

The Ontario JAGUAR

Bimonthly Newsletter of The Ontario Jaguar Owners' Association

December, 2002

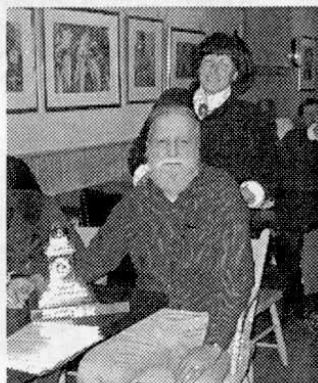
OJOA Awards - 2002

For our November meeting, the room at Montgomery's Inn was again transformed into an informal, café setting for our *Awards and Just Desserts Evening*. Sticky fingers were perhaps predominant by the time everyone passed by, selected and consumed their fill of the delicious array of cakes and pastries gracing the kitchen counters. Hopefully, there were not too many smudges marring the various trophies presented after all were satiated.

And The Winners Were —



Most Active New Member: Jeff Booth



Most Active Members: Lynda and Murray Smith



Bob Freeman Trophy: Brian Jaimeson



Most Improved Jaguar: Cathy and Eric Carstensen

The other major award winners were:

Award of Nine to Margaret and Graham Stokes for an outstanding season with their XJR Rampant Crank to Pat and Julien Brousseau (see story inside).

Coming Events

See Page 3 for details

Sunday, December 8
Flea Market

Wednesday, January 8
OJOA Annual Meeting

January 11 - 20
NA International Auto Show

Wednesday, February 12
OJOA Monthly Meeting

February 14 - 23
Canadian International Auto Show

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Notes & Form

Dues are Due! Please renew OJOA membership now for 2003!



PRESIDENT
Peter Harris
 8 Edenbridge Dr.
 Etobicoke, ON M9A 3E9
 Phone: (416) 233 2677
 E-mail: rabbear2000@yahoo.com
 Jag: 1968 E-type 2+2,
 and 1979 XJ6



**VICE PRESIDENT and
 MEMBERSHIP DIRECTOR**
Brian Jamieson
 1268 Donlea Crescent
 Oakville, ON L6J 1V7
 Phone: (905) 842 5297
 E-mail: bmjamieson@cogeco.ca
 Jag: 1973 E-type convertible
 and 1995 XJS



ACTIVITIES DIRECTOR
Fred Hill
 452 Hamilton Dr.
 Ancaster, ON L9G 2B1
 Phone: (905) 648 1800
 Jag: 1994 XJS Coupe



TREASURER
Web Vance
 11 Shaver Ave. S.
 Toronto, ON M9B 3S7
 Phone: (416) 231 4918
 Jag: 1987 Series 3 VDP



SECRETARY
Bruce Davis
 1656 Greenbriar DR.
 Oakville, ON L6M 1Y2
 Phone & Fax: (905) 825 3832
 E-mail: davme@sympatico.ca



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

The Ontario Jaguar

Volume 13, Number 6 - December, 2002
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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.
 Below are rates for the year 2002:

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

Contact the Advertising Manager or President for information on placing ads.

Additional Contacts

Chief Concours Judge	Chris Colebrook	
Concours Chairman	Brian Jamieson	905 842 5297
Spring Blossom Run Organizers	Ross Hamilton & Nelson Burkhart	519 763 1611
Summer Run Organizer	Betty & Peter Harris	416 233 2677
Fall Regularity Run Organizer	Linda & Murray Smith	519 853 1499
Advertising Manager	Position Open	
Merchandise/Regalia Sales	Web Vance	416 231 4918
Referral Service	Arthur Goeldner	416 573 5584
Jaguar Archives (JDHT)	Karen Millar	914 221 0293
JCNA Regional Directors	Robert Stevenson	734 455 5039
(North Central Region)	Dick Howe	847 392 8664

Web Site: <http://clubs.hemmings.com/ontariojaguar/>

Members attending auto events - please send description and photos to the editor for inclusion in our newsletter.

Upcoming Events

Sunday, December 8th

Antique Car Parts and Flea Market

International Centre, Airport Road, Mississauga

Hours: 10.00 am to late afternoon. Admission, \$5.00

Wednesday, January 8th

OJOA Annual General Meeting - 8:00 pm

Montgomery's Inn - Dundas & Islington, Toronto

See the letter from a regional director printed elsewhere in this newsletter and come to the meeting prepared to discuss ideas for the future direction of our club and JCNA.

Saturday, January 11th - Monday, January 20th

North American International Auto Show

Cobo Centre, Detroit

Now in its 15th year, the Detroit show is a venue for some of the world's most fascinating vehicle introductions.

Adults, \$15; seniors over 65, \$6

Wednesday, February 12th

OJOA Monthly Meeting - 8:00 pm

Montgomery's Inn - Dundas & Islington, Toronto

Friday, February 14th - Sunday, February 23rd

Canadian International Auto Show

Metro Toronto Convention Centre and Skydome



Recently, at an awards banquet in Toronto, Jaguar Canada was honoured with the Carguide/The Globe & Mail Best Buy award for the Jaguar X-TYPE in the Luxury Car category.

The award is recognition for the best vehicles on the road with the best value for money to Canadian drivers. The winners are established by a cast of votes from more than 10,000 consumers who judged the vehicle on criteria such as standard equipment level, engine power, cost to purchase and cost to maintain.

Company executives feel that the X-TYPE is one of the most significant models in the corporation's history, giving Jaguar its first compact sport sedan in 30 years and driving the transformation of the automaker from a niche player to a major competitor in the luxury car segment.

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OJOA Monthly Meeting

October 9, 2002 - Montgomery's Inn
By Bruce Davis

Attendance was 45 with all executive present. Gord King, our newsletter editor, was unable to attend.

Peter Harris opened the meeting reading two e-mails - one from a member, Les McDonald, who is restoring an XK 120 OTS and has been requested by John Elmgreen of Australia to poll our members for their XK serial numbers, engine and chassis etc. for an International list he is preparing. The second from a Robert Godbehere of Kitchener who is parting out a 76 XJ6. For further details he may be contacted at 519-622-2300 ex 2557 (work) or at his home at 519-895-6556.

Brian Jamieson advised our membership is now at 189. Brian reviewed our recent Concours and advised we have booked Glendenon College site for our Concours June 2003. It was noted the general public admission was up significantly over the year 2001. Because of this and other economies, we will be making a contribution to the Belize Jaguar Reserve.

Web Vance advised our balance to be in a good position with most of our outstanding accounts paid up and only our upcoming November Meeting, "AWARDS AND JUST DESSERTS", to be funded.

Fred Hill gave a run down on our activities. He was very pleased with the large turn out of upwards of 95 Jaguars at the recent British Car Day held in Bronte Provincial Park, Oakville - the down side being the significant number of non OJOA member's cars in attendance. He outlined the steps taken to publicize OJOA both then and in the future. Our members did very well in the awards department - details in the next newsletter.

Our Fall Regularity Run was a great success and a warm round of applause was given to Murray and Linda Smith and John Taglione for yet another well organized and enjoyable outing. Full details in the newsletter. Nelson Burkhart and Ross Hamilton will again

arrange our Spring Blossom Run. Fred also mentioned the up coming Car Auction at the International Centre on October 25, 26 and 27.

Peter mentioned the Globe & Mail's article on Bob Barrett and his 1970 E-Type OTS and said for those who missed it, it was available for perusing during our break. A copy of the article will be sent to Karen Miller of JCNA, hopefully for publication in the JCNA Journal.

Graham and Margaret Stokes recently visited the UK and obtained a CD covering parts and repair manuals for their car. Margaret described in detail the savings and other features of the CD and what it holds for the future.

Peter turned over the "Technical Query" portion of the meeting to Andy Moore. Andy had a very close call with his 1972 XKE. He had been driving along the QEW and had just exited on to Mississauga Road when he experienced a twitch at the rear (darn I have a flat tire) and proceeded slowly the block or so to his home. Before arriving the right rear wheel and hub came off the axle stub and wedged into the wheel well. If this had occurred at highway speed it would have been very serious. On stripping the wheel etc in his driveway he found the threaded end of the splined yoke had sheared at the inner face of the nut. It was apparently not a fatigue failure. The affected parts were closely examined by most members and serious discussion followed. Andy said many years ago he was advised that if he wished to race his 1962 E-Type OTS he should have the threaded end of the splined yolk cut off and the stub end drilled and tapped to receive a long high strength bolt. He estimated the current cost at a reputable machine shop to be \$300 CDN each. Andy had his 62 so corrected but not his 72 as this was his daily driver and never raced.

John Taglione moved, seconded by Chris Powell, the business portion of the meeting was adjourned.

After a short break Peter presented a most interesting video of the early E-Type and its effect on drivers and observers.

New Jaguar Book

Steve Kennedy, Editor of the 7th Edition of the JCNA Rule Book, has written a new book on Jaguars titled, JAGUAR, The Classic Marque. It is currently at the printers and will be ready for shipping by December 1.

This dynamic book is a photographic chronicle of the more than 75-years of Jaguar car history. Subtitled *The Distinguishing Coachwork Features of the Classic Marque*, this beautifully illustrated book clearly reveals in the 400 plus color photographs, 90 black and white photos and 20 drawings, the unique coachwork and other distinguishing features of 39 Swallow Sidecar, Swallow, S.S. and SS Jaguar cars and the 107 model variations of the 41 post-war production Jaguar cars.

This 360 page book covers the company's evolution beginning with the hand-built coachwork of the Swallow Sidecars in 1921, through the SS years, right up to the R-TYPE and the latest saloon, the X-TYPE. This book also covers a wealth of historical and production information.

Each photo is accompanied by adjacent text highlighting the distinguishing coachwork features as seen in the detailed photo of that model. Included in each chapter are tool kit photos or drawings for one of the models covered in that chapter. Also detailed by chassis number and production date are the slight variances within the years.

The comprehensive appendices cover the Color and Upholstery charts showing the exterior and interior color combinations (not to be confused with the color chips themselves), a detailed coachwork diagram and Glossary. There is also a Jaguar Jumble, the 300 questions and answers about the distinguishing coachwork features of Jaguar. These questions are designed to be both challenging and educational for the novice as well as the most knowledgeable enthusiast.

For more information, please write to Golden Cat Publishing, #142, 601 16th Street #C, Golden Colorado, 80401 or go to www.jaguarbooksite.com on the Internet.

2002 Fall Regularity Run

OCTOBER 6th turned out to be another beautiful day for the Fall Regularity Run with 20 cars competing and 45 people showing up for the event at a new locale this year. It was a great display of cars, with everything from a Mark I, to several E-types, to an XK-8. Mike and June Gore showed up with their XK-140, but unfortunately were not able to stay and run the rally.

The Run started and finished at Chefields Restaurant just outside of Guelph. Warm, sunny weather made it an ideal top down day for those with convertibles, however, the fall colours this year were a little disappointing. The route had its share of hilly, twisty and some tree covered roads, including a tour down the main street of Fergus and three one-lane bridges. The infamous ratites reared their ugly heads again this year, however, it was in the form of 'ratite lip balm' aka 'ratite lips' as part of the prize packages for the 1st, 2nd and 3rd place winners.

The occupants of one car that was a few minutes late returning informed us that it was such a nice day they stopped in Fergus to do a bit of shopping, before continuing along the route. Unfortunately, one car got lost this year. When the driver says turn left? - and the navigator says right - this can lead to confusion. We hope you have better luck next year.

The winners were Julien and Pat Brosseau in their E-type. Second place went to Nelson Burkhart and Ross Hamilton in Nelson's E-type. Third place was taken by Jeff and Connie Booth also driving an E-type. Obviously trip computers in the newer cars did not provide any advantage this year.

Two cars, the Brosseaus' and Bruce and Bess Davis in their E-type had zero time faults. Chris and Sheila Powell in their VDP did the best on answering the questions along the way, but they were time challenged and ended up back in the pack.

We thought this year we'd share some of the more 'inventive' answers to some of the questions along the route:

Question - What number is William Murison's house now?

Correct Answer - 160

Creative answers - "Same as before"; "6ft under"

Question - In 1861, what was Joseph Lasby?

Correct Answer - farmer

Creative answers - "alive"; "a ship"

Question - What footwear is on the Green Ridge sign?

Correct Answer - horse shoe

Creative Answers - "cowboy boots"; "Adidas"; "boots"

Question - What name is like telling a huge terminological inexactitude?

Correct Answer - Liebig

Creative Answers - "free toilet"; "Liar"; "Whopper"

Question - What is enforced under By-Law #67-11?

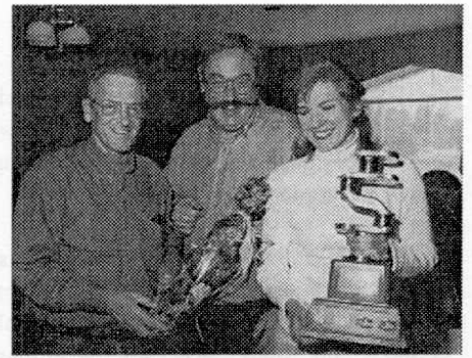
Correct Answer - private parking

Creative Answers - "pick-up after your dog"; "seat belts"; "no motorized vehicles"; "The Right to Go Topless"

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. Chefields Restaurant 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. Once again, Peter Harris did a fine job arranging for the good weather.

Rallymasters Linda and Murray Smith



First Place - Julien & Pat Brosseau, receiving The Rampant Crank trophy from Fred Hill



Second place - Nelson Burkhart and Ross Hamilton.



Third Place - Connie & Jeff Booth



Some of the vehicles in the Fall Regularity Run

The XJ Heritage Milestones

Total XJ production since the first model was introduced in 1968 is now comfortably past 800,000 cars, more than half of all Jaguars ever built.

The car that became the first XJ was originally known by its internal project number, XJ4. XJ stood for 'eXperimental Jaguar' and there was no particular significance to the number 4.

The original strategy behind the XJ4 project was to replace the 420 and 420G sedans with a new luxury sedan, in response to similar cars appearing in Jaguar's important American market.

In his usual manner, Sir William Lyons tried a wide range of styling options including E-type features before deciding on the definitive XJ shape.



The original, Series 1 XJ6

When the XJ6 was launched in 1968, it was powered by the proven 4.2-litre XK straight-six. The XJ6 name was chosen simply because the car had six cylinders. Sir William Lyons himself appeared in the advertisements for the car, declaring it to be the finest sedan Jaguar had ever made.

The 4.2-litre automatic with power steering cost only \$6,465 in the US. The 4.2 with the automatic gearbox had a top speed of 127mph and accelerated from 0 to 60mph in a still respectable 8.8 seconds.

The 5.3-litre V12 engine that had made its debut in the E-type Series 3 the previous year was offered in the XJ from July 1972. At this time, the XJ12 was the only V12-engined sedan available across the globe,

and with a top speed of 147mph the XJ12 soon captured the title of the fastest sedan in the world.

The revised Series 2 XJ range was introduced in 1973 as a 1974 model year car in the US and included an extra 4in (102mm) in the wheelbase. Featuring such innovations as side-impact intrusion beams and fibre-optic lighting for the switchgear, it was in many ways ahead of its time.

The new XJ is the seventh generation Jaguar to wear the XJ badge.

The design of the third generation XJ was entrusted to the famous Italian company, Pininfarina. Launched in September 1979 in the US, the Series 3 had even more elegant styling and carried on the Jaguar tradition at a difficult and crucial time in the company's history.

With the basic XJ design now well over ten years old, Jaguar was by the early eighties developing a replacement under the project code XJ40. This was the last Jaguar production car influenced by Sir William Lyons, who died in 1985, a year before the new (fourth) generation XJ was unveiled in October, 1986.

The XJ40 was more angular than previous Jaguars, and many versions featured large rectangular headlamps, as well as square rear lights. It was also the first Jaguar to feature a quarterlight in the rear pillar, creating a six light style.

Transmission technology was advancing fast, and XJ40 buyers were offered a ZF four-speed automatic with a new shift called the J-gate.

The new generation XJ was an instant success, and a

second assembly line was opened in 1987. By 1988, XJ production had increased to a record 41,000 cars per year

By the early 1990s, the next new generation of the XJ was under development, funded by a \$300 million investment made by Ford after its takeover of Jaguar in 1989. The resultant redesigned XJ40, the X300, was launched in 1994 as 1995 model year car in the US.

At launch, the X300 was offered with a choice of the 4.0-litre six cylinder engine or a 6.0-litre V12. Most exciting, however, was the new supercharged version of the 4.0-litre, which powered the XJR. With a top speed of 155mph, it was just as fast as the twelve-cylinder car, but had even more spectacular acceleration.

In 1997 (or 1998 model year in the US), the six- and twelve-cylinder engines were discontinued and replaced by the new AJ-V8 engine that had made its debut the previous year in the XK8 sports car. The sixth generation of XJ had arrived. Available in 4.0-litre and 4.0-litre supercharged guises, the AJ-V8 engine's arrival meant that the famous XJ6 and XJ12 badges were finally retired after 29 years.

With the unveiling of an all-new XJ sedan at the Paris Motor Show, Jaguar opens a new chapter in the story of the car that for many is the definitive Jaguar. The date, 26th September, 2002, is 34 years to the day after the launch of the original XJ6

Jaguar Cars, September 2002.



The newest XJ6

Visit to Brown's Lane

By Dr. Gregory Andrachuk

The Brown's Lane assembly factory has been transformed from its Series III days. The central building is a listed site and therefore is preserved, but it has been added to in rather spectacular ways. The site now houses a very posh reception area, a visitors' lounge and coffee bar, and the Jaguar-Daimler Heritage Trust museum.

When we arrived for our pre-arranged visit, we reported to the gatehouse where we were told that the shuttle bus would soon take us to the reception area. Some shuttle bus: a chauffeured 2002 S-Type! The reception area is decorated with expensive plants, marble and several new Jaguars. While we waited for other members of our group to arrive (we were 2 Canadians, 3 Australians, and one Brit), we went to the Heritage Museum: among some spectacular cars (in particular a luscious green Mark II), there was the very last Series III car produced: a 1992 Daimler Double Six, in black. This car has some show miles on it, but less than 2000 I think. In any case, it is a standard specification Double Six: that is to say that it has the Kent wheels, the Daimler chrome flashing and single coach-line on the side, fog lamps, and the doeskin interior, without the optional piping. A lovely car which has been photographed for Thorley's book, but it is in less than Concours condition. The paint could use some 3M polish finished with carnauba, some interior detailing, and who stole the D insignia from the hubcaps? They are present in the Thorley photos, but are not on the car today.

The tour was guided by Tony, a 42-year employee of Jaguar. He was simply charming, brimming with enthusiasm, seemed to know everyone in the plant, and had an answer for any question. We began with a film showing Jaguar today, and some interactive displays, superbly done, detailing the overall design and construction process.

The tour took us to every part of the assembly plant complex. The overriding impression on entering the plant is one of calm, ordered work. The noise level is much lower than I would have expected;

It seems that one of the steps involved in being a Jaguar enthusiast is to somehow reach for the Holy Grail. To many of us, that Holy Grail is in Coventry, England. Not all of us are fortunate enough to visit Brown's Lane but one passionate Jaguar expert and judge, known well to many of us here in Ontario, recently succeeded in touring the home of Jaguar.

Dr. Gregory Andrachuk regularly shares his extensive experience with members of the Jag Lovers community on the Internet (www.jag-lovers.org). Gregory has kindly granted us permission to reprint his submission. -- Jeff Booth

there is tremendous space; people are working in teams of 4 or 5; the assembly line, such as it is, stops for 5 minutes of every hour for team consultation. I was fascinated to see how happy people seem to be there; I know that sounds simplistic, but there were lots of smiles, some jokes...the people working had time to stop and answer questions (and believe me, I took advantage of that). We had to surrender our cameras at the reception area because the pre-production models of the 2003 XJ saloon were being tested. I saw perhaps a dozen of them all together, and they are beautiful. They look like the current model, but better, more lean, with a headlamp configuration more reminiscent of the Series I, II and III (larger outside lamp), and a grille modelled directly on the Series II grille (this I found very noteworthy) except for the XJR which has a mesh grille. Two television screens to the rear seat area!

Attention to detail is amazing; fit and finish: none better. Each car is put into a test booth and pounded with 4000 litres of water at high pressure; every car has a "real world" road test apart from the testbed in the factory, and we watched a stream of cars go out the doors with two technicians, report material in hand. Cars are randomly selected from the line (which moves at a rate of inches per minute) and minutely inspected by technicians with seemingly dictatorial power. No car can be refused to them

for any reason. We saw cars for Germany, the UK, Canada and France, all coming off (at a geriatric snail's pace), one after the other; how they keep the different specifications in order is a mystery. I spoke to four men who had worked there for decades and each was able to tell me that he had definitely assembled the Jaguars in my garage (one told me that the Series III V12s were "the best"; I knew that).

The Wood: no plastic "wood" in a Jaguar. If it looks like wood, it is wood (in contrast to the new Volvos whose top line car features "wood-like walnut trim", as the British Volvo brochure says). The wood trim is made the traditional way, except that the base is now metal rather than plywood as in our cars. Metal base, then 8 layers of tulipwood, then the California burl walnut or the Alberta birdseye maple (that fact amazed this Canadian: a little bit of Canada in a Jaguar!) is bonded to it; it then goes through a lengthy coating and polishing process. The veneers are still hand chosen and matched for each car, and hand cut for the mirror image, in the very same room where 'your' dashboard was done.

The leather: as Connolly has now gone into bankruptcy, the leather is supplied from Italy, but the process at Jaguar is still the same. The hides are stored on racks; two or three are selected and matched for colour (it takes that many for each car); one is laid on the cutting table, and the cutter then uses wooden forms to cut the pieces by hand. He has the power to reject any hide he is not happy with, and we saw



The author, Dr. Gregory Andrachuk, campaigning with his 1987, Series II VDP.

one such rejection. The fault in the hide could not be seen on the surface, but the cutter felt that in years to come it might become evident (this was the commitment to lasting quality that most impressed my wife). I wonder which luggage company got that hide? I watched another man create the gear shift knobs out of leather; he was doing some for "spares", exactly what you can buy from your dealer. I saw a group of women sewing the convertible tops for the XK8....

In short, all the qualities we prize in our own Jaguars are still being put into the new ones, but the technology is light years ahead and the fit and finish of the cars is irreproachable. No rings or watches allowed; they have to be covered by a heavy cotton band to avoid potential scratches...so many details. I came away even more proud of owning a Jaguar, and totally confident that the heritage is safe.

Formula for Longevity!

A tough old cowboy once counselled his grandson that if he wanted to live a long life, the secret was to sprinkle a little gunpowder on his oatmeal every morning. The grandson did this religiously and lived to the age of 93. After departure, he left many children, grandchildren and great-grandchildren plus a fifteen-foot hole in the wall of the crematorium.

Jaguar Tales. Vol 47, No. 11.

The Original



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Best in Show Vintage Jaguar E-type Wins Hearts and Awards

By Jack MacDonnell

If the International Man of Mystery drives one, it must be cool! Not only does this car have lots of sex appeal, it's one of the finest built sports cars of all time. In case you haven't seen the Austin Powers British monogrammed version, I'm referring to Jaguar's E-Type roadster.

The E-Type was introduced to the world back in 1961 at the Geneva Salon automobile show. Needless to say, the car was an immediate success and to this day still defines Jaguar's sporting lineage.

Thankfully, there are individuals among us car buffs who manifest such connections to vintage and classic superstars. The Ontario Jaguar Owners Association is one such collection of enthusiasts. Throughout the summer months there are countless numbers of car shows everywhere in the province. Jaguar owners in particular hold a Concours d'Elegance event to proudly display their showroom condition beauties. In June, at York University, the Jaguar Association bestowed upon Bob Barrett and his 1970 E-Type roadster the Best of Show trophy. One look at Barrett's E-Type will convince anyone that restoring a classic automobile is worth the effort.

Bob Barrett is president of Barrett Technical Services Inc., a company dedicated to refurbishing all types of equipment like computers, copiers, medical devices and ATM machines. He is very aware of the resources and expertise required to take on a restoration project and his pristine '70 E-Type epitomizes just such an undertaking. Barrett has been the proud owner of this particular car for seven years and at the time of purchase it fulfilled a dream he had tracing back to his university years. The frame-off restoration project on this roadster began back in '85. "The owner at the time (Rick Loewen) spent about \$50,000 but sold the Jag just as the project was completed to Cy Carrick" Barrett explains.

Enter a new owner: a die-hard enthusiast by the name of Cy Carrick, who expertly completed the restoration and eventually sold the car to Barrett some 10 years later.



"Cy was genuinely concerned with who the new owner was and what their intentions were to be," says Barrett.

The detailed restoration resulted in a Concours condition classic and Carrick wasn't about to see the car lose any of its lustre. Immediately, these two gentlemen struck up a friendship that extended to their families and to extra-curricular motoring activities. Sadly, Carrick passed away last year after battling cancer. At the Concours d'Elegance, in front of his peers, Barrett dedicated his trophy to his very special friend and fellow enthusiast.

Barrett tells me owning a classic like this and competing in Concours events takes a lot of effort. For instance, when he takes the Jag in for an oil change (a whopping 11 litres) he spends an hour under the lift on each spoked wheel to clean the inside of them. And I thought my spray-on, wash-off stuff took too long! Barrett took me on a spirited ride in the Jag on the highway. I was extremely impressed with the ride quality and the responsiveness of the engine.

This E-Type has a 4.2-litre, inline six, double overhead cam engine producing 265 hp. At only 2,600 lb, this roadster commands your full attention as the needle easily sweeps past the triple digits. Incidentally, this car has very similar performance numbers to the 280 hp V12 E-Type introduced later. A more attractive power-to-weight ratio made all the difference in the inline six offering, as

the V12 version had a heavier engine block and also required a longer chassis to accommodate its size. As a matter of racing fact, Jaguar race teams used variations of the 4.2-litre to win the celebrated 24 Hours of Le Mans in the '50s and '60s - a testament to the performance and reliability of this configuration. Just like the seductive shape of the bodywork, penned by Sir William Lyons, the chassis on this classic is a sight to behold. A monocoque bodysell with square tubular sub-frame construction that significantly increases chassis stiffness translates into a very precise race-car feel. Another interesting technical highlight is the rear disc brakes, which are mounted inboard close to the differential.

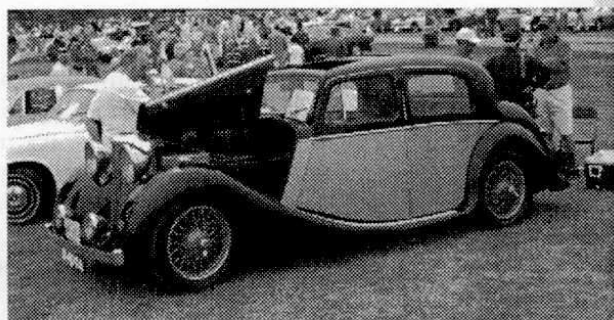
With replacement parts readily available (right down to the original factory tire moulds) for this masterpiece, it's no wonder this car has become a sought after collectable. After 30 years, this beautifully engineered automobile is guaranteed a place in the hearts and minds of enthusiasts everywhere. With a lump in his throat, Bob Barrett says of Cy Carrick: "His spirit and friendship will always live on." Just like all great classics.

Reprinted with kind permission from the author, Jack MacDonnell, a business consultant and freelance writer based in Caledon, Ont. Published originally in The Globe and Mail on October 3, 2002.

Daimler/Jaguar Class Results - British Car Day 2002

Class	First	Second	Third
Daimler	Glenda Meyer 1962 SP250	Raymond Guy 1986 Landavette 420SL	Llyod Trimm 1947 DB18
Jaguar E-Type Series I & II OTS	Ed Schnarr 1966 Series I	Nelson & Joan Burkhart 1964 Series I	Brad Marsland 1963 Series I
Jaguar E-Type Series I & II Coupe	Bob Barrett 1970 Series II	Dale Findlay 1970 Series II	Jim Brown 1969 2+2
Jaguar E-Type V-12 Series III Convertible	Julien Brosseau 1974 Series III	Brian Jamieson 1973 Series III	John Head 1972 Series III
Jaguar E-Type V-12 Series III 2+2 (coupe)	Jim Holmes 1973 Series III	Gary Chappell 1971 Series III	John Clarkson 1973 Series III
Jaguar Sedans, Pre XJ6	Walter Smith 1950 Mk V	Geoffrey Dupont 1965 Mk 10	Ken Mason 1946 1.5 L Saloon
Jaguar Sports, SS, XK, C&D-Type	Fred Rizner 1961 XK150	Jim Gilchrist 1959 J XK150	Doug & Chris Norman 1998 XK8
Jaguar XJ12	Jeff Booth 1992 Series III VDP	Berkshire Automobiles 1990 VDP	John E. Smith 1988 Jaguar XJ12
Jaguar XJ6	Mike Bilyk 2000 XK8	Graham Stokes 1998 XJR	Steven Kee 1972 XJ6
Jaguar XJS	Valerie & Murray Norman, 1996 XJS	Fred Hill 1994 XJS Coupe	Philip Bester 1977 XJS

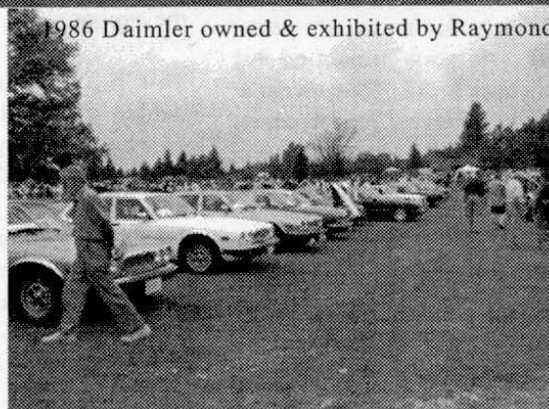
These are the results exactly as received from the show organizers. It is possible that recording errors were made in compiling the results or that some of our members changed vehicles recently, but perhaps more likely that some individuals inadvertently selected incorrect class letters when filling out their entry forms.



1946 1.5L Saloon owned & exhibited by Ken Mason



1986 Daimler owned & exhibited by Raymond Guy



Letter From a Regional Director

The 2003 version of the Jaguar Clubs of North America (JCNA) Annual General Meeting (AGM) is scheduled for March 20th-23rd in Charlotte, South Carolina. The JCNA AGM is traditionally the place where new initiates are discussed, new ideas brought to light, new regulations voted on and new ways of doing things given the chance to stand on their own. The AGM will be attended by regional representatives from the six geographical regions and representatives of most, if not all, of the 50-odd local clubs will be present, carrying the right to vote that is the backbone of the democratic process behind JCNA.

In my capacity as vice president of JCNA and a regional director, I would like to encourage the executive of all JCNA member clubs across the country to make sure that their voices are heard, their concerns addressed and their desires for improvement understood. All of us who run local clubs face the same challenges: attracting and retaining Jaguar enthusiasts both young and old, veterans and "newbies" through a combination of offerings designed to appeal to everybody. Drives, tours, rallies, slaloms, concours, BBQ's, technical seminars, dinner parties, high performance track days.... you name it and we try it! The role of JCNA is to act as a central clearing house for ideas and initiatives that could benefit the membership as a whole by fostering excitement and enthusiasm at the local club level. Hopefully, our presence helps make the local club's job just a little easier.

I am hoping to put together what I colloquially call a "top ten" wish list of items that can be addressed, discussed and implemented at the 2003 AGM next March. These initiatives can and will come from the local club and membership level. I encourage you to make your opinion known by sending me an email at dthompson@jcna.com or phoning me directly at 514-848-0716 (working hours E.S.T.) or writing to me at my home address listed in the Journal.

Items to consider can come from the following:

- is your club membership shrinking, growing or stable?
- if it is growing, what are the keys (in your opinion) to your success and can other clubs benefit from that knowledge?
- if it is shrinking, why are members departing? Have you appointed someone as "membership turnover chairperson"? Basically a fancy title but it entails polling the departing members and asking them why they are leaving and what it would take to get them back. We can learn a lot from this information.
- if your membership is stable, what do you think it would take to move it into a growth pattern?
- looking at the list of events you hosted for your club members in 2002, what events would you qualify as a success? As a failure? Have you tried out new things that resulted in increased enthusiasm amongst members? What are they and can the lesson be applied to other clubs?
- does your club hold a JCNA sanctioned concours? What percentage of your membership is interested in concours versus simply participating in a car show? What about slaloms and rallies? Would you like to see other nationally or regionally sanctioned events added to the activities list? What type of activity?
- do you link up with other Jaguar clubs in your geographic region in order to hold joint events? If you have, has it been a success? How can JCNA or your regional director help make this concept more of a reality for your club?
- what is the average age of your club members? Do you have concerns about attracting and retaining younger members or younger generations of Jaguar enthusiasts? What initiatives have you put in place to address the situation? Have they been successful? Why or why not?
- does your club have a positive relationship with a local dealer or Jaguar corporate? If you do, what have been your experiences? If not, do you think such corporate support would be beneficial?

- does your club enjoy a close relationship with your JCNA Regional Director? If not, in what ways would you see your regional director playing a more active role in the management of your club? If yes, can you give examples of the support you have received and specifically how you think your experience could help other clubs/regions?
- what is your impression of the Jaguar Journal? Are you happy with the content and frequency of the magazine? If you had the opportunity to suggest improvements, what would they be?
- do you or members of your club utilize JCNA's website services? Are you happy with the content? Do you have any suggestions for improvement?

This list of questions is not intended to be all-encompassing, but rather just some points designed to get the thought process kick started. Again, please feel free to contact me in any one of the ways described above to discuss further. I promise your concerns will receive a receptive and sympathetic ear and will be given the attention they deserve!

May I humbly suggest that this letter be published in your local newsletter (if you have the space) and members encouraged to communicate directly with me with ideas.

Many thanks for your hard work and commitment to the hobby,

Daniel Thompson
JCNA Vice President
Regional Director (NE)
Communications Committee Chair
Concours Rule Book Editor
President - Ottawa Jaguar Club #48
Treasurer and Membership Chairman -
JOA Montreal #53



Editor's Rambling

Jaguar and Formula One News

A three week holiday in England, sandwiched between the Beaulieu Auto Jumble and the International Motor Show in Birmingham, but overlapping neither, provided some local insight into the UK automotive and Formula One scenes. Although the numerous motor attractions in the Birmingham/Coventry region were handy but not revisited, the trip provided substantial leisure time to read national newspapers. These devote substantial coverage to motoring and the following bits, gleaned from a number of sources, might be of interest.

Jaguar News: With three months of the year remaining, Jaguar surpassed last year's record-breaking sales figure. In the January through September period, the company sold 102,189 cars in its 65 markets around the world. This exceeds the record of 100,791 cars sold in the whole of 2001. Unfortunately, however, sales of the X-type are somewhat below expectations and launch of the new Jaguar XJ saloon has been delayed so production cuts and a four-day work week were ordered at the Halewood and Castle Bromwich plants.

Good News: In the United Kingdom Jaguar sold 24,181 cars during the first nine months of the year, an increase of 50% over the same period last year. Ten years ago Jaguar's full year sales in the UK totalled just 5,600 cars. Seventy eight percent (78,008 vehicles) of all Jaguar cars produced so far this year were exported maintaining Jaguar's long-standing record as one of Britain's major exporters. A total of 48,006 cars were sold in the United States, a 61% increase over last year. Together, Jaguar and sister company Land Rover account for over 10% of all British exports to the United States (worth \$4.8 billion).

Not So Good News: The Ford Motor Company reported a third-quarter net loss of \$326 million, substantially lower than the \$692 million of a year earlier. Jaguar and Volvo helped produce sharply increased losses at Ford's European operations which went \$121 million into the red, compared with a loss of \$24

million a year earlier. Ford executives attributed the increased overall losses in Europe to higher product costs at Jaguar and marketing costs for both marquees.

Despite these losses, about 6,000 production workers at Jaguar won an inflation-busting two-year deal which will make them the highest paid in the industry. Jaguar is giving its hourly paid workers an extra 4% from November 1st and at least 3% more a year later in a deal that will raise average pay to £414 a week. As part of this settlement, the company is seeking an additional 150 voluntary redundancies at Halewood and 250 at its plants in Birmingham and Coventry. [*One might suspect that UK auto workers do quite well but, considering they must pay 2½ times as much as we do for litre of petrol and just about everything else they purchase, they do not live in luxury.*]

Nick Scheele, Ford president and former Jaguar chairman, said Jaguar stocks had been too high at the start of the year and there had been a substantial number of model launches at it and other companies within Ford's premier automotive group. Both Scheele and Allan Gilmour, chief financial officer, insisted that Jaguar's problems were temporary but admitted that Ford was being forced to scale back the rapid growth of its premium brands.

Several automotive journalists and experts attribute part of Jaguar's problem to not having a diesel engine available to compete with Mercedes and BMW.

Rapid Response Fire Tender: A Jaguar S-Type R fire tender, the latest in a long line of vehicles built by the Special Vehicle Operations department at Jaguar Cars, has been delivered to Silverstone circuit. Designed as a 'rapid response' emergency vehicle, the Silverstone Jaguar S-Type R is based on a standard production car but with key modifications to suit its new role at the Northamptonshire race track.

Externally, Phoenix Red paintwork with a broad yellow stripe and an impressive array of strobe and spotlights distinguish the vehicle. But it is inside where the major changes have taken place. In place of the rear seat sits a 90 litre fire extinguisher cylinder with eight metre hose, a Safety Devices roll cage provides

increased occupant safety and body stiffness, and two figure-hugging Recaro racing seats with four-point harness belts have been fitted for the driver and front seat passenger. Additional equipment includes four further fire extinguishers, short wave radio and siren.

Jaguar has supplied cars to Silverstone since the early 1970s when Managing Director and former Le Mans Team Manager F.R.W. 'Lofty' England donated an early XJ12 saloon. "We are pleased with the support Silverstone Circuit has received from Jaguar Cars over the years," Gary Dearn, Silverstone Circuit Safety Officer, commented. "The loan of this car is a magnificent gesture and continues Jaguar's valuable contribution to track safety at Silverstone. Every Jaguar we have used has been dependable, but this latest one looks the most fun to drive!"

Formula One: Michael Schumacher was unstoppable in Formula One, ending the season at Indianapolis and in Japan as he opened it in Australia, with a victory. Now the real action begins off track to make races competitive again and to stem fan apathy, perhaps the worst crisis in the sport's half-century history. Surveys indicated that ITV's audience for coverage of the US and Japanese Grand Prix was less than 50% of anticipated. Thus, both team sponsors and television networks are agitating to pay less.

Ferrari/Schumacher were just too good throughout the entire year, and F1 was the loser. With Ferrari winning 15 of 17 races and Schumacher claiming a record 11 victories, TV ratings slumped, sponsors griped, two small-budget teams disappeared and several others flirted with bankruptcy. Schumacher came close to winning every race, becoming the first driver to finish on the podium for every Grand Prix.

Bernie Ecclestone, the head of F1's commercial side, and Max Mosley, the president of FIA, the world governing body, proposed radical changes, including giving weight handicaps to the fastest cars or having each driver race once for every team. Both proposals were seen as trial balloons that they would drop in a trade-off for other, less controversial proposals.

Other changes proposed to the Formula One Commission, made up of team principals, race promoters, tyre suppliers and engine manufacturers, plus Mosley and Ecclestone, included:

- extending qualifying over two sessions and averaging the results;
- limiting drivers to only one engine per race weekend;
- Using different tire compounds provided to all teams;
- Reducing testing, estimated to cost about \$450 million yearly;
- Limiting aerodynamic and engine changes during the season;
- Putting fastest qualifiers in the middle of the pack.

Big-budget teams such as Ferrari, BMW-Williams and McLaren were outspoken against the proposals, particularly those relating to design restrictions, weight handicapping and car-swapping. Because a technical change in F1 requires the unanimous vote of the teams, it was unlikely that any major changes would emerge. Thus, as predicted by most, the meeting of the Formula 1 Commission, held at the end of October, made minor tweaks to grand prix racing rather than the major surgery that had been proposed.

Qualifying was altered with Saturday's hour-long session scrapped in favour of a single-lap format. It was thought from the original proposal that a second qualifying session would be reintroduced on Friday but the new rule falls short of that. Thus, Friday's session has no bearing on grid position and is essentially pre-qualifying to decide which order they will run in the following day. However, by giving drivers just one chance to set a time, errors will be punished and grids might be less predictable. Changing weather during the session could also be a factor.

The second major change was to the points scoring system. From 2003, World Championship points will be awarded down to eighth place on the scale 10: 8: 6: 5: 4: 3: 2: 1 (previously to sixth place on the scale 10: 6: 4: 3: 2: 1). The smaller differentials between points will mean the championship will be decided later in the season. But will it adversely affect the racing? A driver running second is less likely to make a risky move for first if he only stands to gain an extra two points.

One of the changes brought about by Ferrari's dominance of the 2002 season is the banning of team orders which interfere with the race result. This should be welcomed by all race fans but the FIA are likely to find it difficult to police. For example, what is to stop teams holding one of their cars up in the pits in order to let the other pass, and then claiming that it was a genuine mistake?

The only change that promises to make the racing closer is that each team will be allowed to use two different dry tyres at each event, (previously each tyre company could supply only the same two dry tyres to each of its teams). Teams will continue to be limited to 10 sets of dry tyres and only one type of wet tyre per event. Michelin will now be able to offer entirely different compounds to Williams and McLaren, each addressing their own needs. Both teams will now be able to work as closely with the French company as Ferrari does with Bridgestone. This should allow them to develop a rubber that fulfils their exact needs. Perhaps Jaguar might also benefit from this change.

Because the Belgian government refused to grant a special dispensation on tobacco advertising and the teams would not agree to run without this, the 2003 Belgian Grand Prix has been removed from the F1 calendar. All tobacco sponsorship is scheduled to terminate in 2005 so it will be interesting to see how the show goes on when this major source of financial support is no longer available.

Automotive journalists were disappointed with the limited changes to F1 regulations. Many agree that one idea which should be brought in as soon as possible is standardised electronic control boxes. This way the FIA could ban traction control and automatic gearboxes, thus putting the emphasis back on driver ability. Many argue that traction control is an awful blight to Formula One's spectacle. It massively decreases the input a driver has over the performance of the package and helps to eradicate driver error, thus putting yet another block on overtaking. The same goes for automatic shifting. If the FIA brought in standardised engine and gearbox electronics they could police these driver aids and ban them from F1. This won't

please the software designers, but as seasoned F1 journalist Maurice Hamilton observed, "Formula 1 should not be a world championship for software engineers."

But it's not just the cars that need looking at for racing to become more competitive. Sir Frank Williams contends that circuits are getting shorter and twistier which is not a good thing for motor racing. He argues that: "For overtaking you ideally need a long straight followed by a tight turn. Tracks could also be made wider in certain places to create designated overtaking spots."

At its recent meeting, the commission agreed to look at ways to make overtaking easier, which will include both the design of the cars and the circuits. "Now we have to address other elements including changes to the circuits," said Jaguar's team principal, Niki Lauda. "We will also consider changes to the technical regulations to improve overtaking. I personally favour slashing aerodynamic downforce and going back to slick tyres, but perhaps that's because I raced on those and I know about them at first hand."

Edie Irvine finished third at the Italian Grand Prix (Sept. 15), 10th at Indianapolis (Sept. 28) and ninth in Japan (Oct. 13). However, in spite of his excellent driving during the last few races, Jaguar ended in seventh place in the Constructor's Championship. The season's performance caused considerable speculation on the team's future but a factory press release, reproduced below, indicates that Jaguar racing will survive, at least for a while.

Jaguar's F1 Future

Indianapolis Motor Speedway, September 27, 2002.

Following Ford Motor Company's three-month review of its Formula One activities, Group Vice President, Richard Parry-Jones, last week presented the recommendations to Ford's senior management in Dearborn, US. The aim of the review was to understand exactly what is required to accelerate the competitiveness of Ford's Jaguar Racing team and finding better ways of leveraging

Ford Motor Company's presence in Formula One.

The conclusions reached are as follows:

* Ford Motor Company fully supports its commitment to Jaguar Racing in Formula One and is not looking to withdraw from the series nor is it looking to sell the team. On the contrary, Ford Motor Company will work even closer with Jaguar Racing over the long term in an effort to strengthen and accelerate its competitiveness in Formula One with the ultimate aim being to win the FIA Formula One World Championship.

* To better utilize both the engineering capability of Cosworth Racing to attract more customer business from Formula One, World Rally and U.S. based racing programmes, and the legendary Ford Cosworth brand.

* Despite current difficult economic conditions and uncertainties in the sport, Formula One continues to provide a very good return on investment for Ford Motor Company. The benefits from competing at the top level of motor sport include advanced technology development, technical personnel development and clear marketing benefits. The value to Ford Motor Company will be enhanced further with the opportunity to re-leverage the Ford Cosworth association and the income streams which will result.

"With our 'works' team, Jaguar Racing, we are in Formula One to stay," said Sir Nick Scheele, Chief Operating Officer, Ford Motor Company. "Formula One is undoubtedly the world's toughest proving ground, one that requires a sustained commitment in order to achieve success. Jaguar's presence in Formula One is not

driven by short-term marketing objectives. We are racing enthusiasts and the marque's connection with racing stretches from the time the company was founded by Sir William Lyons in 1922 right up to the present day. As former Chairman of Jaguar Cars, I recognize the marque's unique blend of emotion and technology that makes it one of the most evocative participants in Formula One."

"I would also like to take this opportunity to thank our tremendously loyal sponsor base. We are proud to be supported by the finest array of sponsors in Formula One. HSBC, Beck's, AT&T, EDS, DuPont, HP, Michelin, Castrol, Rolex, Lear, Soliver are all blue chip, global businesses and household names. We are very appreciative of their long-term commitment to this project," added Sir Nick..

"I am very pleased that the senior management of Ford Motor Company have endorsed the report," said Richard Parry-Jones, Group Vice President, Ford Motor Company and responsible for Global Motor Sport Programmes. "This sends a clear message that we are committed to Formula One and provides the stability the Jaguar Racing team need to build their competitiveness."

Richard added, "I am also very encouraged by the progress at Jaguar Racing this year. The efforts made towards correcting the technical deficiencies within the Jaguar F1 programme have come a long way since the beginning of this season and have been rewarded with a 6th place finish at the Belgian Grand Prix five weeks ago and at the last race in Monza where we finished on the podium behind the two Ferraris. In

fact, the critical time line that we set ourselves for a turnaround this season is already ahead of schedule and more importantly, is now providing a clear and credible benchmark for next season's challenger, the Jaguar R4."

Ford Motor Company has three separate businesses in Formula One known collectively as the Premier Performance Division, headed by Niki Lauda. These three businesses are made up of Jaguar Racing, Cosworth Racing and Pi Electronics. These companies operate somewhat independently of each other, except for the priority to Jaguar Racing with the best possible technological support. For example, Jaguar Racing will contest the 2003 Formula One season with a brand new, lightweight, 90-degree V10 engine supported with the latest generation electronic software.

"There is tremendous heritage and value on and off the race track for the Ford Cosworth association," said Richard Parry-Jones. "With the return of Ford Cosworth RS road cars to Ford of Europe's product line-up, now is an excellent time to remind people of the advantages of being powered by Ford Cosworth engines. Therefore, we have decided to add the Ford Blue Oval Badge to our Cosworth Customer Engines and the first team to benefit from this would be Jordan Grand Prix who will use Ford Cosworth RS Engines from next season," said Parry-Jones.

Jordan Grand Prix has signed a three-year agreement with Cosworth Racing and Ford for Jordan to use a development of the current Cosworth 3-litre V10 engine. Within the framework of this agreement, Jordan has developed a unique and innovative sponsor arrangement that enables Jordan to fund the Cosworth Racing contract that includes a dedicated team of Cosworth engineers to develop the engine further.

"We are excited by this opportunity to use Formula One to link the legendary Ford Cosworth heritage with the Ford of Europe brand message," said Martin Leach, President and COO of Ford of Europe. "We're also taking the obvious opportunity to link the Formula One platform to our plans to re-introduce the Cosworth brand to our road car line up and create even more cost effective means of leveraging the tremendous marketing clout of Formula one."



JAGUAR, The Classic Marque

Jaguar, The Classic Marque is a new book for enthusiasts who want to be able to pride themselves on being able to identify all 41 postwar Jaguar models. This book has over 400 spectacular color photographs, by Steve Kennedy.

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See www.jaguarbooksite.com for more info.

2002 Toronto Fall Classic Auction - Jaguar Results

Year/Model	Bid	Result
1969 E-type Coupe	13,000	Sold
1985 XJS	5,100	No sale
1985 XJS	3,400	Sold
1987 (no details)	5,400	Sold
1987 convertible	10,000	Sold
1988 XJ-SC	5,900	No sale
1989 XJ6	3,100	Sold
1990 XJ??	18,500	Sold
1993 XJS	13,650	Sold
1994 VDP	11,000	Sold
1994 XJS V12 Convertible	34,000	Sold
1995 XJS V12 Convertible	37,000	Sold
1996 VDP	20,000	No sale
1997 XK8 Convertible	44,000	No sale
1998 XK8 Convertible	44,000	No sale
1998 VDP	30,000	No sale

More Jaguar News

Movie Cars

The latest James Bond adventure, *Die Another Day*, starring Pierce Brosnan and Halle Berry, received its World Premiere on November 18th in the presence of Her Majesty The Queen. In this film, the 20th release in the 007 series, Bond takes the wheel of another Aston Martin, the new Vanquish. Zao, the movie's villain, drives a modified Jaguar XKR convertible and the latest Bond girl, the new Ford Thunderbird.

R3 Anyone?

Adrian Dawn, a truck driver from Nottingham, was the surprised and somewhat shaken winner of an Eddie Irvine Jaguar R3. The vehicle was the top prize in a contest run by Sky TV and Jaguar Racing to raise money for the Queen's Golden Jubilee charities and the National Society for the Prevention of Cruelty to Children. The prize was not a prototype or spare car but, according to

Niki Lauda, "The very car that Eddie contested in many races this year including Silverstone, Monaco, Austria, Canada and Germany." How much is it worth? According to Sir Jackie Stewart who presented the car: "It costs millions of pounds to design, develop and engineer an F1 car so work it out. It is truly a priceless car." One doubts that Eddie would agree!

Jaguar Racing Drivers - 2003

It seems to be a clear case of - If the horses are lame, let's replace the riders. Thus, Eddie Irvine and Pedro de la Rosa were dumped by Jaguar Racing. This despite the fact that Eddie saved Jaguar from total embarrassment this past season by finishing fourth in the opening race in Australia and provided some glimmer of hope later with his sixth place in the Belgian GP and third at Monza. The pair will be replaced by Mark Webber, an Australian who made his GP debut with Minardi this year, and Williams/BMW test driver, Antonio Pizzonia.

Jaguar Racing announced that the team's new R4 chassis will be launched on January 13th. Initial behaviour of the new package will be monitored closely following the embarrassing performance of last year's R3 in early testing. A calibration error in the team's wind tunnel meant that the car had less downforce than its predecessor. Jaguar will be hoping that the same mistakes will not be repeated and the team would like to forget the difficult 2002 season. Webber and Pizzonia, the new drivers, had their first session with the F1 team at Barcelona late in November when they tested an R3 fitted with development parts for next season's car.

XK Information Wanted

The XK Gazette, a UK based magazine edited by Phillip Porter and dedicated solely to 120s, 140s, and 150S; is trying to locate the remaining XKs around the world. OJOA member Les McDonald volunteered to assist Phillip in cataloguing Canadian cars.

If any of you own or know of an XK, would you please contact Les and provide the following information:

Chassis Number Engine Number

Body Number Colour

Registration / License plate number

Name of current owner

Contact details (*for security and privacy reasons no contact details will be published and, unless requested otherwise, just a vague geographic indication will be given - e.g. City or Province or County*)

Condition Any known history

Forward details to:

Les McDonald,

1066 Old Derry Rd., Meadowvale Village,
Mississauga, ON L5W 1A1

or

e-mail to gjhjag@aol.com

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Trans-Am Series

Road Atlanta, October 11

Boris Said finished off his rivals for the 2002 Driving Championship in impressive fashion when he drove his Panoz Esperante to a fourth consecutive victory in the Trans-Am race at Road Atlanta. Said passed Butch Leitzinger (Corvette) on the 34th of 40 laps and went on to a 2.43 second victory. With only one race remaining, Said held an insurmountable lead over Leitzinger in the championship standings, guaranteeing him the first driving title of his seven-year Trans-Am Series career.

Leitzinger's runner-up result, coupled with the two championship points he earned for leading the most race laps, moved him into second place in the championship, two points ahead of three-time champion Paul Gentilozzi (Jaguar XKR). Stuart Hayner (Corvette) finished third with Gentilozzi fourth and Johnny Miller (Jaguar XKR) in fifth place.

Virginia International Raceway - Oct. 30
Boris Said switched from his normal Panoz Esperante to a Ford Mustang for the

final weekend of the campaign and again finished in first place. Said took the lead from Tony Ave (Panoz Esperante) on the 26th of 31 laps and went on to a 4.9-sec victory. Justin Bell (Corvette) finished third, passing Butch Leitzinger (Corvette) on the 30th lap to take the final podium position. Rounding out the top five were Leitzinger and Johnny Miller (Jaguar XKR), who made an impressive run from the 18th starting position.

Gentilozzi (Jaguar XKR), who sustained a broken rib in a testing accident on Thursday, started 21st in the 22-car field but completed only nine laps before giving way to relief driver Jack Willes. Willes brought the car home in 17th place, allowing Gentilozzi to collect enough points to finish third in the championship standings.

In the Manufacturers Championship, Jaguar finished third, behind Panzol and Chevrolet.

New Web Sites

British Car Lovers

(www.britishcarlovers.com) proposes to provide an easy way for members to build

a personalized, British car web page. They claim that if you can use a browser, then you can create your own web site simply by following the on-screen instructions. Other services are being developed that will include personalized E-mail address and forwarding, photo libraries, up-to-date, detailed Car Show Schedules of events all over the planet, Informative History and Highlights of British car manufacturers and weekly stories and articles you'll find only at this site.

JagSource

(www.JagSource.org) will feature forums for all models, buyers guides, restoration assistance, maintenance advice, member profiles and an extensive series of links to other automotive sites. They claim to have experts available to answer specific questions but need more participants to keep them busy.

Visit these sites regularly for the next few months and check out their development before deciding to bookmark them as replacements or alternatives for Jag Lovers (<http://www.jag-lovers.org/>).

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What's in a Name?

Mark Stephenson, Jaguar Club of Central Arizona

Let's face it, as a group of Jaguar owners we've got a problem. And it gets worse ... it doesn't matter where our fellow enthusiasts are in the English-speaking world or what their specific Jaguar interests are, they automatically suffer the same woe that befalls us. We call ourselves an "association." Others opt for "club" or even "alliance." But what do you call an assembly of our lithe automobiles? A bunch of Jags? A committee of cars, a hex of XKs?

The English language is already rich in collective words to describe assemblies of animals. Consider the following:

- A parliament of owls.
- A congress of snakes.
- A murder of crows.
- A troop of baboons.
- A shrewdness of apes.
- A pace of asses.
- A smuch of jellyfish.
- A gaggle of geese.
- A troubling of goldfish.
- A mob of kangaroos.

Try though as I may - and others have risen to this challenge recently, too, there doesn't seem to be a collective noun for jaguars. Our language already offers at least two animal collectives which seem natural for us - but they're technically not for our favourite Cats:

- A pride of lions and a pride of peacocks. (What's wrong with a pride of Jaguars? The word "pride" says so much about how we feel about these special cars.)
- A leap of leopards. (Another word that's got Jaguar written all over it, especially with the way the word reflects off the Leaper, who graces many of our bonnets.)

Ontario Jaguar enthusiast Kevin McCann actually planted the seed of this report when, in an e-mail to a Jaguar group on the Internet, he referred to his "stable." He then asked, rhetorically, "is there a more appropriate way to describe a collection of Cats?"

Subsequently, this writer posed that specific question to several hundred chat-group members on the Web site

www.Jag-Lovers.org. Their responses, which are well worth perusing, may help us come up with the perfect collective noun - and provide some light entertainment on the way. Here are just a few of the submissions:

- "I personally like the word Squab ... a Squab of Jaguars ... whaddyathink? Skuttle and Prise are also good words, but I like Squab ... it beats 'murder' of Jaguars or a 'parliament' of Jaguars .. who comes up with these things anyway?"
- Bob (with a small Squab of two Jaguars) - "I found ... every animal ever named, except for Jaguar. I find this strange, but I guess 'they' consider our Cats strange."
- Butch 66 FHD 4.2L (Arizona, USA) - "Perhaps a Lucas of Jaguars!"
- Mike O' - "Since I own two, and they are still gobbling prodigious amounts of money and time, I'd have to say that a "brace" of Jaguars is much more appropriate ... as in; 'brace yourself!' for this breakdown, 'brace yourself!' for a new front for your Cat. "I'm pretty sure that for all the larger jobs, heads, IRS rebuild, front bushings, etc, we all should 'brace ourselves!' But I also like "pride" of Jaguars, too."
- Bob Hudson, Sydney Australia 1976 XJC - "A 'class' of Jaguars?"
- Tony Williams - "From my recent experiences, and many others', I would suggest that an 'Overspend' of Jaguars might be appropriate."
- Mark Franks - "How about a 'Slick' of Jaguars ...?"
- David Box - "Looking at my garage floor, I'm sure you're onto something ..."
- Frank, XJ6, Sov Europe (UK/NZ) - Had a quick (search) but could find no existing collective noun for Jaguars, perhaps because they are solitary animals. Anyway, for my 5 cents worth, herewith half a dozen possibles: A Grace - from the advertisements of the '50s & early '60s, pertaining to the fluid shape and the mechanics of locomotion.(Grace - Pace - Space)
- A Prowl - obviously from feline behaviour
- Pause - what everyone seems to do when they see one.
- Using the Letter "J" we have: A Joust - reminiscent of gentlemanly (but serious) competition and good manners
- A Jaunt - which we tend to do, frequently

in groups
A Jubilation - which is self explanatory
• Martyn Z - "Spare parts"

- Anonymous - "I think we should coin our own terms for Jaguars, since, as far as I know, no "official" term exists. How about a 'Pace' of Jaguars? This seems to fit both the cars we cherish and the beast after which they are names .. and it works with Jaguar's 'Grace, pace and space' motto."
- Loudon, 85 VDP6, Josephine, 86VDP-V12 Gypsy - "Since there were no votes of a 'Squab' of Jaguars, my second choice is definitely an 'Overspend' of Jaguars. Sounds about right to me."
- Bob, 69 E 2+2, 72 XJ6 - "The problem you all have is that jaguars are solitary animals, therefore naming a group of them is kind of pointless, however that didn't stop them from grouping ferrets, which are likewise very solitary beasts in the wild, as a business, cast, or fesnyng. But the Medieval minds that came up with these collective nouns, they didn't know about jaguars. So, I guess we have to come up with our own, and most of the good ones are already taken. Grab your thesauri, folks."

[I could not find smuch in the dictionary or any of my biological references. GK]

JCNA Challenge Championship 2003 Phoenix, Arizona May 1 through May 5, 2003

Look for details/registration information in the Nov/Dec Jaguar Journal.

OJOA Memberships for 2003 are due

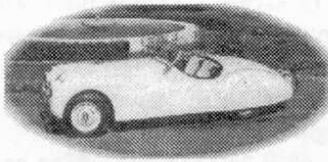
Please fill out the form on the back page of this newsletter and return, with your payment, to Brian Jaimeson, our membership director.

Classifieds

Club members and other interested parties may advertise personal cars, parts and services for sale or wanted in the newsletter. All classified ads run for two consecutive issues and can be renewed if requested. OJOA and other JCNA affiliated club members may advertise at no charge. Non-members pay \$15.00 per ad (two issues). Contact the newsletter editor to place or cancel.

Cars for Sale

1953 XK 120



Roadster, white with blue interior. Same owner for 31 years. Very original car - looks great and runs very well. Solid wheels, fender skirts, excellent top, tonneau cover, side screens, tools, works manual. \$45,000 obo Chris Allen; (905) 468-4449

1968 Mk 11 340



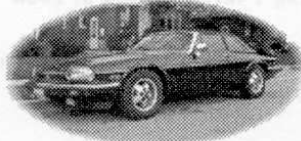
Original condition - Automatic. Serious inquiries only - \$19,000. Gil Fraser: (905) 828-9176.

1987 VDP Serries III



Sage green, 12 cylinder, new tires, sun roof, no winters, immaculate condition, emission tested, certified, 104K, \$7,000. N. daSilva: 416-592-4286, 416-528-1829 (cell) n.dasilva@opg.com

1987 XJS V12



I shape, AC, new tires, e-tested, certified, 2 rear seats, 215K. \$6,900. Russel Moffat, 416-444-4069

87 XJ6

Two vehicles for sale. One in excellent condition prior to accident, great interior, working drivetrain, some good body panels. Second vehicle retired due to rust, fair interior, working drivetrain, some good panels. Asking \$750.00 ea. \$1200.00 for both (Will consider any offer.) Call 905 775 5270

1988 VDP.



V12 One of only 451 made for 1988. Fast, smooth and elegant. 2002 JCNA score: 9.994. Perfect new paint (Satin Beige), zero rust. Pirelli P 4000 tires on good pepperpots. Excellent leather ("Doeskin"), very good wood, new headliner, icy-cold

AC, retrofitted. Maintained "regardless of cost". New fuel and coolant hoses, distributor service etc. Runs at a cool 88 degrees. Everything

works. Reason for sale? Too many Jaguars. \$18,500 CDN. Needs nothing. 250 595 7453, e-mail to: V12-VDP@Shaw.Ca

1994 XJS convertible



Jade with tan leather, six cylinder, CD, rust checked, garaged, never winter driven, immaculate condition. \$27,750. David Martin, 416 865 3334; dmartin@cpinvest.com

Parts/Literature for Sale

Jaguar parts - used, rebuilt and some new, for most models. Ken Mason: (519) 942-1722; fax (519) 941-8466 or ken@kmrestorations.com

Pirelli P5 tires, P215 70 R15. Used, in Good condition - 5 tires available - perfect for show/concours - I would not recommend they be used for daily driving - there are not many of these tires left in useable condition - taking offers. Contact: Kevin McCann at 416 417 9669 or macmccann@rogers.com

Expand your Jaguar library. Complete set of the last eight years (96 issues) of Jaguar Enthusiasts' Club magazine for sale (Jan 1995 to Dec 2002). Glossy colour magazine with dozens of multi-issue restoration projects (SS1, XK120, Mark I, E-type, 420, XJS, XJ40, etc.) and lots of interesting technical Q & A. Excellent condition. Subscribe to this UK club now and continue the collection. Asking \$288. Will not break set. Call Arthur at 416-573-5584.



Best wishes to all and a very special thanks to all those who contributed articles and/or photos to The Ontario Jaguar during the past year. Your Editor

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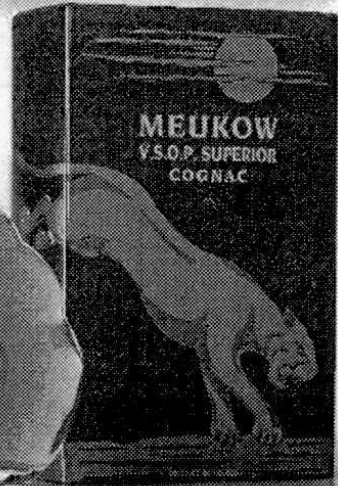
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- No change from last year In market for Jaguar(s)
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Annual Membership Fee: \$50.00

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