

# THE ONTARIO



# JAGUAR

Volume 12, Number 2 - April, 2001

## Events Calendar

Wednesday, April 11<sup>th</sup>  
OJOA Monthly Meeting

Sunday, April 22<sup>nd</sup>  
Flea Market - Ancaster

Sunday, May 6<sup>th</sup>  
Spring Blossom Run

Wednesday, May 9<sup>th</sup>  
OJOA Monthly Meeting

Saturday, June 16<sup>th</sup>  
Ottawa Jaguar Club Concours

Sunday, June 17<sup>th</sup>  
Classics Against Cancer

Sunday, June 24<sup>th</sup>  
OJOA Concours

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## The Canadian International Auto Show

The Toronto Auto Show, which has gained in prominence and now is known as the Canadian International Auto Show, ran this year from February 16<sup>th</sup> to 25<sup>th</sup>. This, the 28<sup>th</sup> annual event, hosted some 150 exhibitors and over a quarter of a million visitors. Physically, the show expanded to include not only the north and south buildings of the Metro Toronto Convention Centre but also the Sky Dome, with all of the venues connected by enclosed walkways.

In addition to the many displays by automobile manufacturers and suppliers, the Canadian International Auto Show is unique among the world's great shows in making vintage cars a major feature. To celebrate the tenth anniversary of their presence at the CIAS, Wynn's Classic Collection was expanded for 2001, taking over most of the 800-level foyer in the show's south building. This year's spectacle was anchored by two spectacular multi-car displays featuring the cars of Ettore Bugatti and Carroll Shelby.

The crown jewel of the collection was a one-of-a-kind 1938 Bugatti Type 57 SC cabriolet. Five other Bugattis also graced the display, including a 1929 Type 43 A roadster, with early Art-Deco design influences in its dramatic black and yellow paint scheme. Its advanced features included a supercharged, overhead-cam, straight-eight engine, and alloy wheels with integrally-cast brake drums, at a time when wood-spoke wheels were still the norm.

Similar in spirit, but a generation later in design, are the cars of Carroll Shelby. One of the first Americans to gain international fame, as a factory driver for Ferrari and other great marques in the fifties, before becoming perhaps even more famous as the constructor of the all-conquering Cobras, Shelby, who attended the show in person, is as legendary as the cars he drove and built.



Price for the Jaguar X-type sports sedan, expected to arrive by late summer, was announced at the Canadian Auto Show

Continued on Page Three.

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**The Ontario Jaguar**

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**The Ontario Jaguar Owners' Association (OJOA)**

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

**Membership Benefits**

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

**Meetings**

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

**Membership, Address Changes, Renewals**

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

**Merchandise**

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

**Advertising**

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

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

Contact the newsletter editor for information on placing ads.

**Additional Contacts**

Chief Concours Judge	Chris Colebrook	
Concours Chairman		
Spring Blossom Run Organizers	Fred Hill	905 648 1800
	Nelson Burkhardt	519 763 1611
	Betty & Peter Harris	416 233 2677
Summer Run Organizer	Linda & Murray Smith	519 853 1499
Fall Regularity Run Organizer	Web Vance	416 231 4918
Merchandise/Regalia Sales	Arthur Goeldner	905 842 3340
Referral Service	Karen Millar	914 221 0293
Jaguar Archives (JDHT)	Robert Stevenson	734 455 5039
JCNA Regional Directors (North Central Region)	Dick Howe	847 392 8664

## Upcoming Events

**Wednesday, April 11<sup>th</sup>**

### **OJOA Monthly Meeting**

Montgomery's Inn, Dundas & Islington, Toronto  
Speaker & topic to be announced

**Sunday, April 22<sup>nd</sup>**

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

Marritt Hall, Ancaster Fair Grounds, Garner Road (formerly Highway 53), Ancaster, ON. Adults: \$4.00.

**Sunday, May 6<sup>th</sup>**

### **Spring Blossom Run**

Guelph area. Meet at Tim Hortons just north of 401 & Highway 6 South - Brock Rd Interchange (#299). Details at April meeting or call Nelson Burkhardt, 519 763-1611.

**Wednesday, May 9<sup>th</sup>**

### **OJOA Monthly Meeting**

Montgomery's Inn, Dundas & Islington, Toronto  
Speaker & topic to be announced

**Wednesday, June 13<sup>th</sup>**

### **OJOA Monthly Meeting**

Montgomery's Inn, Dundas & Islington, Toronto  
Speaker & topic to be announced

**Saturday, June 16<sup>th</sup>**

### **Ottawa Jaguar Club Concourse d'Elegance**

Museum of Science & Technology, Ottawa. Information from Frank Basten: 613 342-0467 (days); 613 343-9026 (evenings); e-mail to fbasten@recorder.ca

**Sunday, June 17<sup>th</sup>**

### **Classics Against Cancer**

The annual Classics Against Cancer auto show is held in Cedarvale Park, Georgetown, Ontario. The park is all grass (no dust!). Food and drink concessions, live entertainment and supervised children's play area. The theme was and remains that the show be a Father's Day outing for the whole family as well as a chance for enthusiasts to show their cars. There are representatives of almost every age and type of auto from turn of the century to flashy American production cars, muscle cars, kit cars and street rods. Come and enjoy almost a century of automotive history. Registration: \$25.00 to Canadian Cancer Society. Admission: \$6.00, accompanied children under 12 are free. For more information: phone, 905 877-2203; Fax, 905 877-4811; e-mail to chairman@classicsagaincancer.on.ca

**Sunday, June 24<sup>th</sup>**

### **OJOA Concours d'Elegance**

Appleby College, Lakeshore Road W., Oakville  
Registration from 8:30 until 11:00 am with judging of

vehicles starting at noon. Flea market & food available all day. BBQ will follow. Details and registration Form accompany this newsletter.

**July 24<sup>th</sup> to 28<sup>th</sup>**

### **JCNA Challenge Championship**

Franklin, TN. See inside of last page for more details.

## **The Canadian International Auto Show**

Continued from Page 1.

The centre-piece of the Shelby collection was the one and only 'Flip-Top' Cobra, so-named because of the way its front and rear body-work flipped up to provide access to the engine compartment and rear suspension. The Flip-Top, from which the ground-thumping 427 Cobra race and street cars were subsequently developed, was built specifically to take on the factory-supported Corvette Gran Sport racers that threatened the small-block Cobras' dominance on the track.

The balance of the Wynn's Classic Collection was an eclectic mixture of the once-common and the truly exotic, ranging from Morgans and an MG-TC to the original Corvette Sting Ray prototype. Other notables were a 1921 Rolls-Royce Silver Ghost, an aluminum-bodied Austin-Healey, Mercedes-Benz 300 SL, "gull-wing" coupe and roadster, a pair of Cummins diesel-powered Indy racers, and a 1931 Duesenberg, the first car to complete the Indy 500 without pit-stops.

Jaguar was represented by an XJ-220, an XK 150 and a pair of E-types, celebrating the "Cats" 40<sup>th</sup> anniversary.

One of the major attractions at this year's show was Ford's new Thunderbird roadster for 2002. The crowds were always heavy around this display. Perhaps people were attracted in such large numbers because the Thunderbird utilizes a rigid, computer-engineered chassis and a finely-tuned four-wheel independent suspension system made up of lightweight materials to reduce unsprung weight and improve response - i.e. the chassis system developed for Jaguar's S-type.

Jaguar Canada also announced the price of its new compact X-type sports sedan at \$42,950. The car is due in Canadian showrooms in late summer. The X-type is Jaguar's first entry into the compact sport segment, and the company says it produced the vehicle to stack up against the likes of the Mercedes Benz C Class, Audi A4, and BMW's 3 Series. All wheel drive comes as standard on the model, and the V6 engine comes with two displacement options for consumers; 2.5-litre and 3.0-litre. The engine is derived from Jaguar's S-type sedan, which utilizes the AJ-V6 power-train. With the addition of the X-type, Jaguar will have four models available.

**OJOA Monthly Meetings - February 14, 2001**  
Montgomery's Inn, Etobicoke. By Betty Harris

Twenty-four members were present, including Peter Harris and Web Vance from the executive.

Peter opened the meeting by welcoming Cy carrick, a longstanding member, who has been unable to attend meetings for a long time due to illness. Cy, in turn, stood and thanked the members for their many telephone calls and cards of best wishes and support.

In the absence of the secretary, Bruce Davis, Peter read a thank-you card from Dorthée Anne, thanking the club for the sympathy card signed by the members and sent to her on the death of her mother.

Peter mentioned that the secretary sent a card to Hartley and Steven Hershennhorn on the death of their father.

Peter mentioned that the Newsletter Editor, Gordon King, receives bulletins from at least 25 JCNA clubs and, in turn, hands them over to our members on display at our meetings. Club members are welcome to take them and read about other clubs' activities and interests.

Larry Giles called Peter Harris to thank OJOA for their thank-you card and dinner voucher for two at Lenny's Restaurant in appreciation of his many years of service to the club as custodian of Montgomery's Inn. Larry has just retired and members wished to recognize his invaluable help at our meetings.

Web Vance reported that JCNA was sent year 2001 fees for 90 club memberships up to mid February.

Peter asked Walter Smith if he had any contacts from the recent article about OJOA and his Mark V photo in the Toronto Star newspaper (Wheels Section). Walter, Bob Barrett and Ken Mamchure reported no contacts and, so far, no photo prints as promised.

Peter announced that OJOA had again booked a club table at the Ancaster Flea Market, to be held on Sunday, April 22.

The Concours date for this year will be Sunday, June 24 at Appleby College, Oakville.

No visitors were present.

Peter asked if anyone had a Technical Query and one member with a 1988 XJS wanted a less expensive source of fuel injectors, seals and a wiring harness. It was suggested that he try Tom Owen at Browns Lane in Markham.

Members were asked if they would like any of our past speakers to come again. Many said they would like the speaker from Creemore, who repairs dents in autos, to be repeated.

Chris Powell moved, seconded by Bob Barrett, that the business part of the meeting be closed.

After intermission to replenish coffee cups, Peter Harris gave a slide presentation on Jaguar 2001 model details, followed by an historical collection of slides covering OJOA events dating back to 1983.

**March 14, 2001**  
Montgomery's Inn, Etobicoke. By Bruce Davis

Thirty-seven members and guests, including Peter Harris, Brian Jamieson, Web Vance, and Bruce Davis of the executives were present.

Peter opened the meeting advising that Fred Hill is still under the weather but welcomed back Brian Jamieson from his 6 week sojourn to Australia and his native New Zealand.

Web Vance advised our Bank balance was in very good shape.

Brian Jamieson advised we have 17 new and 100 renewed membership. He also mentioned it was 35 degrees down under, did not see too many Jaguars in Australia, but that New Zealand has a population of about 3 million souls supporting 16 Jaguar Clubs. Featuring mostly saloon types.

Peter read the e-mail our club had received from Daniel Thompson requesting information on the first E Type to arrive in Canada - it was the 4th LHD roadster to be built. Other interesting history, as Daniel had dug up, was very interesting - our Cy Carrick went to school with Norman Namerow who raced the car at St. Eugene (straight from the show room floor) This e-mail will be reproduced in our next newsletter.

British Car Day sponsors - Triumph Club - have generously declared this event to honour the 40th Anniversary of the E-Type and will have these vehicles in centre field surrounded by all other Jaguar vehicles. It is hoped a record number of E-Types will turn up.

Ancaster British Car Flea Market is to be held on Sunday April 22, 2001. Our Club will have a table at the Flea Market.

The Spring Blossom Run is being held on May 6th and the new convenor, Nelson Burkhart, will have new starting location et al. Details to follow.

The Concours d' Elegance will be again be held at Appleby College, Oakville, the date being Sunday June 24. Entry forms etc will be in the next newsletter.

Gordon King is currently receiving newsletters from about 12 JCNA clubs. These are reviewed and put on display at our monthly meetings.

We had one visitor and one new member Bob May at our meeting.

Under Technical queries an owner of a MK2 has a door handle that is seized to the shaft, and has been soaking it in rust remover etc for several months. It was suggested he try a hair dryer. Another XJS owner has removed his battery and wondered if his alarm system is still armed - no help was forthcoming.

Bob Barrett moved and Tom Owen seconded that the business portion of our meeting be adjourned.

Following a short break a video of the highlights of our club outings over the past couple of years was shown. This was put together by John Erskine. It was a fine show - thank you John.

## Sir Stirling Moss and Jaguar Re-unite to Celebrate Le Mans Anniversary

Sir Stirling Moss and Jaguar Cars will be re-united at Le Mans this year – fifty years after the legendary racing driver first competed at the classic French circuit – and on the fiftieth anniversary of Jaguar's first victory in the world's toughest endurance race. Sir Stirling will be one of a specially invited group of drivers taking part in a unique race staged to celebrate the heritage of the 24 hour event. The Le Mans Legend race will take place before the running of this year's twenty four hour endurance race on Saturday 16 June.

Sir Stirling will drive one of the most famous racing Jaguars ever built – the Jaguar C-Type which gave Jaguar its second win at Le Mans. This historic car has been made available by its owner Adrian Hamilton – whose father Duncan, together with Tony Rolt, drove the car to victory at Le Mans in the 1953 race.



Jaguar countless victories, including Le Mans wins in 1951 and 1953. Of the original 53 C-Types built, 49 still survive and many of these cars will cavalcade from Jaguar's headquarters in Coventry to Le Mans to celebrate the C-Type's first victory.

A young Stirling Moss was in the three car Jaguar team for that first race at Le Mans in 1951. Although forced to retire with oil pressure problems, his widely acclaimed drive – which included a new lap record – helped establish him as one of the fastest and most talented drivers of his generation. After his race ended on the 93rd lap he watched from the pits as Peter Walker and Peter Whitehead drove their C-Type to victory to give Jaguar its first ever win in the world's toughest endurance race.

*Jaguar press Release, 2 February 2001*

Before he flies to Le Mans for the race, Sir Stirling will be at Jaguar's headquarters at Browns Lane Coventry to flag off a cavalcade of C-Types driving to Le Mans to celebrate the fiftieth anniversary of Jaguar's first victory in 1951.

Jaguar's Managing Director Jonathan Browning said: "Le Mans holds a special place in Jaguar's heritage. We have won this great race seven times – five times in the fifties and then again in 1988 and 1990. As we start our second season in Formula One, the fiftieth anniversary of our first win at Le Mans is a very clear reminder of our long and successful heritage in motor sport."

The Le Mans Legend race is being staged by Motoring Cavalcades Ltd in collaboration with the Automobile Club de l'Ouest, which organises the Le Mans 24 Hour endurance race. Ray Wiltshire, the race co-ordinator said: "It will be a great spectacle. Over half the cars in the Le Mans Legend race actually took part in the twenty four hour classic between 1949 and 1964. Re-uniting Sir Stirling with the only Le Mans winning C-Type still in existence will be a massive attraction for the many thousands of British enthusiasts who go to Le Mans every year."

The Jaguar C-Type which Sir Stirling will drive is owned by Adrian Hamilton, son of the Jaguar driver who won the Le Mans race in 1953. It is widely regarded as being one of the finest examples of the classic sports racing car which gave

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## The Trans-Am Series - 2001

**B**F Goodrich Tires will continue as sponsor of the Trans-Am Drivers' Championship for the year 2001. The series will now be referred to as the Trans-Am Series for the BF Goodrich Tires Cup. This award, given annually to the winner of the Drivers' Championship, will be worth \$100,000 this season. The total year-end points fund payout of \$300,000 will make this season's competition the richest championship in the series illustrious 36-year history. The Trans-Am Series open its 36<sup>th</sup> season on March 16 at Sebring International Raceway.

Two-time Trans-Am champion Paul Gentilozzi will again campaign a Jaguar XKR in the 2001 Trans-Am Series. Gentilozzi debuted the XKR last season in Trans-Am competition, his third new marque in as many seasons. In 1998, Gentilozzi won the Drivers' Championship driving a Corvette and captured the 1999 title in a Mustang but managed only second place last year after some late season mishaps.

Prior to the 2000 season, a Jaguar product last raced in the Trans-Am Series in 1981. Jaguar captured the Trans-Am Manufacturers' Championship in 1978 while Bob Tullius won the Drivers' title in 1977 and 1978 in a Jaguar XJS.

Rocketsports will build three completely new chassis for the 2001 Trans-Am season. Teammate Johnny Miller will compete in a Jaguar XKR and the third chassis will be a back-up car. No decision has yet been made on which actual body style will be used

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## Request for Help in Locating a Vehicle

Hello,

I am looking for information pertaining to the first Jaguar "E-type" to be imported to Canada. The serial number of the car is 875004, it is a roadster (convertible, OTS), the exterior color was red. The car may have come with a hardtop, interior color is not verified at this time. I will now list what history is known of this car. If you are interested in helping, please read on, otherwise I thank you for your time and apologize for the intrusion. I should say right off the bat that I am not a dealer, broker, or speculator; I am an enthusiast who is looking to document the existence of what (I feel) is a historically important car. I would like to be able to verify that the car still exists and is still located in Canada (where I hope it will stay).

Jaguar Cars Inc. build records indicate that this car was essentially the 4<sup>th</sup> LHD roadster built and left the factory around March of 1961. It was designated as "Jaguar Canada Show Car" and likely was displayed on the show stand at Auto shows in 1961. This is the first clue to the story; I am looking for documentation or first hand recollection that can place the car at an Auto show either in Montreal or Toronto in 1961. In those days, Montreal was considered to be more important than Toronto so the car may indeed have been shown in Montreal. I believe 1961 was the first year a car show was held in Montreal. If anyone has recollection of this show (in either city), or has photos, or has a copy of a magazine or newspaper article which shows what might be this car please contact me. In particular, I am looking for all the 1961 issues of "Canada Track and Traffic" magazine; it is my feeling that this magazine would contain documentation on this car. I would be willing to buy these issues outright or borrow them.

Folklore has it that this car was raced, apparently straight off the showroom floor. A relatively famous Montreal-based racer by the name of Norman Namerow apparently took the car to St. Eugene in 1961 and raced it. Legend has it that the Jaguar factory advised him not to race it, as the rear uprights were prone to failure. But he raced it anyway, and the expected failure occurred. I have a picture in my files of Norm sliding an E-type through the hay bales at (I think) St. Eugene. It is a B&W picture and impossible from the camera angle to tell if it is the same car. The car shown is a roadster, may be red, and has a full width roll-over bar installed. My own father recalled seeing Norm race this car. If anyone has any recollection of this incident, or the car, or has photos or magazine articles to prove it, please get in touch with me. I would also like to know if Mr. Namerow was survived by any family members who may shed light on the subject (he passed away in the early 1970's).

There was a rumor (unconfirmed as far as I know) that this car was discovered in very rusty condition in Ontario in the late 1980's and was advertised for sale. If anyone can confirm this please let me know.

There are distinguishing features of an early E-type like this that should make the car easier to identify. The most obvious is the "outside bonnet latches". Basically the bonnet (hood) was held

on by two little chrome latches that are visible from the outside of the car just behind the front wheel arch. The reverse lamp would be located on the left side of the car under the rear bumper rather than in the middle above the exhaust pipes. The bonnet louvers would be welded to the bonnet rather than pressed in. Finally, the headlight "scoops" would be painted body color (red), not silver like the later cars.

I would very much like to locate this car and document its history. If you have any information, pictures, magazine articles or the like, please get in touch with me. If you think you know where the car is located, please let me know. If you feel that you know someone who may be able to point me in the right direction, please let me know.

Again, I am not a speculator but more of a historian/enthusiast who wants to see the car get restored properly and stay in Canada.

I can be reached via this email address [dthompson@gbc.ca](mailto:dthompson@gbc.ca) or toll free from anywhere in Canada at 1-800-667-0716 or locally at 514-848-0716.

Daniel Thompson  
President, Jaguar Owners Association-Montreal

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*Richard Stafferton*

## Technical Tips

By Glen Weaver

This article is adapted partly from other Jaguar newsletters and with amendments based on the Canadian experience of our own fellow member, Gus Sandusky, of Ken Browne Service (Jaguar, BMW and Rolls Royce) Toronto, Ontario.

### 1. Starting problems on XJ6, XJ12 and XJS (1969 - 1987)

When you turn the key to start position and nothing happens - Does the horn blow? If the horn sounds ok, have someone watch the headlights. Turn them on and try to start the car. If the headlights go from bright to dim, clean the battery connections with sandpaper (#80 say) or a wire brush. Both ends of the cables please!

Remember, 9 out of 10 times a no crank condition is caused by the battery itself or connections at the battery terminals. A battery can fail anytime due to internal breakdown. In a recent case I know of, the XJ12 started fine but half way up the ramp of an underground garage, it failed completely. Fortunately, the XJ12 battery is in the boot and it was a simple matter to bridge on a good battery and drive to the garage for a replacement. A fully charged battery in the no-load state should read 12.2 volts minimum across the positive and negative terminals. A car will usually start at voltages greater than 9.2 volts.

If the headlights remain bright when you try the starter, the problem is in the starter circuit. The culprit may be the *starter relay* (but rarely) which is usually the middle relay located on the right side of the fire wall for sedans and on the right inner fender of the XJS, near the battery. When testing this, make sure the car is in "Park" with the handbrake firmly "on" and the ignition key in the "off" position. This is to ensure that the car won't accidentally move in gear, injuring you or someone else or damaging your car. Now pull the heavy white/red wire off the starter relay and touch the positive (+) terminal of the battery. If the starter cranks the engine, you are closing in on the trouble. At this point, if you want to, turn the ignition key to the "on" position and repeat the process. Drive to the repair shop. If the engine won't crank, the starter motor or its solenoid is defective and must be replaced. A major job.

Lets say that it does crank. Should you want to carry on, note the following points. At the starter relay, the large brown wire is providing power directly from the battery and the large white/red wire provides power via the starter relay to the solenoid on the starter. Now memorize or jot down the relative location of these two wires on the starter relay so there is no inter-changing. Remove the brown and white/red wires from the starter relay and touch them firmly together. If the engine cranks, these two wires and their connections at the battery and the starter solenoid are ok. Reinstall these two

wires on the starter relay in their original positions, ensuring that the connections are tight and not corroded. If the car won't crank with the ignition key, the starter relay is most likely at fault, but now you know how to by-pass it to start your car and get it to the repair shop.

If the above technique does work and the engine cranks, the problem could be in the *Neutral Safety Switch*. It has two sets of contact points so try starting in "Park". If that doesn't work, try starting in "Neutral" as only one set of points may be defective. If this doesn't work, check the connections at the Neutral Safety Switch (under the car and not so easy to get at) and the ignition switch which may be defective.

### 2. Emission Testing Tip

Ensure that your engine is at full operating temperature and is equipped with a 180° thermostat. The provincial regulations specify that the engine should be run for a few minutes prior to the start of testing. This ensures that the catalytic convertor is at temperature. Be sure this is done.

### 3. Fuel Injection Hose XJ6/XJ12


If your injection hose is starting to leak and you decide to replace it for reliability, be sure you buy only hose intended for that purpose. As always, there are different qualities. The correct hose (as original equipment) is very expensive. Expect to pay at least \$20.00 per foot. The cheaper hose won't last any time at all.

On the V12 a compression washer is used and the hose must have a precise internal diameter. This is absolutely essential as no hose clamps are used.

### 4. Fitting New XK Pistons

When fitting new pistons to an XK engine block you should maintain a clearance of 0.0015" to 0.002" (thousands of an inch). Anything less is too little and anything more is too much.

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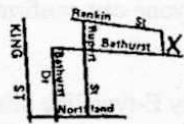


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## Results for Jaguars Presented at the Recent Scottsdale Sales


### Kruze International Auction Scottsdale, January 12 - 14, 2001

Year & Model	High bid	Sale price
1950 XK120 OTS RHD	36 000	
1955 XK140 OTS		37 500
1956 XK140 OTS		28 000
1956 XK140 OTS	41 000	
1963 C-type replica	28 000	
1964 E-type OTS		24 000
1967 E-type 2 + 2		11 250
1968 E-type coupe		7 400
1973 V12 2+2		13 000
1973 XJ6 sedan	31 000	
1974 E-type OTS	36 000	
1983 XJ6 sedan		3 000
1988 XJS cabriolet	10 300	
1988 XJS cabriolet	10 000	
1989 XJS convertible		9 500
1990 four door sedan		5 000
1994 VDP	13 000	
1994 VDP		13 200
1995 XJ6		15 000

### Barrett-Jackson Auction Scottsdale, January 18 - 21, 2001

Year & Model	High bid	Sale price
1936 SS 2.5L saloon	50 000	
1936 Intermeccanica rdstr.	16 000	
1949 XK120 alloy		172 800
1952 XK120 OTS		47 520
1952 XK120 OTS		54 000
1953 C-type replica		37 800
1953 XK120 coupe		27 270
1954 XK120S OTS		82 080
1957 XK140 OTS		43 200
1958 XK150S OTS		82 080
1959 XK150 OTS	50 000	
1959 XK150S drophead	35 000	
1959 XK150S coupe		30 240
1960 XK150S OTS	63 000	
1961 XK150 drophead		41 040
1962 E-type coupe		42 120
1962 E-type coupe		16 200
1964 E-type OTS		21 600
1965 E-type OTS		97 200
1966 E-type coupe		35 100
1969 E-type OTS		70 200
1970 E-type OTS		26 460
1971 E-type coupe		11 340
1972 XJ6 saloon		7 290
1973 E-type V12 2 + 2	17 000	
1973 E-type V12 convertible		41 040
1973 E-type V12 convertible	25 000	
1974 E-type V12 convertible		38 340
1974 E-type V12 convertible		26 460
1988 XJ-SC cabriolet		11 880

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## Why Do We Ignore Disaster?

*Why Do We Ignore Disaster* was the title of David Suzuki's keynote address given at CARP's National Forum on the Environment, held in Toronto last November. As usual, the appalling effect our north American lifestyle, and the industries that support this, have on the environment were highlighted. Suzuki contends that we are taking too much out of the environment and putting too much waste back in. Because our factories and cars pump mega-amounts of fossil fuel residues into the atmosphere, its become a "toxic dump" so that the quality of air we breath is disgusting.

To Suzuki, clean air is all-important since the first thing we do after birth is inhale and we continue to take 15 or 20 breaths of air each minute for the rest of our lives. He spoke of the effect this "sick air" has on all Canadians, particularly the children and the elderly. "Our children and grandchildren are getting sick and we are not doing anything about it" he said

**"Our children and grandchildren are getting sick and we are not doing anything about it."**

Dr, Sheela Basrur, Toronto's medical officer of health, provided the forum with some hard facts to support the claim that polluted air is making Canadians sick. Her study on air quality in the Greater Toronto and its effects on health illustrated that:

- Each year, more than 1,000 Torontonians die prematurely and another 5,000 are hospitalized due to cardiac and respiratory illness caused by air pollution.
- Air pollution accounts for 90% of all cardiovascular and respiratory deaths in Toronto.
- 85% of all hospital admissions due to cardiovascular illness and 56% of all hospital admissions result from respiratory illness.
- Illness and death result from exposure to critical pollutants such as ozone, inhaled particulate matter, sulphates, nitrates, carbon monoxide and sulphur dioxide.
- Toronto residents are being harmed by pollutants year round, not just during the summer months.
- The transportation sector is the largest source of toxic air emissions.

Dr. Basrur offered a number of options to improve the city's air quality:

- Create tougher health-based standards for clean air.
- Reduce air emissions from coal burning plants.
- Improve public transportation.
- Reduce the number of vehicles on the road.
- Encourage drivers to use low sulphur gasoline.

Mark Nantais, president of the Canadian Vehicle Manufacturers Association, informed the audience that environmental friendliness has become a real trend in the automotive industry. "Our nation is in love with the

automobile" he said. "So we [the auto industry] have to find a way to conduct this love affair in a clean and environmentally responsible fashion." Nantais noted that part of this responsibility falls on the oil industry to produce cleaner fuels.

According to Arthur Irving Jr., his families business [Irving Energy Services] is taking this seriously. "We voluntarily removed lead from our gasoline two years before the government mandated it" he said. "And since then we've developed 'Auto Makers' Choice', a low-sulphur gasoline sold in eastern Canada and northeastern US." Unfortunately, Irving is unique on the environmental front. Other companies refuse to lower the sulphur content of their gasoline claiming this will reduce corporate profits. Thus, according to Irving, until it can be

demonstrated that the public wants a cleaner gasoline, and that production will not adversely affect profit, his company will remain one of the few refiners of low-sulphur gasoline.

Nantais supports Irving's assessment, claiming that car manufacturers continually urge oil companies to clean up their gas but this has, for the most part, been ignored. He spoke of the importance of government, industry and oil producers working together to develop a clean fuel charter. This would include a clause forcing oil companies to identify which gasoline is or is not low-sulphur, allowing consumers the choice of buying environmentally friendly fuel, even if this means paying a slight premium.

"Our efforts to develop a clean fuel strategy just aren't being supported by most of the oil companies," Nantais said. This is unfortunate he asserted since, if all cars ran on low-sulphur fuel, the reduced air pollution would be similar to removing two million cars from our roads.

Some individuals in the oil industry argue this places an unfair burden on the refiners, forcing them to increase prices or suffer a drop in profits. One might wonder, however, why the refineries on both coasts seem able to produce fuel with considerably less sulphur content than that present in central Canada (see information in the table showing 'Sulphur Content in Gasoline from Canadian Refineries' on the facing page).

No system for producing usable energy is completely eco-friendly but some are clearly better than others. Perhaps OJOA members should use Sunoco (or UPI who obtain their gasoline from Sunoco) fuels in our vehicles at all times, not just when we must pass the now-mandatory emission tests. This would benefit our engines and our environment.

## Volume Weighted Annual Sulphur Content In Gasoline from Canadian Refineries

Region & Refinery	Sulphur content (parts per million by weight)				
	1994	1995	1996	1997	1998
<b>Atlantic</b>					
Imperial Oil, Dartmouth	377	365	419	374	491
Irving Oil, St. John	148	71	35	43	76
North Atlantic, Come-By-Chance	100	38	75	118	76
<b>Quebec</b>					
Petro Canada, Montreal	580	472	356	387	318
Shell, Montreal	468	392	319	333	312
Ultramar, St. Romuald	225	219	174	186	170
<b>Ontario</b>					
Sunoco, Sarnia	273	368	276	298	301
Imperial Oil, Sarnia	590	728	787	712	792
Shell, Sarnia	508	553	579	582	567
Imperial Oil, Nanticoke	278	340	506	530	528
Petro Canada, Oakville	586	528	489	519	520
<b>Prairie &amp; Northern</b>					
Petro Canada, Edmonton	420	360	380	394	377
Imperial Oil, Strathcona	223	239	243	346	297
Consumers Co-Op, Regina	85	97	179	103	148
<b>Pacific &amp; Yukon</b>					
Husky Oil, Prince George	158	183	261	225	282
Chevron, Burnaby	215	215	273	294	24
<b>National Average</b>	<b>350</b>	<b>343</b>	<b>340</b>	<b>360</b>	<b>354</b>

Source: *Sulphur in Liquid Fuels - 1999*. Environment Canada Report

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medium format - 35 mm - digital manipulation

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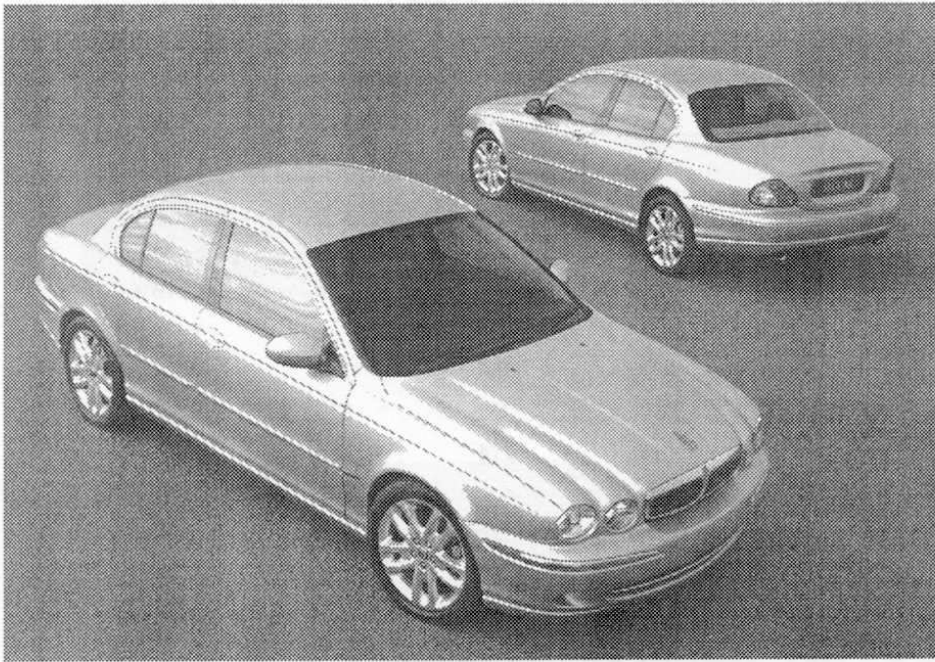


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Coming or going, the new X-type is a stylish, contemporary Jaguar.

**Please inform our Membership Director of address changes.**

All OJOA members are encouraged to submit articles covering any interesting trips, technical tips or any other topics that might be of interest to those who read this newsletter. Submit text and photos to the editor either by regular mail or by e-mail. Deadlines are around the middle of the month prior to publication.

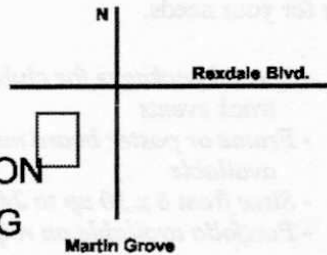
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**Dues are Due! Please renew your OJOA membership now.**

## Classifieds

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

### Cars for Sale

#### 1956 XK140 MC DHC



Cream with tan leather. Just finished a complete body off restoration, everything new or rebuilt. Asking US\$92,500. Contact Ken Mason: (519) 942-1722; fax (519) 941-8466 or ken@kmrestorations.com

#### 1964 Mark 10



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

#### 1989 Jaguar XJSC



Blue, with blue rag top, blue leather interior. Collector car with only 5000 original miles, mint condition, never seen rain or snow. \$49,000.00. Brad Wagner at (705) 791-5253 or bradw@kenkat.com.

#### 1970 E-type OTS

Pearlescent white with new black leather interior, stainless exhaust. 61,000 miles. Club Class trophy winner. Asking \$47,000. Bruce/Bess Davis at (905)825-3832 or davme@total.net



1987 XJS-C V12. Black/tan, perfect condition, 107,000 km, new tires, hard/soft tops, recent tune & emission test, \$14,000. Nigel Watson; 905 814-9401(home) 416 252-0102 (work).

### Parts

**Wire Wheels** (four) - originals for Series II E-type, fair to good condition. Frank Zonghetti; (519) 746-8305

**Pirelli Tires** - 215 x 65, R15 96H - Four brand new winter tires. Offers! George Hadden; (705) 436-5545

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Heritage at



## JCNA 2001 Challenge Championship & AGM

Franklin, Tennessee  
July 24 to 28, 2001

### What's to Celebrate?

- 100<sup>th</sup> anniversary of Sir William Lyons birth
- 70<sup>th</sup> anniversary of the SS launch
- 50<sup>th</sup> anniversary of the C-type win at Le Mans
- 40<sup>th</sup> anniversary of the E-type launch
- 30<sup>th</sup> anniversary of the Serries III E-type

### Who Will Celebrate?

Mike Dale, recently retired president of Jaguar Inc.  
Bob Tuillus, successful XJS campaigner  
Norman Dewes, chief test engineer to 1985  
Jaguar cars and Jaguar club members from  
all over north America

### Scheduled Events

JCNA Annual Meeting  
JCNA sanctioned rally, seminars, slalom, concours and  
awards banquet  
Primus Welcome Party  
Tours

Jack Daniels  
Cheekwood (local art & garden mansion)  
Hermitage (home of President Andrew Jackson)  
Opryland Hotel & Grand Ole Opry  
Nashville Night Life  
Franklin

Plus! Plus! Plus!

### Information

Kathy Nell; Telephone (262) 782-3451  
e-mail to <kjnell@aol.com>

Registration: Dick France; Telephone/Fax (408) 353-3770  
e-mail to <rhfrance@jps.net>

Event Headquarters: Franklin Marriot Cool Springs  
Telephone: (770) 956-5929



# ONTARIO JAGUAR OWNERS' ASSOCIATION

## Year 2001

### Membership Application

Name \_\_\_\_\_  New  
 Renewal

Address \_\_\_\_\_

Telephone - Home: ( ) \_\_\_\_\_ Work: ( ) \_\_\_\_\_

E-mail: \_\_\_\_\_

**Jaguar status**  No change from last year  In market for Jaguar(s)  
 Own/lease model(s) described below  Just enjoy Jaguars

Model	Year	Colour	Plate #	Condition	Usage
1				<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/> Parts car	<input type="checkbox"/> Daily driver <input type="checkbox"/> Pleasure driving <input type="checkbox"/> Rarely driven <input type="checkbox"/> Under restoration <input type="checkbox"/> Don't ask
2				<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/> Parts car	<input type="checkbox"/> Daily driver <input type="checkbox"/> Pleasure driving <input type="checkbox"/> Rarely driven <input type="checkbox"/> Under restoration <input type="checkbox"/> Don't ask
3				<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/> Parts car	<input type="checkbox"/> Daily driver <input type="checkbox"/> Pleasure driving <input type="checkbox"/> Rarely driven <input type="checkbox"/> Under restoration <input type="checkbox"/> Don't ask

**Annual Membership Fee: \$50.00**

*Mail this form along with payment to:*

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Brian Jamieson  
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Oakville, ON L6J 1V7**