

Jaguar Settings

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Jaguar
Club

Jaguar Jottings

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Jaguar Jottings is an official publication of the Ottawa Jaguar Club. Eleven issues are produced February to December for the information of its members. We welcome your participation. Deadline for contributions is the 20th of each month. All rights reserved. Reproduction and /or modifications are prohibited without prior written approval. Visit us at www.ottawajaguarclub.com.

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Dues are \$50. Our excellent benefits plan includes membership in OJC as well as the Jaguar Club of North America, the *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*.

Make your cheque for \$50.00 payable to: **Ottawa Jaguar Club**. And mail it to the Membership Director Karen Wilson. Please do not mail cash.

Karen Wilson
777 Otty Lake Side Road, RR3
Perth, Ontario
nada. K7H 3C5

Events This Month



OJC Annual Spring Dinner
Saturday, April 14, 6:00 pm

Robbie's Italian Restaurant
1531 St. Laurent Blvd, Ottawa

Contact Paddy Robertson to reserve
Guests are very welcome!

613-253-6266
paddy.robertson@yahoo.ca

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President's Musings

In case you were out of town, summer 2012 may have occurred the week of 19 March....record-shattering 27 degree heat and sunshine proved too much of a temptation for yours truly and I had to get some top down driving in early. Just as quickly, reality and the cold returned and I reluctantly put the toys away again for a while longer. While warm though, I did take the opportunity to have a new Stebro exhaust system installed on the E (in two days!) which got rid of the "marbles in a can" sounds emanating from the old pipe works. Now, bring on the good weather (again)!

Hopefully the Jag-friendly weather will return in full force before long and as detailed elsewhere in the Jottings, Alan Graves has put together

a super, comprehensive calendar of activities for us this year. Plan on being there!

March Meeting. Many thanks to Mike O'Brien (with Rob Staruck) for organizing a very successful March meeting to discuss Jag parts suppliers and services as well as producing an invaluable handout with the information. The info will be on the website as well. If you haven't ordered those necessary bits and pieces yet to make your cat purr this season, it's time to get going or suffer the inevitable delays during the busy spring season. There's also exciting news courtesy Mike about obtaining Jag parts locally at rock bottom prices.....more to follow shortly.

JCNA AGM. Lee Harrington and

John Smiley attended the AGM in Arizona and a small report is in this month's Jottings. For now you should know that the dues increase of \$8 for JCNA starting in 2013 was passed with a wide majority. We'll need to examine the impact and our options in the near future.

April Dinner. Finally, I look forward to seeing you all at the club's Spring Dinner, 14 April. Be sure to book with Paddy Robertson. If the weather gods continue to smile on us, it may be a good opportunity to take your cat out for its first drive of the season.

Cheers and happy, safe motoring,

Rob Dunlop

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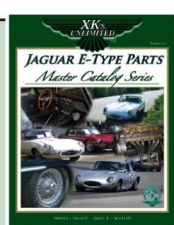
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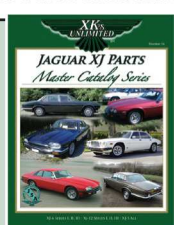
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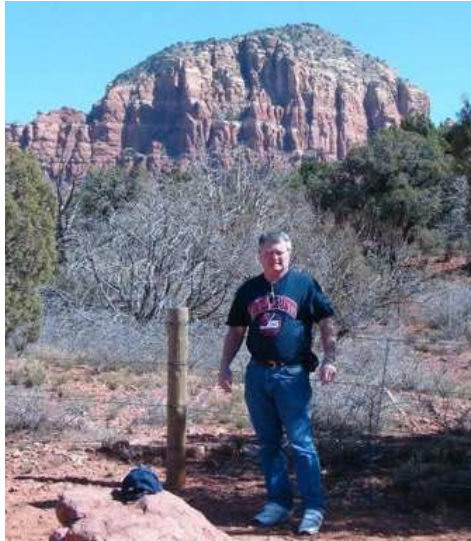


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JCNA Annual General Meeting 2012

Alex and I arrived in Phoenix on Sunday March 4th to 27 degree weather. We left Winnipeg after a snow storm and minus 18 degree temperatures. Most of Alex's family lives in the Phoenix area, so it was a family visit, vacation and JCNA AGM all wrapped up in one. On Tuesday, we embarked on a trip to the Grand Canyon (about a three and a half hour trip from Phoenix). We stopped in Sedona for lunch at an outdoor patio and enjoyed the beautiful red mountains and buttes. The Sedona area is where most of the Western movies of the 50's and 60's were filmed. There is even a Western Movie Museum in town. The scenery in Sedona is



breathtaking with many movie stars home built into the mountains. We decided to stay on the mountain road and enjoy the scenic highway enroute to the Grand Canyon. As we climbed from 1000 feet to 9000 feet elevation the temperature dropped drastically and snow started appearing on the hills and shoulders of the road. From the town of Flagstaff to the Grand Canyon National Park you are driving on a large plateau with few trees and little vegetation. We arrived at the North Rim of the Grand Canyon to overcast skies, 60-70 kilometer winds and 17 degree temperatures. The views were amazing and the colours

quite vivid, the true appearance and depth was uncaptured in our photos.

Friday, March 9th was registration day for the AGM and we checked into the Crowne Plaza San Marco Resort – the destination hotel for the AGM. There were two seminars booked for the afternoon and a meet and greet dinner.

As I was a delegate, I had been tasked by the executive to have a private conversation with Dick Maury, President of JCNA, and Mike Cook, Editor of the Journal, prior to the AGM to express the Club's concerns over the proposed fee increase and the cost of publishing and distributing The Journal. My conversations with them were enlightening and very informative as to their justifications of the costs in the budget. I will expand more on this as it pertained to the discussions from the floor at the meeting.

Friday afternoon, John Smiley registered and was joining us for the meet and greet dinner. The Host Club, Jaguar Club of Central Arizona had made reservations at Rawhide for dinner. A twenty minute bus ride later and we were back in the 1800's in an Old West town. The town was complete with cowboys, guns, saloons, and a jail –



probably for drunk and disorderly conduct. We enjoyed a huge BBQ dinner and afterwards a shootout at the OK Corral with actors and stuntmen. It was quite a show.

Saturday, the 10th was an early breakfast and an 8:00am start to the AGM. The full agenda is available for review on the JCNA website and our librarian has a hard copy. Most of the tabled items were Committee Reports and housecleaning of the Constitution and Rule Book. The executive were trying to update things applicable to computers and email, etc. Under new business, the proposed fee increase was to be discussed. Everyone thought this was going to be a "Rock'em, Sock'em" issue. The motion was tabled and opened for discussion. Not a single discussion came from the floor and the fee increase was approved for January 2013. The vote was 114 in favour, 26 opposed. John and I both voted in favour. The reasons for the increase and the justifications are explained in the President's Report and the Treasurer's Report. If you have questions please go online and read the reports. I will be happy to discuss my conversations with the JCNA Executive and the reasoning behind my vote.

From the floor also was a discussion regarding the Jaguar Journal. **The JCNA Executive has tasked the Journal to become self-supporting.** At the present time it is running at about \$60,000 deficit. It does look like the Publisher and Editor are ahead of the game and heading in

the right direction. The content of the Journal was tabled as well. It comes back to the fact that the content is driven by the contributors. If you want more technical articles, send them in. Lastly, was the question of opting out of the Journal subscription and remaining a JCNA member or the possibility of getting electronic copies at a lesser cost. Both items were ruled out for 2013, but will be considered by the new Executive.

Saturday evening was the Awards Gala Dinner and Silent Auction. Unfortunately, I did not have any winning bids.

Sunday was the Concours d'Elegance. The Chandler Town Square was on the side of the AGM Hotel.

The roads were closed and nearly 100 Jaguars participated. Millions of dollars' worth of metal. There were SS100's, C-Types, D-Types, Listers,

Brigg's Cunningham's Racer. Truly an amazing inventory of the marque. One area had 25 E-Types and that wasn't all of them.

As I was walking around the Concours, I looked over and saw Ray Newson admiring the Jag's as well. Bonnie and Ray were in the process of returning to Canada and had stopped to visit friends in Phoenix (a very small world, isn't it). Ray had his picture taken with Norman Dewis as he didn't want me to be the only member of the Club to have one. I didn't have my camera and Ray's was focussed by the volunteer photographer but the shutter never snapped. Here instead is Ray, Sherman Taffel, whom many of you have met at my house, and me.

After spending the day in the Concours, it was time to come back down to reality and head to the airport for our flight home.



I would like to thank the Club for allowing me to attend the AGM on your behalf and also for paying my registration cost.

Lee Harrington

* Next year's AGM is in Mexico, 2014 is in Boston and 2015 is in Philadelphia.

Scottsdale Auctions Jan 2012

This was my 10th year visiting the Arizona car auctions. They just keep getting bigger. The value for car collections has rebounded since the half point of 2009 caused by the financial crisis in the US. The main auction houses have increased to 6 players with Bonhams coming to Scottsdale.

Barrett-Jackson

Another day was added to the B.J events. This 6th day was needed to accommodate the 1300 cars auctioned. B.J allowed reserve prices for a changed and still sold 99%. Knowing Craig Jackson, he no doubt insisted on a low reserve. In his 41st year at Scottsdale, he was able to bring in \$ 92 million with 270,000 in attendance.

A 1948 tucker sold for \$3,000,000 and a 1947 Bentley Mark IV coachworks by Franay sold for \$ 2,750,000.



1933 Pierce Arrow sold for \$2.2M



Lamborghini Murciélago Display (MSRP \$450,000)

Bonhams

This was Bonhams first year at Scottsdale. Charging 17% commission to sell, it is no wonder that there were not too many cars or excitement.



1951 Jaguar Mk V Drophead. Sold \$125,800



1931 Cord L-29. Sold \$290,000

Silver Auctions

Probably 300 cars and 20% sales. This is a low end auction that provides a nice drive to the casino, and a low-budget auction, with reduced prices.

R.M Auctions

In their 13th year at Scottsdale, RM Auctioned \$25M from 140 cars with a 89% sell rate. A 1957 Ferrari 410 superamerica scaglietti coupe fetched \$1.8M, which surprised me, as it appeared to have been in an accident (the right 'A' post was still misaligned). There were 13 Jaguars for sale with 10 being sold. Size of the

Jaguars were E-Types with a stunning 1967 Roaster fetching \$165,000.



1950 XK120 OTS. \$125,000 - Not Sold



1967 E-Type OTS. \$165,000 Sold

Gooding Company

In its 5th year at Scottsdale, Gooding sold \$40 million from 116 cars with a 98% sell rate. Topping the sale was a 1955 Mercedes-Benz 300SL Rare alloy Gullwing that sold for \$4,620,000. A fixedhead 1953 XK120 sold for \$151,000.



1937 Jaguar SS100. Sold \$319,000



1952 XK120 OTS. Sold \$154,000

Russo & Steele

The layout was much improved, as well as attracting about 700 cars this year. Mostly muscle and custom cars. Four 1995 XJS convertibles sold for an average of \$10,000.



XK140

Summary

For those whom are unaware of fees & Commissions, then let me share this. When a car is sold for let us say \$100,000, the buyer pays 10% commission, as well as the cost to take it home, by a transport carrier, thus saving the Arizona sales tax. The car is advertised at selling for \$110,000.

The seller also pays a 10% commission, plus an entrance fee, plus the transportation cost to get it to Arizona. If he chooses to make a reserve on the car, his entrance fee increases thus he takes home \$87,000.

So in reality, the \$100,000 "hammer" price becomes \$112,000 to the buyer, and \$87,000 to the seller.

Happy Motoring,

Phil Karam

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Participating in Concours d'Elegance : Part II

One year I was judging at a fully sanctioned JCNA Concours d'Elegance show and there was this beautiful XJS convertible entered. The owner had good reason to be proud of the car. It was in immaculate condition and had been tastefully dressed up with stainless steel wheel arches and seal plate covers as well as having many other aftermarket items added. Normally modifications such as these tend to make a Jaguar look grossly over dressed and gaudy but this had been so tastefully done and complemented the exterior colour so well it just made the car stand out from all the others.

During the pre judging segment of the show the owner had received many compliments from both the Judges and many of the spectators that were in attendance. It came as a complete surprise to the now very unhappy owner that his car ended up with the lowest score in the class. As is natural in such cases everyone tends to blame the Judges, accusing them of being too hard and biased, but was it the judges that were really at fault?

Certified and fully licensed JCNA Judges are compelled to work within strict guidelines. Very little allowance is available to them other than for items such as cleanliness and damage, which we will cover later. For now we will focus on the deductions that they do not have any influence over.

Aftermarket parts carry a set deductions that the Judges are compelled to apply. Remember the car is judged against a standard, that standard being the way the car was when it left the factory. So if you have an aftermarket part on your car, a set deduction will be assigned by the judge for each one, regardless of whether it

improves the appearance or functionality of the car.

This rule covers anything on the car that is non standard or has been added. This would also include anything you have inadvertently left in the car such as dice hanging from the mirror, a camera tucked down between the seats, a soft toy left on the rear seat or even aftermarket carpets. The only variance to this rule would be items that are period correct and therefore would have been officially available at the time the car was manufactured.

To expand on this point, it is necessary to explain for example that a 1990 XJS sport steering wheel could not be fitted to a 1986 XJ6 without incurring loss of points as it is not period correct or was not available at the time the 1986 was produced. However, a 1986 steering wheel could be fitted to a 1990 model as it was available at the time.

You should also be aware that there are many aftermarket items that are claimed to be original Jaguar because they were an item supplied by the Jaguar dealerships as favours to their customers. This however does not make them factory correct. The only items recognised by JCNA as being legitimately supplied by Jaguar are those listed in certain officially recognised parts brochures and sales booklets. Only the listed items would be free of deductions.

Now we will turn to the items the judges do have some leeway with. They are the same as those you as an entrant also have a lot of control over. This would be how clean and damage-free you present your Jaguar to the judges. You could compare this to selling your car. To get the best price you can for your car you would

want your car to look so good that a potential buyer would find it totally irresistible. This is the ideal way to present a car for Judging.

Items such as, but not limited too, rust stains, stone chips, scrapes in the paintwork, dirty rims and stained tires would all detract from the potential buyer's initial opinion of your car. As would dirty carpets, worn seats, cigarette burns, dirty windows and food wrappers left in the car. All these items would probably make a potential buyer wonder why he ever considered your car in the first place. So it would be in your interest to have taken care of all this. That is how a car is prepared for a Concours d'Elegance. In the Judges eyes, these sorts of items if not attended to would receive a loss of points. Each deduction he makes for the blemishes he finds, would be calculated within the limits allowed by the rules to reflect the importance and severity that they place on each of them.

Most of these items are very easily fixed and the corresponding deductions, avoided inexpensively with just a little hard work on your part. If you need help or advice from others more experienced in this field, just ask other club members. That is one of the benefits of belonging to a club like the Ottawa Jaguar club. Everybody there is willing to help fellow club members. There should never be any reason for you to attend a Concours d'Elegance and go home upset or disappointed with your results.

Your first appearance at a Concours d'Elegance with your car is the first step you will be taking on the road to improving and getting the most out of your Jaguar ownership.

Bob Higgs

Bits and Bobs

Jaguar Heritage Racing

The Jaguar Heritage Racing programme was launched today, 12th March, at an event held at the RAC Club in London. Sir Stirling Moss was the guest of honour and, displayed in the foyer, was C-type XKC 005 - this was the very first disc-braked car to achieve competition success when Sir Stirling Moss drove it to victory in a sports car race at Reims in 1952.



The launch of the Jaguar Heritage Racing programme which will see Jaguar return to the competitive arena through the vibrant world of historic motorsport. For the first time since 1956, works-supported C and D-types will race again at venues including Goodwood and the Nürburgring, while the season-long programme will also see Jaguar Heritage Racing support numerous additional events on the historic motoring calendar. These include the Mille Miglia, the Pebble Beach Concours d'Elegance, and each round of the E-type challenge in the UK - a series which in 2011 demonstrated the depth of global interest in historic motorsport, and in Jaguar's participation specifically.

Jaguar Press Release
newsroom.jaguarlandrover.com

WANTED: Newsletter Editor

With the retirement of our long-serving Jaguar Jottings editor, Frank Basten in January, search for his replacement continues without success. The chief responsibility is to assemble

material for the publisher (Vikram Ambrose) to artfully craft into our monthly newsletter. If this is of interest or you'd like to know more, please contact me at your earliest convenience.
(president@ottawajaguarclub.com)

Jaguar Ottawa— A more Competitive Parts Source

In the past two weeks I have had the pleasure of discussing the subject of expensive Jaguar parts via Jaguar North America with Mike Comptois, the parts manager at Jaguar Ottawa. He recognized that few of us came to him for parts and offered to sell parts to members of our Club for his cost plus 10%. So instead of paying \$96.00 plus HST for a vacuum surge valve I paid \$57.00. This benefit of this pricing is only open to our members and you will require a password that will be sent to members via e-mail and will be changed quarterly. It seems that there have been non-members claiming to be members in the past to claim the old 10% discount hence the password. If you are reading this in print version please call me for the password. (613-258-9136)



The second event at Jaguar Ottawa was their agreement to give us all the older parts that they had inherited from CampbellFord and Jaguar Ottawa when it was located on Clyde Avenue. We will move these parts to a warehouse that a member controls and will be inventoried by Jaguar part number and application. (This may take a while). We will then sell these parts to members for 50% of what they would be available, on average,

from the five big suppliers in the USA (Coventry West, Welsh Enterprises, SNG Barrett, XKs unlimited and Terry's Jags.) We will then remit 15% of that sale price to Jaguar Ottawa. Some items that are made from UN-OBTAINIUM " will be assigned a fair price. The profit from this "business adventure" will accrue to the Club general fund.

Mike O'Brien

Mike O'Brien's Maintenance Madness

If you missed Mike's seminar last month don't fret. The absolute gold mine of material that Mike put together will be available for download from the website very soon.



What material do you ask? Mike covered many many Jaguar related links of interest ranging from Auto Body shops to specialist parts traders. A database of contacts that all Jaguar owners should have. Places that typically lie well below your radar when thinking about where to get help. He also talked about how you can import cars and parts from the U.S without getting ripped off.

Thank you Mike!

Vikram Ambrose

Club Events Spring & Summer 2012

Driving season is approaching fast, especially with the early spring. So maybe it is an opportune time to re-view with you the OJC Spring and Summer Activity Schedule. This year we have an eclectic mix of social, driving, and show events to suit as broad a spectrum of interest as possible.

So here is a look at the upcoming events for spring and summer 2012.

April 14th : Annual Club Spring Dinner. This year we are going to Robbie's Italian Restaurant, 1331 St Laurent Blvd. The invitation is for 6:00 pm, 6:30 pm for dinner. The Menu is a la carte (dining menu is at http://www.robbies.ca/diningMenu_eng.asp and guests are welcome.



However **we do have to let the restaurant know our numbers** so if you are coming please do let Paddy Robertson (the event organizer for this dinner) know. You can so RSVP to Paddy at 613-253-6266 or paddy.robertson@yahoo.ca

May 14th. Detailing your car for Concours. This will be a focus session by Steve Fox on how to best prepare your car for the upcoming Jaguar Family Day and Concours. It will be given at St. Antony's off of Preston Street, at 7 pm. Rumour has it that there may well be an expedition to Pub Italia on Preston Street afterwards (around 8 pm) for a bite and a pint. For more information contact Steve at stevefox@sympatico.ca

May 27th : Spring Drive and Hudson Car Show. This year we are combining the Spring Drive with a visit to the bi-Annual Hudson British Car Show in Hudson, Quebec. We will start around 9:00 am from a Tim Horton's parking lot in Orleans and travel to Hudson (about 130 km) on two lane roads (no freeway). This will be a "bring your own lunch/picnic" affair unless you want to walk into Hudson village (just outside the show ground) and we will probably only stay at the show for about 2½ – 3 hours before taking a different route back to Ottawa, arriving back around 5 pm. There will be a stop on the outbound route and another one or two on the return route. The organizer for this event is Alan Graves afgraves@rogers.com

June 3rd : Byward Market Auto Classic. This event is being primed by Rob Dunlop. The Byward Market association have yet to release details for this year but it is confirmed to be happening. Rob Dunlop is the prime for this event – he can be contacted at president@ottawajaguarclub.com

June 9th : Family Day And Concours D'Elegance. This event is again being held in the grounds of the National Museum of Aviation at Rockcliffe, in conjunction with Vintage Flight Werks and their comprehensive set of events for this day. Jaguar cars may arrive any time after 9 am. There will be a Meet and Greet reception at the Jaguar Ottawa dealership the previous evening. For more information please see the focus article

Hudson British Car Show 2012
All Forms of British Transport Welcome!
 Sunday, May 27, 2012 - 9:00am to 4:00pm
A fun gathering with no entry fee!
St. Thomas Park
Main Rd, Hudson, Quebec
<http://www.hudsonantiquecarclub.com/>
hudson.british@gmail.com

elsewhere in this edition. The contact person for this event is Mike O'Brien, at webmaster@ottawajaguarclub.com

June 20th : Drive To Vankleek Hill. We will head out from the Mooney's Bay Bistro around 9:30 (after breakfast) for a drive via back roads to Vankleek Hill, a trip of about 100 km. We should arrive around 11:15, spend about 45 minutes to 1 hour in an attraction in Vankleek Hill then go to lunch in the Vankleek Hill area. Around 1:30 or so we will start back to Ottawa via the shores of the Ottawa River, arriving back into Ottawa around 3:30. The organizer for this one is Alan at afgraves@rogers.com

July 8th : UK Day at CGDB. The Canadian Guide Dogs for the Blind registered charity organization has again requested us to come help them raise funding by showing our cars at their UK Day and Garden Party



event at their headquarters just north of Manotick. To make this a bit more of an occasion we will meet at Hardstones, Manotick for lunch beforehand at 11:45 am, or, if you just want to join us for the CGDB event, meet us at the CGDB site around 1:30 pm. The show there usually lasts 90 mins to 2 hours. Please let Alan Graves know if you can join us – he has to give the restaurant a forecast of numbers. This event is open to all British car marques.

July 14th : Gatineau/Wakefield Drive and BBQ At Grand Lake, PQ

We will assemble at the entrance parking lot at the south end of Gatineau Park for a drive through the park, stopping at several lookouts before emerging at the north end of the park for a drive up to Wakefield with its beautiful vistas and covered bridge. From there we will proceed to Phil Karam's cottage on Grand Lake for a barbecue. After the barbecue we will run south to pick up Hwy 50 for a rapid return to Ottawa. All folks joining this drive/barbecue are requested to e-mail both Alan and Phil with their numbers by July 10th so the barbecue can be properly planned and catered. An e-mail should be sent to me and karam@rogers.com

July 21st : All British Car Day

The All British Car Day event, which last year attracted a record 194 cars, will again be held in the beautiful Britannia Park setting on the banks of the Ottawa River. While the exact format of the show has yet to be settled, it is anticipated that the format will not change much from previous years. It is to be noted that this is the 50th anniversary of the MGB and triumph Spitfire – how we celebrate this is yet to be determined.



More details will be released once the event, which is under new management this year, has been finalized. **I am looking for one volunteer willing to help on the organizing committee in the planning and execution phases of this event.** To volunteer or to get more information, contact me.

August 11th : Summer Drive

This will leave from Richmond around 9:00 am for a drive of about 115 km in a generally southwesterly direction on good country back roads to visit a mystery site of interest, followed by a short drive to lunch. After lunch we will drive north-east along the Seaway shore, passing through Brockville before heading north back to Merrickville for a 4:30 pm arrival. Those who want to head off can do so, those who want to explore Merrickville before dining at The Gads Hill House may also do so.

fore heading north back to Merrickville for a 4:30 pm arrival. Those who want to head off can do so, those who want to explore Merrickville before dining at The Gads Hill House may also do so.

August 25th : Picnic at the Robertsons, Carleton Place

We are invited to visit Paddy and Stewart Robertson in Carleton Place for an afternoon picnic, any time from 1 pm to dusk. This is a "Bring your own picnic" affair though cold soft drinks and desserts will be supplied. If you are coming please let Paddy know so she can cater the desserts and soft drinks. Paddy can be contacted at paddy.robertson@yahoo.ca

September 4th : Hazeldean Mall Cruise Night British Invasion

The British Car Invasion will "invade" from 5:30 pm on, and we will all head off for a bite and a pint around 7:30 pm. We have not yet selected the eatery – this will be sorted out by midsummer.

The Fall Events will be added later this year, as we update this list of events. Please note the above events in your calendar and join us for as many as you can/want to. And I am looking for a volunteer or two to take one or more of these events off my hands.....

Happy motoring!!!

Alan Graves

Events Coordinator and Organizer
afgraves@rogers.com



Photo: Vikram Ambrose

OTTAWA JAGUAR CLUB FAMILY DAY AND CONCOURS D'ELEGANCE



In conjunction with Vintage Flight Werks the Ottawa Jaguar Club welcomes all its members and anyone with a Jaguar automobile to join for a day of interesting events including a Concours D'Elegance.



Where? The Canadian Aviation and Space Museum, 11 Aviation Parkway, Ottawa

When? Saturday June 9th, 2012. Cars should not arrive before 9:00 AM.

Benefits: Free entrance to the grounds for entrants and immediate family members; free lunch for entrants and immediate family members, door prizes, free entrance to the Museum for entrants and families, and an opportunity to show off your car and seek advice from others with the same marque and model.

Other Events:

- The Aviation Museum is filled with many interesting aircraft that visitors can see such as the Spitfire above
- Vintage Flight Werks is arranging the attendance of several other car clubs and individual collector cars as well as a number of vintage aircraft that will be flown from the area of the Jaguar Day. Finally it is possible that there will be some military vehicles from the National War Museum
- The club will hold a meet and greet at Jaguar Ottawa on Friday 8 June at 7 PM for members and visitors. Jaguar Ottawa will provide a cash bar and finger food will be available. Jaguar Ottawa is located at 1300 Michael Street, Ottawa

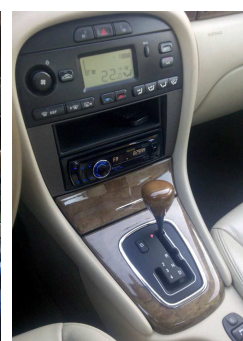


For more information **and an entry form** contact Mike O'Brien at 613-258-9136 or toll free at 1-877-258-9131 or by e-mail at webmaster@ottawajaguarclub.com



Marketplace

2003 Jaguar X-Type, 3.0L V6. AWD Sedan, 128,000 km. Just passed Emission Test. New battery. New front brakes. HID Kit for brights. Rust proofed in 2010 (lasts 3 years). Price includes aftermarket upgrades: Pioneer audio system w/ Bluetooth; New winter tires on original alloy rims; New summer tires on new DAI custom alloys; Summer & Winter mats. For the purist, seller can provide original audio unit. Asking price: \$8,995. Tel (613) 291-4376. [MAM]



1994 Jaguar XJ40(6). Like new, no winters, no rust, "Best in Class" Championship at last year's JCNA Concours. Rated the "Best sorted" Jaguar XJ40. Appraised @ \$15,000. Asking \$10,000 or best offer. Frank Basten 613-342-0467, e-mail fbas-ten@ripnet.com. [FMA]



Wanted: Looking to purchase a used Moss type 4 speed with overdrive transmission to fit XK140, should be in working condition. An overdrive transmission out of an XK150 would also fit. Gary Grant, Tel: 613-248-0752. [FMA]

1966 Jaguar 420G, RHD. Dark green. Green interior. Automatic, PS., PB. Engine rebuilt 8000 mi. ago as well as radiator, alternator. New master brake cylinder and pads, IRS mounts, ball joints and steering box seals. The body and interior were redone in the early '90's with all new leather, headliner, rugs & door panels. All rubber seals replaced. Excellent chrome & wood cappings. Electric window lifts, original Becker Europa radio and tool kit. Everything works on the car, all instruments including the clock. Full repair docs. available & work shop manual. A "fully sorted out" car that is reliable to enjoy & drive. Car located in Montreal. 21,000.00\$ negotiable. Many spare parts including a rebuilt transmission, radiator shell, steering parts, electric window mechanisms, chrome bumpers & fittings, windshield etc. Contact Robert DesLauriers, Tel: 514-487-7865 [AMJ]



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Advertising in Marketplace is free to OJC members, \$10 to others. If you wish to sell parts or vehicles, contact the Editor. Ads run for 3 months. Please let us know if your ad should be cancelled or extended.

Marketplace

1997 Jaguar Vandenplas. I offer for sale a very nice 1997 long body Jaguar 4 door saloon. This automobile has the last of the XK engines (The AJ16) which is considered to be bulletproof. Backed by a dependable automatic transmission it offers a smooth and quiet form of travel. It originated in New York City, spent most of its life in Florida and I bought it several years ago in Chicago. It has been carefully maintained and everything works on the car including ice-cold air conditioning. It was painted last fall and is completely rust free. The tires are nearly new and the car is sold safetied and e-tested. With only 124,000 MILES it has many years left in its life. Yours to enjoy for \$6,500.00 (firm). Mike O'Brien 613 601-5745. webmaster@ottawajaguarclub.com [AMJ]



Visit www.sngbarratt.com for more information.

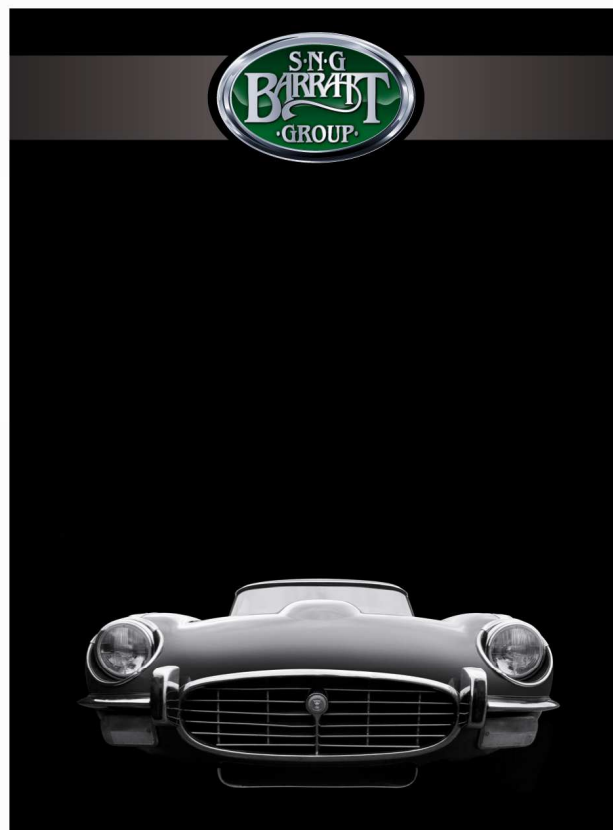
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