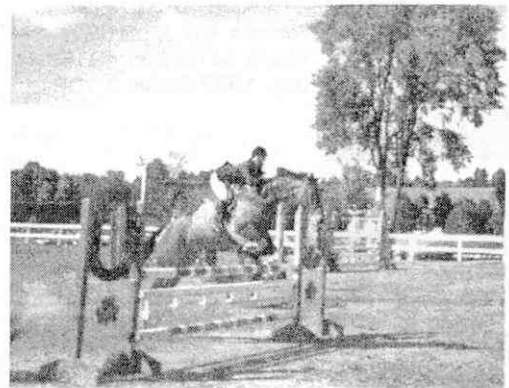
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Equestrian Outing

Betty Harris (text) & John Erskine (photos)

Members who came out to the York Equestrian Centre enjoyed a new venue with spacious parking as they roamed about taking in the various activities or having a good chat by the impressive row of Jaguars. Dog lovers enjoyed the relay competition involving a horse and rider from one of the international jumping teams partnered with a superdog. Those who follow the Equestrian Jumping Competitions at Spruce Meadows were pleased to see many of their favourite competitors in action at this Tournament of Champions show. A smug few even managed to do some Christmas shopping in the Trade and Craft Marquee. Morning weather was partially overcast and nippy. However, things improved as the day progressed and we drove homeward under cloudless skies.



A dip of the bonnet to John Welch for organizing this event.





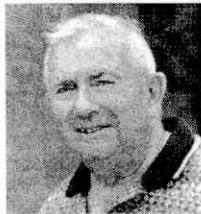
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The Ontario Jaguar

Volume 11, Number 6 - December, 2000
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The Ontario Jaguar is published six times a year. All members are invited to submit articles, stories, or photographs to the Newsletter Editor.
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The Ontario Jaguar Owners' Association (OJOA)

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

Membership Benefits

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

Meetings

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

Membership, Address Changes, Renewals

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

Merchandise

The OJOA has regalia for sale at all monthly meetings and events:
Windshield Decal - \$1 Cloth Jacket Patch - \$5
Lapel Pin - \$5; Plastic "Jaguar Parking Only" Signs - \$10
Chrome/Bronze Die-Cast Club Car Badge - \$40

Advertising

The Ontario Jaguar welcomes commercial advertising. Contact the Editor for details. Below are rates for the year 2001:

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

Contact the newsletter editor for information on placing ads in the classified section.

Additional Contacts

Chief Concours Judge	Chris Colebrook	905 338 3994
Concours Chairman	Fred Hill	905 648 1800
Spring Blossom Run Organizers	Paul Turcott	905 945 8386
	Betty & Peter Harris	416 233 2677
	Linda & Murray Smith	519 853 1499
Summer Run Organizer	Web Vance	416 231 4918
Fall Regularity Run Organizer	Arthur Goeldner	905 842 3340
Advertising Manager	Karen Millar	914 221 0293
Merchandise/Regalia Sales	Robert Stevenson	734 455 5039
Referral Service	Dick Howe	847 392 8664
Jaguar Archives (JDHT)		
JCNA Regional Directors (North Central Region)		

Upcoming Events

Sunday, December 3rd

Antique Cars and Parts Flea Market
International Centre, Airport Road, Mississauga.
Sponsored by the Historic Automobile Society of
Canada - York Region. Admission: \$3.00

Monday, January 1st

Start of a new millennium!
Please renew your OJOA membership.

Wednesday, January 10th

OJOA Annual General Meeting
Montgomery's Inn, Dundas & Islington, Toronto
Come forth with your ideas on future activities
or directions for our club.

January 13th to 21st

The 2001 International Auto Show
Cobo Center, Detroit, Michigan. Many new and
concept vehicles on display from Saturday, Jan.
13 to Sunday, Jan. 21. Show Hours are from
10am to 10pm. Admission - Adults: \$14 (\$10
US); Seniors (65 and older): \$7 (\$5 US).

Wednesday, February 14th

OJOA Monthly Meeting
Montgomery's Inn, Dundas & Islington, Toronto

Autophile

MODELS BOOKS

We have moved to a new & larger
premises at:

**850 Eglinton Ave. East
Toronto, Ont M4G 2L1
(at Laird Drive)**



TEL/FAX 416-425-1555

Richard Stafferton



OJOA member's vehicles at the Tournament of
Champions horse show.



OJOA Monthly Meeting - Oct. 11, 2000
Montgomery's Inn, Etobicoke - By Bruce Davis

We had a turn out of 30 members - Vice President Fred Hill was unavoidably absent .

The secretary, Bruce Davis, read a letter from Cy Carrick thanking the club for their kind words of encouragement and for the plant they had sent him. We are looking forward to seeing Cy at an upcoming OJOA meeting.

In our last newsletter we mentioned that Gerald Molloy had lost a leg and could no longer use the standard tranny in his 1971 series 111 E-Type and that he hoped he could swap his car for an automatic. Our member in Sudbury , James Young, read the article and contacted Peter Harris - he has a 71 series 111 E-Type and is anxious to transfer to a standard. The nitty gritty of the details of the switch have yet to be ironed out - we shall keep you posted.

Dorothee Anne McLean reported that we, as of this evening, have a paid up membership of 183, auguring well for a good year ahead.

Web Vance declared our bank balance to be in a good standing.

In the absence of Fred Hill, Peter Harris gave a run down of past and future club events.

British Car Day was well attended with a record number of Jaguars attending. Our members received a 2nd for Brian Jamieson and a 3rd for Fred Hill in the XJS class, a 1st for Walter Smith with his MKV and 1st for ED Schnarr and 2nd for Nelson Burkhart in the 6 cylinder E-Type class.

The Fall Regularity Run was a great success with 1st place going to Paul and Carol Turcotte and a 2nd to Nelson Burkhart. A warm round of applause was given to Murray and Linda.

The Awards Banquet is on Saturday, November 25 and tickets are \$45.00 per person. Contact Bruce Davis for tickets.

Peter Harris asked if there were any technical queries or problems:
Jack Cliff mentioned that he had used a

proprietary product in the obligatory Provincial Emission Test. Both his '89 Jag and '87 Olds passed but he admits he does not know if they would have been ok without the additive. He is to prepare a short story for an up coming OJOA newsletter. We would like info on other members' experiences for inclusion in the up coming article.

The general discussion on the topic of Emissions Testing seemed to support the use of a tankful of Sunco Premium gasoline as it is supposedly lower in sulphur content.

A member discovered his catalytic converter was "empty" and was looking for inexpensive replacements. He was advised to contact AB Imports who apparently recondition used converters at a reasonable price.

Another topic was the repair of air conditioners since new units from major dealers are costly. It was suggested that a general air condition firm may provide a less expensive repair job.

Moved by Ted Sanders, seconded by Arthur Goeldner, the meeting was adjourned.

Following a short break Peter Harris ran a video on the Best of British Series - Jaguar. A fine film with much vintage material.

OJOA Monthly Meeting - Nov. 8, 2000
Montgomery's Inn, By Bruce Davis

We had 32 members present including Peter Harris, Fred Hill and Bruce Davis of the executive.

Peter opened the meeting advising that a number of trophies had been returned but three were still outstanding. These trophies are awarded to various members for different activities during the year. It is essential they be returned to have the new winners names engraved before being awarded at our Awards Banquet.

Peter advised that items of interest must be given to Gordon King, our Newsletter editor, by the 15th of November if they are to be in the next newsletter. Peter showed the press handout on the New Jaguar X car - the kit included many striking photos and a CD disc and Peter turned it

over to Gord King for inclusion in the next newsletter.

Peter brought us up to date, with help from Bob Barrett, on Cy Carrick's condition. He is to commence a new chemotherapy from the States that shows great promise. He also mentioned the tragic death on Sunday, November 5th, of Steve son of Nick of New Life Jaguar, in a motorcycle accident.

Web Vance, our Treasurer, is on a holiday in Arizona and we will hear about his vacation, and the state of our finances at our Annual General Meeting on Wednesday, January, 10th, 2001.

Dorothee Anne McLean, our membership director, could not be at our meeting but advised Peter our membership is currently over 200.

Fred Hill talked about our up coming Awards Banquet being held at the Old Mill, Etobicoke on Saturday, November 25th, 2000. Our guest speaker will be Russ Reynolds of Jaguar Canada who will talk about the new Jaguar.

Our General Meeting is on January 10th, 2001 and we encourage all to attend. This is the election of our new executive. Paul Turcotte will present his slide show of our clubs past years Jaguar events.

Oakville Technician Wins Jaguar Award

For the first time, a Canadian has won an international award as the top Jaguar "wrench" in North America.

Paul Docherty, Jaguar master service technician at Budd's Imported Cars in Oakville, won the Brian Fuerstenau Award, proclaiming Docherty as the best Jaguar service technician in north America at the Jaguar Master Technicians Guild Competition.

The competition consists of a combination of written and practical examinations that test technicians diagnostic and repair abilities. The three top-scoring techs from each service district may then compete at the Jaguar Master Technicians Guild Competition in Mahwah, NJ.

Peter opened the floor to technical queries and problems :-

A member mentioned the rattling sound when his battery was run down - this is quite normal and a new or recharged battery eliminates the noise.

Another member with a 93 XJS was advised his battery bypass and anti-theft device required replacing. At the break several members looked at the car and pointed out he did not have a battery bypass. Rather than hot wire his alarm, he was advised to just turn off the switch.

The electronic display or monitor gives very squirrely results - seemingly signifying a run down battery. This problem disappears when the battery is replaced.

Paul Turcotte discussed his right front noise that eluded him for some time. It turn out to be his brake line in contact with the adjacent tire - discovered when it sprung a leak as it was up on his hoist. Better there than on the road.

Moved by Jamieson and seconded by Smith: the business part of the meeting was adjourned.

Following a short break an Automotive quiz was held by Fred Hill. The winner was Brian Jamieson - the award was a very nice travelling coffee thermos.

Docherty received the Award, named in honour of the acclaimed Jaguar engineer who developed numerous race-winning Jaguars in the '70s and '80s.

[Reprinted from The Record, October, 2000]

Brown's Lane

Quality Jaguar Parts and Accessories

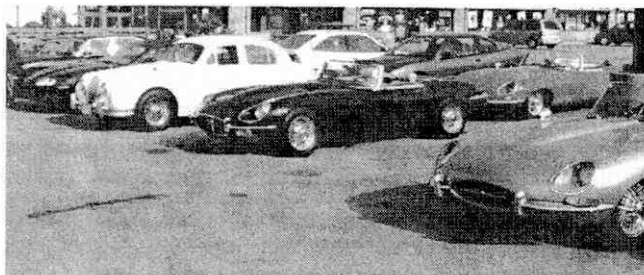
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2000 Fall Regularity Run Results

Rallymasters Linda and Murray Smith



October 1st turned out to be a beautiful day for the fall run with 14 cars and over 30 people showing up for the event. Warm, sunny weather made it an ideal top down day for those with convertibles and a good day for everyone to see the fall colours. The route covered a variety of hilly, twisty roads including the Rattlesnake Point part of Appleby Line north of Derry Road. The infamous riddles reared their ugly heads once again in the questions to be answered along the route, but 'equine in bondage' (a full-sized wooden horse in a garden centre that had been chained down to prevent theft) also gave the rallyists a chuckle. An old, dilapidated MG TD which was rather hard to see was the focus of one of the questions. True to form, all the eagle-eyed car enthusiasts spotted it.

After decades of trying (or does it only seem that way, Paul?), Carol and Paul Turcotte took first place in their Mk I. Always good at questions, Carol was finally able to slow Paul down enough to score well on the time faults. Nelson Burkhart and Ross Hamilton took a well-deserved second place in Nelson's Series I E-type. Third place went to Julien and Pat Brosseau in their Series III E-type. Two special mentions are in order. Ronald Smith and his daughter Tracey in an XK-8 had zero time faults in their first attempt, and Tracey's creative answers to the questions provided some light-hearted moments. In the solo category, Doug MacPherson in his XJS had only four time faults. With a big smile on his face, he asked us to trust him that he had answered all of the questions correctly, even though he had not been able to write them down. If he had not been smiling so much, we might have believed him.

Special thanks go to Fred Hill for presenting the trophies and prizes and to John Taglione for his able, and much appreciated assistance in running

the event. The Crowne Hill Pub in Milton proved to be a wise choice for the starting and ending points. The food, service and cooperation which all of the staff provided was excellent and deserves a sincere thank you.

P.S. On the following Sunday morning, October 8, it was cold and overcast and snow flurries were seen falling on the rally route. Peter Harris did a fine job arranging for the good weather.



Carol & Paul Turcotte presented with the 1st place award by Phil Hill.



Nelson Burkhart & Ross Hamilton
2nd place.



Pat & Julien Brosseau - 3rd place

Jaguar Names New, Compact Sports Saloon - the 'X-type'

Jaguar Press Release - 1 November 2000

Jaguar's all-new, compact sports saloon, which goes on sale next summer, will be called the Jaguar X-TYPE, the company announced today. Previously known only by its engineering codename, X400, the four door X-TYPE is Jaguar's first entrant in the highly competitive, fast growing compact saloon segment, where it will compete with the Mercedes Benz C class, Audi A4 and BMW 3 series.

For the first time on a Jaguar, the X-TYPE features all-wheel drive as standard. This endows the X-TYPE with nimble and sporting driving dynamics, making it a car for driving enthusiasts. Effortless, refined performance comes from V6 engines in either 2.5-litre or 3.0-litre form, both derived from the AJ-V6 power train already successfully proven in the larger Jaguar S-TYPE saloon.

The performance spirit of the new X-TYPE is also reflected in its stylish, contemporary yet distinctive shape, unmistakably identifying it as a Jaguar. In the richly crafted interior, traditional materials blend with technological innovation. The overall feeling of sporting luxury is complemented by the practicality of the generously proportioned interior and boot space. The new X-TYPE, positioned below Jaguar's S-TYPE saloon range in both size and price, will attract a new generation of customers to the Jaguar marque.

"Customers for the X-TYPE typically will be younger than traditional Jaguar buyers with notably different needs. We also expect X-TYPE to attract far more female buyers," said Jonathan Browning, Jaguar's Managing Director. "They may be young professionals, perhaps starting a family, whose cars have to fulfil a multitude of different roles - lengthy motorway trips on business, energetic leisure activities with friends and even the weekly supermarket run. But these are people who require a car to have discernible style and

individuality too. With its unique blend of style and practicality, the X-TYPE fulfils all these needs."

The new X-TYPE establishes Jaguar as a four model line company, accelerating Jaguar's transformation from a niche player into a major competitor in the premium car segment. The smaller, more affordable X-TYPE complements and extends Jaguar's existing range of XJ Series and S-TYPE saloons and XK Series sports cars. Fuelled

by the success of S-TYPE, Jaguar today is selling at record levels around the globe. This year, Jaguar plans to sell over 85,000 cars worldwide. When the new X-TYPE saloon range is in full production, it is expected to more than double Jaguar's total sales.

Designed and developed at Jaguar's Whitley Engineering Centre in Coventry

(England), the new Jaguar X-TYPE will be produced at Jaguar's Halewood plant on Merseyside (England). The new plant is currently undergoing a major re-development programme in preparation for the start of production in the first quarter of next year. The new car goes on sale in the UK and the rest of Europe in the middle of next year, with other market launches following progressively during the second half of 2001.

Commenting on the new X-TYPE, Jonathan Browning said, "As the smallest and most affordable model in the range, the X-TYPE challenges existing perceptions about Jaguar. Appealing to a new generation of customers, the X-TYPE exemplifies Jaguar's new performance spirit, offering a fresh, contemporary expression of Jaguar values in a compact, stylish sports saloon. With all-wheel drive as standard, the X-TYPE is also a car for the driving enthusiast."

Details of the new Jaguar X-TYPE will be revealed early next year.



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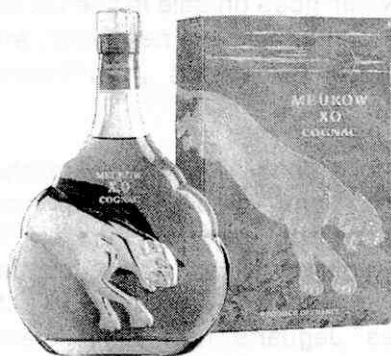
Average tasting age: 6 years.



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Average tasting age: 20/20 years.

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Low Sulphur Gasoline

An update to the article by Dr. Murray Smith in the June, 2000 issue of this newsletter.

What is sulphur and why is it in gasoline? Sulphur, a non-metallic element, is widely found in nature. It occurs naturally in crude oil. Consequently, it is found in products made from oil, such as gasoline.

What is low sulphur gasoline and what are the current levels of sulphur in gasoline? Low sulphur gasoline is gasoline that contains sulphur at an average concentration of less than 30 parts per million (ppm) by weight. Under the proposed regulation, this will be the new level of sulphur in gasoline in Canada effective January 1, 2005.

Current levels in Canada average about 360 ppm, among the highest in the industrialized world. At 530 ppm, Ontario has the highest average level in Canada.

A 1996 international survey found the following levels of sulphur in gasoline:

- France: 430 ppm
- Latin America: 600ppm
- United States: 310 ppm
- Britain: 340 ppm
- Europe (excluding Britain), Asia (excluding Japan) and Australia: 160 to 230 ppm

What happens when gasoline containing sulphur is burned in car engines? Most of the sulphur in gasoline burned in a car's engine comes out of the exhaust pipe as sulphur dioxide and very fine sulphate particles. Both contribute to air pollution. Some of the sulphur remains on the pollution-reducing catalytic converter, reducing its efficiency. Consequently cars using high sulphur gasoline emit more pollutants (nitrogen oxides, hydrocarbons and carbon monoxide) than they otherwise would.

Federal Action

Why should sulphur levels in gasoline be reduced?

Cars that use low sulphur gasoline pollute less. Low sulphur gasoline will improve air quality and reduce health risks for Canadians.

Car manufacturers see high sulphur levels as an impediment to the introduction of low emission vehicles and the next generation of fuel efficient engines. These new engines will help reduce the pollutants that contribute to climate change.

Why not ban sulphur in gasoline completely? Sulphur occurs naturally in petroleum and consequently in gasoline. It is technically difficult and very costly to remove all the sulphur from gasoline. An average of 30 ppm will result in a reduction of more than 90% of the sulphur content in Canadian gasoline.

What is the government doing about sulphur in diesel? Regulations requiring low sulphur diesel came into effect on January 1, 1998. The regulations will help achieve significant reductions of emissions from heavy-duty trucks and buses. Emissions of fine particulates from on-road diesel vehicles will be reduced by 23% and emissions of sulphur dioxide by more than 30%.

What else is the federal government doing about air pollution? The federal government recently approved new vehicle emission standards, which are among the most stringent in the world. It has also introduced regulations which require the use of low sulphur on-road diesel and low benzene gasoline. The federal government also recently published its Phase 2 Federal Smog Management Plan, which outlines many initiatives to reduce emissions of pollutants which cause smog. The reduction of sulphur in gasoline is a component of that plan. The federal government is also working with the provinces and territories to develop Canada-wide Standards for Ozone and Fine Particulate Matter.

Health Benefits

What health benefits can be expected from reducing the sulphur level in gasoline? Independent expert panels on vehicle emissions, atmospheric science and the effect of ambient air on health, studied sulphur in gasoline over a two-year period. Their findings were analysed by a joint federal-provincial Government Working Group (GWG) tasked with making recommendations to the Minister of the Environment. The GWG concluded that sulphur reductions were required. The GWG's report, issued in July 1998, estimates that the reduction of sulphur in gasoline to 30

ppm would prevent, over a twenty year period:

- 2,100 premature deaths,
- 93,000 incidences of bronchitis in children,
- five million other health related incidents such as asthma attacks,
- 11 million acute respiratory symptoms, such as severe coughs and new cases of pneumonia and croup.

Implications for consumers, refiners and independent retailers

How much more will consumers have to pay for low sulphur gasoline? The consumer price of gasoline depends on market conditions and fluctuates constantly. When California introduced low sulphur gasoline in 1996, the average price increased by 1.1 cent per litre. For the average driver, a one cent per litre increase would amount to approximately \$20 per year per car.

What will the impact of low sulphur gasoline be on refiners? Refiners estimate that producing low sulphur gasoline in Canada (30 ppm) would require an investment in equipment of \$1.8 billion and annual expenditures of \$119 million to purchase supplies and operate the equipment. Based on the volume of gasoline sold over the next 20 years, these costs would amount to less than one cent per litre or approximately \$20 per year per car, for the average motorist.

Is technology available that refiners can use to reduce sulphur in gasoline? Well-proven technology to remove sulphur from petroleum products has been in use for several decades.

There are new technologies currently being tested that have the potential to reduce costs for the reduction of sulphur in gasoline by about two-thirds. By the time these regulations would come into effect companies will be able to assess these technological options.

Will refineries close because of the sulphur reduction requirements? A report on competitiveness commissioned as part of the independent panel process estimates the economic viability of three or four refineries in Canada may be threatened as a result of the requirement for low sulphur gasoline. The oil companies will make their own decisions taking into consideration many different factors.

Why is low sulphur gasoline not being required before 2002? Refiners have indicated that they require three years to design and build the equipment required to remove sulphur from gasoline. Therefore, early 2002 is the earliest time at which low sulphur gasoline could be made widely available in Canada.

How will this measure affect independent gasoline retailers? The major concern of independent gasoline retailers is access to alternative supplies of gasoline. Europe provides 84% of the gasoline imported into Eastern Canada, and the proposed regulations are consistent with standards that come into effect in Europe in 2000 and 2005. The fact that Europe is the largest overall source of Canadian gasoline imports has been taken into consideration in setting the level and timing specified in the proposed regulations.

Synchronizing Canada's move to low sulphur gasoline with that of Europe would provide independent marketers with a wider range of supply choices, and enable them to keep their prices in line with those of the major oil companies thus ensuring that they can compete more effectively.

Practices of other countries

What are other jurisdictions doing? Low sulphur gasoline is already in use in Japan. Low sulphur gasoline will be required in all 15 countries in the European Union by 2000 (maximum 150 ppm). By 2005, further reductions will be required in the European Union (maximum 50 ppm), to levels equivalent to those proposed in Canada. The United States is studying the issue and plans to reach a decision in early 2000. The state of California already requires low sulphur gasoline. British Columbia approved a regulation in 1997 setting a level of 150 ppm for the lower mainland effective in 1999, and 200 ppm for the rest of the province effective 2000.

Why doesn't Canada set the same level that the United States does? The science is clear. The reduction of sulphur to 30 ppm is justified to improve air quality and the health of Canadians. The process to develop an appropriate level of sulphur in Canadian gasoline has unfolded over four years, and action is justified now.

The state of California is already at 30 ppm, and the U.S. Eastern seaboard will have an effective limit of 150 ppm in the year 2000.

The United States is still developing its national regulation. A final decision on the level and the implementation time is not expected before 2000.

Europe provides 84% of the gasoline imported into Eastern Canada. This regulation brings Canada in line with European requirements for sulphur in gasoline. This will mean that importers into eastern Canada will continue to have access to supplies from this source.

Why not match the European Union standard of 50 ppm maximum? The Canadian sulphur requirement for an annual average of less than 30 ppm with a maximum level of 80 ppm is approximately equivalent to the European per litre maximum of 50 ppm, which comes into effect 2005. The Canadian requirement provides more flexibility to gasoline producers and importers, allowing them to reduce their costs, while ensuring the same environmental performance.

What do others think is the best course to follow?

The Ontario Medical Association and the Canadian Medical Association support reducing sulphur to 30 ppm.

The Federation of Canadian Municipalities recommends "dramatically lower" levels. The City of Toronto, the Montreal Urban Community and a large number of Ontario cities and towns endorse 30 ppm.

Vehicle manufacturers support the 30 ppm level since the low emission vehicles are designed for low sulphur gasoline.

Gasoline refiners, marketers and independent distributors favour waiting for a decision by the United States on an appropriate level and then matching the American requirements.

From The Green Lane™, Environment Canada's World Wide Web site:

http://www.ec.gc.ca/press/sulphur_b_e.htm

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Recent Auction Results

A recent issue of *Jaguar World* reported on the high prices obtained for Jaguars at the auctions held in conjunction with the Pebble Beach Concourse. Under the headline "XK Prices Sizzle" the article states - "there did seem to be a generally higher price level for Jaguars at all three Monterey auctions. There was also a 100% sale rate of Jaguars offered. What is strikingly different today from the marked increases of the late Eighties is that this apparent change seems to only affect Jaguars. The sales rate for Ferraris, Astons, Healeys and Porsches and so on revealed no change in value or saleability." *Jaguar World* speculates - "Though Monterey brings in buyers from around the world, Northern California is particularly flush with high-tech money. As these prices have been seen only at Monterey, this could be the reason. But if so, why does it only seem to affect the market for Jaguars?"

Sold at the RM Auction on Aug. 18/19 were:

'48 Mark IV Drophead (\$52,800); '51 XK120 Roadster (\$69,300); '52 XK120 SE FHC (45,100); '54 XK120M Roadster (\$73,700); '54 XK120M DHC (\$86,900); '54 XK120SE Roadster (\$55,000); '55 XK140 MC (\$69,300); '55 XK140 MC Roadster (\$83,000); '55 XK140 MC Coupe (\$29,700); '58 150 DHC (\$49,500); '59 D-type replica (\$27,500); '63 E-type OTS (\$74,800); '64 XKE semi-lightweight (\$198,000); '66 E-type OTS (\$57,200); '68 E-type OTS (\$31,900); '74 E-type OTS (\$61,600).

Prices at the Brooks sale on August 19 were:

'50 XK120 Alloy Roadster (\$79,500); '55 XK120 Roadster (\$66,300); '55 D-type (\$1,102,500); '56 XK140 FHC (\$59,700); '61 E-type OTS (\$81,700); '65 E-type OTS (\$60,800); '72 E-type V12 OTS (\$28,700).


On August 20 at the Christies sale prices were:

'55 XK140 Roadster (\$143,500); '56 D-type (\$996,000); '62 E-type OTS (\$58,750).

All of the above prices are US dollars.

Unfortunately, the bidding frenzy at Monterey was not transported to Toronto for the RM Fall Classic Auctions where only four of the fourteen Jaguars sold. The cars that did move, with Canadian dollar prices in parenthesis, were: '68 340 (\$12,250); '87 XJS V12 coupe (\$7,200); '87 Vanden Plas (\$7,100); '94 XJS convertible (\$29,900).

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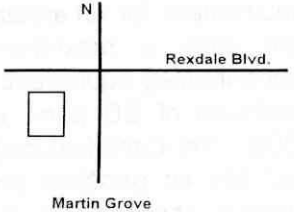


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The Ontario JAGUAR Deadlines for the year 2001

February issue - January 17

April issue - March 16

June issue - May 17

August issue - July 17

October issue - September 14

December issue - November 16

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The Trans Am Series

After a series of impressive outings that saw the Rocksport XKR driven by Paul Gentilozzi winning at Detroit, Cleveland and Elkhart Lake, it appeared that Gentilozzi was well on the way to a third consecutive driving championship. However, on October 1st, Chris Neville (Ford Mustang Cobra) was declared the winner of the race at Houston, when it was determined that Gentilozzi's XKR, the provisional race winner, had an improper pit stop. This resulted in the car and driver being dropped from 1st to 6th place in the final results. Gentilozzi, who was battling for early control of the race, bumped with another car on lap 19 and suffered a flat tire. He entered the pits midway through lap 20 for speedy repairs but enthusiasm apparently got the better of the pit crew. The regulations state that during any pit stop "only four people may be over the wall in the pit lane: one supervisor and three working crew." A post-race review revealed that Gentilozzi's Rocketsports Team had five crew members over the pit wall while change the flat tire.



Two weeks later, Kenny Wilden from Oakville, Canada, driving a Chevrolet Camaro, picked up his first career victory in only his 5th start, in the Trans-Am Series 100 mile race at Laguna Seca Raceway in Monterey, California. Gentilozzi finished 3rd, maintaining his lead in Drivers Championship standing while Jeff Altenburg, driving the second XKR, was 8th.

Round Ten of the Trans-Am Series, the Grand Prix of Las Vegas on October 29th, started on a slightly wet track which provoked many spins and shunts. Gentilozzi went out early after a collision resulted in considerable front end damage but Altenburg in the other XKR managed to finish 5th. Even after the problems in the last few races, Gentilozzi needed only an 8th place finish in the final race to secure the driving championship.

The series completed its season one week later at the San Diego Grand Prix where Johnny Miller (Corvette) held off Boris Said (Ford Mustang). In the final race Brian Simo (Qvale Mangusta) finished 3rd and gained enough points to

claim the Drivers' Championship for the 2000 season when Gentilozzi did not finish after suffering a broken oil pump shaft. The top-ten in the Drivers' Championship were: Simo (Qvale Mangusta), 261; Gentilozzi (Jaguar XKR), 249; Jeff Altenburg (Jaguar XKR), 197; Leighton Reese, (Pontiac Grand Prix) 190, Chris Neville, (Ford Mustang) 180; Tomy Drissi, (Ford Mustang) 170; Willy T. Ribbs, (Chevrolet Camaro) 153; Miller, (Chevrolet Camaro) 152; Jack Willes, (Chevrolet Camaro) 142; Simon Gregg, (Chevrolet Camaro) 137.

In the manufacturers standings Chevrolet recorded 409 points while Ford had 308 and Jaguar 205. Although not the victors, the pair of Jaguars in the Trans Am series performed considerably better than their F1 counterparts.

[GK]

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The Meadow Brook Historic Races



An impressive lineup of Jaguars ready for the honour laps during the Meadow Brook races.

The Meadow Brook Historic Races were held on the Waterford Hills track just outside Detroit on August 5th and 6th. This year the Historic race theme was the British invasion and featured British sports cars from a number of manufacturers with Jaguar as the featured marquee. A full schedule of races were held on both the Saturday and Sunday. In addition, other track-side activities included an automotive fine art exhibit, a manufacturers' midway, a Tour d'Elegance and the Meadow Brook Hall Concours d'Elegance.

Over half of the entrants were Canadian, no doubt prompted a little bit because the Canadian dollar was accepted at par for entry fees.

The Waterford Hills track, at just 1½ miles with many, many bends, favoured Lotuses, Porsches and Minis rather than Jaguars. Thus, the more exuberant XK's, E-types, XJS's and sedans in the honour laps travelled almost as fast as the two racing E-types.

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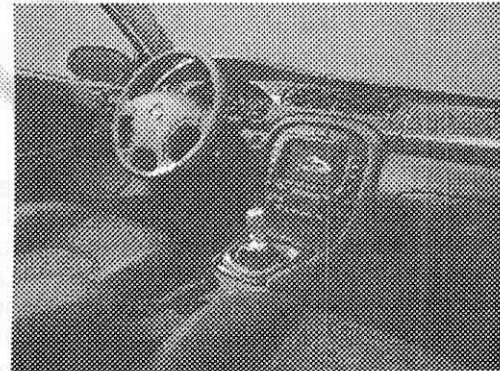
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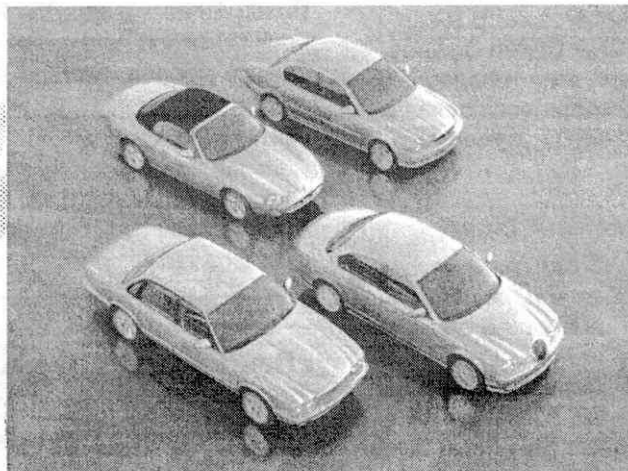
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Jaguar Placings at the 17th Annual British Car Day - September, 2000

Class	First	Second	Third
SS, XK, C-type D-type	Paul Harber 1956 XK 140 DH	Tom Owen 1956 D-type replica	Randolph Paisley 1955 D-type
Pre XJ6 Sedans	Walter J. Smith 1950 Mk V	Raymond Redshaw 1962 3.8 Mk 2	Jeff Wynn 1961 Mk II
E-Type Series I & II	Ed Schnarr 1966 Series I	Nelson Burkhart 1964 Series I	Nick James 1964 Series I
E-Type Series III	Julien & Pat Brosseau 1974	John M. Holmes 1973	Andy Moore 1972
XJ6 6 cyl	Michael & Anne Reed 1990	Mona Julian 1969	Philip Martin 1995 XJR
Daimler, Lanchester SP250	David Ford 1949	Bruce Simmonds 1962	Lloyd Trimm 1947
XJS	Valerie & Murray Norman 1996	Brian Jamieson 1995	Fred Hill 1994



The current Jaguar line

OJOA extends thanks to the following individuals and organizations who contributed material to the Ontario JAGUAR this past year: David Booth, John Collins, Bruce Davis, John Erskine, Arthur Goeldner, Betty Harris, David Hughes, Peter Idzerda, Jerry Nuijen, Linda & Murray Smith, Liz & Ron Sproule, Jaguar Motors, Jaguar Racing, JagLovers.org and Environment Canada.

Please do not be shy! If you have news, photos, comments, technical advice or any other material that might be of interest to OJOA members, forward this to the editor for inclusion in future issues of the newsletter.

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 a \$15.00 fee per ad. Photos can be included at no additional cost. Contact the newsletter editor to place or to cancel classified ads.

CARS FOR SALE

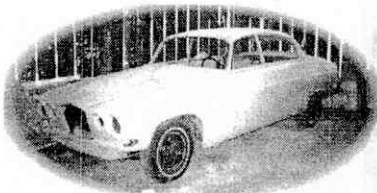
1962 E-type OTS (roadster)



Black/red; matching numbers; 6,500 miles since total restoration, new paint, top, wheels, rubber, etc. 9.9+ in JCNA Driven Classes.

Full details at: www.aps.uoguelph.ca/~gking/jaguar/ Asking \$70,000. E-type or XK8 coupe considered in trade. Gordon King (519) 8824-0787; e-mail to gking@uoguelph.ca.

1964 MK10



3.8L, three carb engine, paint stripped & epoxy primed. Car is complete & original. \$2,700. Ted Saunders, (519) 443-4660

1968 420



BRG/suede green, auto, PS, PB, excellent condition, beautiful original leather, very good chrome, 89,000 miles, runs well -

rides even better. Asking \$15,900. John Barr; home (416) 767-6173, office (905) 828-7950.

1970 E-type OTS (roadster)



Pearlescent white with new black leather interior, stainless exhaust. 61,000 miles; Club Class trophy winner.

Asking \$47,000. Bruce or Bess Davis (905) 825-3832; e-mail to davme@total.net.

1976 XJ6C Rare Car



Black/tan, excellent condition, 100K, 9.9+ in JCNA Driven Class, \$9,000 obo. Nigel Watson; home (905) 814-9401,

office (416) 252-0102.

1989 XJ6



Steel blue/cream, sunroof, recent tire & brake service, 120K, good overall condition but could use some TLC. Asking \$4,995. Ted Saunders; (519) 443-4600.

Pirelli Tires - 215x65, R15 96H

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Contact Ken Mason at KM Restorations, RR# 5 Orangeville, phone (519) 942-1722; fax (519) 941-8466; e-mail to ken@kmrestorations.com for new, used and rebuilt parts.

**Don't forget OJOA Annual General Meeting
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