



# JAGUAR

Volume 12, Number 3 - June, 2001

## Events Calendar

Wednesday, June 13<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 - Georgetown

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

June 29<sup>th</sup> - July 2<sup>nd</sup>  
VARAC Vintage Racing - Mosport

Saturday, July 7<sup>th</sup>  
British Car Show, Kincardine

Sunday, July 8<sup>th</sup>  
Canadian Carriage Classic - Tralee

Sunday, July 22<sup>nd</sup>  
Brits in the Park - Lindsay

July 24<sup>th</sup> to 28<sup>th</sup>  
JCNA AGM - Franklin, Tennessee

Sunday, July 28<sup>th</sup>  
Import Invitational 2001 - Toronto

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## OJOA 2001 Annual Spring Blossom Run

Linda and Murray Smith

If you missed it, you missed out on an excellent event. The Run included watching the start of a 'tally-ho' type foxhunt that was put on by the Wellington-Waterloo Hunt club. Many of our members had not seen this type of event before in person.

The Ontario Jaguar Owners' Association Spring Blossom Run occurred on Sunday May 6<sup>th</sup>. Thanks to our President, who we keep saying is responsible for the weather on the day of our events, the day turned out to be a beautiful sunny, cool, breezy day – ideal for the cars and the foxhunt, but a little cold for people who wore shorts. The Run started from the Tim Horton's Donuts on Brock Road (old Hwy. 6) at 10:30am and by the time we started on our way 21 cars and 40 people had assembled. It was quite a sight with everything from an XK-140 and a Mk 1 to an XK-8 and many models in between. Of particular note, was the attendance of Roy Hill, a longstanding member, in his black 1964 E-type coupe that he has owned since it was new. Bystanders in the parking lot and along the way gave the cars many admiring glances.

From the starting point, we proceeded to Pitcaple Farm, the Heritage Country Estate of the Honourable Jock Buchanan-Smith and his family that is located in the rolling, partly forested farmlands outside of Guelph. In true pioneer fashion the barn had been built in 1859, one year prior to the stone house being built and the setting provided a picture perfect backdrop for both the cars and the foxhunt. The foxhunt was slated to start at 11 o'clock. When we arrived, there was ample parking just off to the side of the long country lane leading back to the house and barn. About a dozen riders had just offloaded their horses from the trailers in the parking area and were in the process of getting themselves and their horses ready for the hunt. We all then proceeded back along

the lane to the front of the house, where some of our club members' Jaguars had also been parked and the riders proceeded to a paddock area.



*Continued on  
Pages 6 & 7.*



**PRESIDENT**  
**Peter Harris**  
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 Etobicoke, ON M9A 3E9  
 Phone: (416) 233 2677  
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**SECRETARY**  
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**The Ontario Jaguar**

Volume 12, Number 3 - June, 2001  
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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

Visit the OJOA web site at <http://clubs.hemmings.com/ontariojaguar/>

## Upcoming Events

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

### **OJOA Monthly Meeting**

Montgomery's Inn, Dundas & Islington, Toronto  
Jeff Morrison, Imperfect Impressions, will demonstrate painless dent removal.

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

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

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. Registration: \$25.00 to Canadian Cancer Society. Admission: \$6.00, accompanied children under 12 are free. For more information phone, (905) 877-2203; e-mail to chairman@classicssagainstcancer.on.ca Website: www.classicssagainstcancer.on.ca/

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

### **OJOA Concours d'Elégance**

Appleby College, Lakeshore Road W., Oakville  
Registration from 8:30 until 11:00 am with judging of vehicles commencing at noon. Flea market & food available all day. BBQ will follow. Info: (905) 842-5297 (Brian) or (416) 233-2677 (Peter). Volunteers needed.

**June 29<sup>th</sup> - July 2<sup>nd</sup>**

### **VARAC's 22<sup>nd</sup> Vintage Racing Festival**

Mosport International Raceway - Vintage races with many marquees, swap meet, show & shine. Info: (416) 752-6340 or Internet at: www.varac.ca/Festival/fest\_welcome.html

**Saturday, July 7<sup>th</sup>**

### **Kincardine Scottish Festival & British Car Show**

Meet on the bonnie banks of Loch Huron for the sound, taste and colour of Highland culture. Spectacular outdoor showcase for highland games, pipe bands and highland dancers. British Car Show participants receive free admission and preferred parking in a central location. Information/directions: (519) 396-9300 or Internet at: www.bmts.com/~kinscotfest

**Sunday, July 8<sup>th</sup>**

### **Canadian Carriage Driving Classic - Tralee farm**

No formal car show this year but OJOA members are invited to attend and park in the space previously reserved for car display. Meet at coffee shop on the north-east corner of Airport Rd. & Steeles Ave. by 9:00am for departure at 9:20 and Tralee arrival by 10:00am. Admission \$8.00 per person.

**Sunday, July 22<sup>th</sup>**

### **Brit's in the Park**

Victoria Park, Kent St. W, Lindsay. Vehicles \$10.00, Spectators are free. Sponsored by Victoria British Car Club. Information (705) 324-5194

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

### **JCNA Challenge Championship**

Franklin, TN. Details available through JCNA Website at <http://www.jcna.com/calendar/agm.pdf>  
Questions to: [kjnell@aol.com](mailto:kjnell@aol.com)

**Sunday, July 29<sup>th</sup>**

### **Import Invitational 2001**

Glendon College, Bayview & Lawrence, Toronto. Vehicles \$14.00, Spectators \$10.00. Sponsor: MG Car Club of Toronto. Information: phone (416) 440-5464; Website <http://mgtoronto.com>

**Saturday, September 8<sup>th</sup>**

### **Jaguar Affiliates Group of Michigan Concourse d'Elégance**

Northfield Hilton, Troy, MI  
Information (517) 223-9542 (phone or fax)

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*The following notice arrived with a request for inclusion in our newsletter. It was suggested that they contact our President regarding any further collaboration.*

"THE NIAGARA REGIONAL JAGUAR OWNERS' ASSOCIATION" [name in transition] is being born in a couple of months. We are in the process of organization and seeing if there is a large enough need for such. This venture has the support of elder statesmen from earlier clubs, started up from Toronto around to Buffalo years ago, but which have fallen to disuse over time. The club may also cater to British cars in general, but with a focus on Jaguars--enthusiasts and owners. Ian Young, an earlier Club starter has offered to mentor our group. He is now living in the Niagara-on-the-Lake to Niagara Falls area.

Attendance at the Montgomery Inn venue is not feasible for most, living east of Hamilton, and it will offer many interested enthusiasts a chance to meet in St. Catharines or Niagara-on-the-Lake with easy access off the QEW.

We also have plenty of opportunities for "runs" such as the Welland Tulip Festival; the Niagara Falls Rose Festival; the Niagara Regional Mother's Day Run; the Fort Erie Highland Games; and the St. Catharines Grape and Wine Festival--each opportunity will provide a chance for the convertibles to be used as show cars carrying the "princesses and dignitaries," and other fine examples of Jaguars and British cars to be "shown." As well, the Niagara Region offers some of the most interesting and spectacular opportunities for runs up the Niagara Parkway from St. Catharines to Fort Erie...a 50k trip, and trips through the escarpment area in the area of Fonthill and Welland...with splendid picnicking opportunities in between.

We hope that OJOA enthusiasts will consider us their second choice for expressing their need to experience and own a Jaguar. All members will be encouraged to join the OJOA as well so that joint opportunities may be had...such as a trip to Browns Lane some day on a group charter.

Al Dempster [acting Club President and Director]

**OJOA Monthly Meeting - April 11, 2001**

Montgomery's Inn, Etobicoke. By Bruce Davis

There were 42 members present including the entire executive.

Peter Harris opened the meeting and welcomed 3 new members, who described their Jaguars - everything from a 68 420 to a 94 Sovereign.

Unfortunately our speaker for this evening had to cancel and it was decided to take advantage of the extra time made available to discuss the staffing needs for our upcoming Concours together with judging secrets.

Bruce Davis advised an 85 XJS from Brampton, in excellent condition, was up for sale and that full details including name and phone number would be available at the break. We also received an E-Mail from Daniel Thompson of the Montreal Jaguar Club giving details of their May 27<sup>th</sup> outing at Beaconsfield, Quebec. To celebrate the 40<sup>th</sup> anniversary of the E-type they hope to have 40 E-types on display. Details available at the break.

Peter explained that an automobile wrecker in Newmarket is preparing to crush 4 Jaguar saloons (88-early 90's) but will hold off for a week in order for those members desirous of looking for parts - details available at the break. Peter also has details on a source of four wheels and snow tires from an 88 sedan.

Web Vance advised our finances to be in good order but we face a major expense for Concours' trophies.

Brian Jamieson advised that our membership as of the start of the meeting to be 20 new and 127 renewal for a total of 147 members.

Peter mentioned the blue flyer included in our latest newsletter giving details of our Spring Run. This year it is being organized by Nelson Burkhart. Please note the Brock Rd. is West ( at Aberfoyle & 401 ). He also brought us up to date on the Ancaster Flea Market to be held on April 22, 2001. Our Club will have a table at the Flea Market.

Technical Queries - A member has a smell of gasoline at the rear of his E Type. This may be caused by a loosened filler hose (tighten on clamps) or the tank may be chafing at the bottom.

Another member has a defective A/C and the current main dealer cost is upwards of a \$1000. An after market version, manufactured in Australia, is available from Welsh at a considerable saving. By the way the controls are the same for both 6 and 12 engines. Tom Owens, owner of Browns Lane Jaguar, Markham, may also have the part.

The business part of the meeting was adjourned moved by Tom Owens and seconded by Bob Barrett.

Following a short break Brian Jamieson and Peter Harris described the running of the Concours. We will be running an advertisement in Old Autos. The involvement of all club members is needed to run a successful Concours. At the May meeting Brian will have a comprehensive list of positions to be filled don't be shy volunteer.

**OJOA Monthly Meeting - May 9, 2001**

Montgomery's Inn, Etobicoke. By Bruce Davis

Peter Harris opened the meeting welcoming both new members and visitors.

The attendance tonight was 32 including all five of the executive. Web Vance advised that in view of large expenses for the upcoming Concours, namely JCNA plaques and rental of Appleby College grounds our cash on hand was sufficient.

Brian Jamieson advised that our current membership stood at 166, 25 new and 143 renewals. Our club has transmitted \$350 to the British Car Council primarily for our club insurance. We have to guesstimate our yearly membership which was taken as 175 (at \$2 each). Walter Smith is our representative on the council.

Peter gave a report on our Spring Blossom, held on May 6<sup>th</sup>. Nelson Burkhart was this years convenor and he made arrangements with the Wellington - Waterloo Hunt Club for our club to share in a glass of wine with the Hunt Club members before they took off on their horses with the hounds in chase of the fox. This was followed by a tour of the countryside and lunch at the Eramosa Inn.

Brian Jamieson explained the routine of putting on the Concours and requested our members to indicate how they and their spouses and children may help e.g. Admission desk, parking marshals, tent erectors, score runners, etc.

Peter presented the "OJOA Most Active New Member" trophy to Ron Smith who was unable to be present at our Awards Banquet.

As no technical queries were raised Linda Smith moved the meeting be adjourned, seconded by David Hughes.

Following a short break a video on Jaguar Cars, courtesy of Brian Jamieson, was shown.

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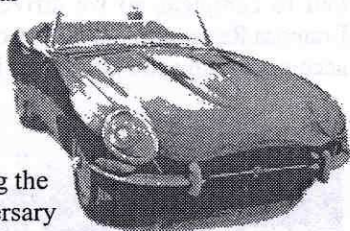
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## Jaguar Celebrates the Fortieth Anniversary of the E-type Sports Car

Jaguar's E-Type sports car became an instant automotive legend and even today is widely regarded as a landmark in sports car design. The official celebrations commemorating the E-type's fortieth anniversary started on March 14<sup>th</sup> in Coventry



when a convoy of classic E-Types left Jaguar's Browns Lane factory en route to Geneva. The convoy was led by the two actual E-Types which were used for the original launch of the car at the Geneva Motor Show in 1961. Meticulously restored to their original show condition, this is the first time these two cars have been together since their appearance in Geneva forty years ago.

The original two were accompanied by twelve other E-Types representing the various stages of development of the car during its fourteen year production run. Also among the Geneva-bound cars was the very last E-Type to leave Jaguar's production line at Browns Lane, a black roadster owned by the Jaguar Daimler Heritage Trust.

The two original Geneva Show cars are an E-Type coupe (registration number 9600 HP) and an E-Type roadster (registration number 77RW). The coupe was the actual car unveiled at the Geneva Show by Sir William Lyons, Jaguar's founder and then Chairman of the Coventry-based luxury car manufacturer. Such was the acclaim for the E-Type that Sir William immediately asked for a second car to be brought from Coventry to allow international motoring journalists to experience the E-Type's dramatic 150 mph performance. Norman Dewis, Jaguar's chief test driver at the time, got the message while he was testing the E-Type roadster at the motor industry proving grounds near Coventry. To meet Sir William's deadline, he drove the roadster throughout the night from Warwickshire to Geneva, arriving in time to join Sir William and the journalists the next day.

The celebration convoy probably traveled at a somewhat slower pace than Dewis recorded forty years earlier but did call in at Silverstone, the scene of many racing victories, for several laps of the circuit during a break in Formula One testing. The E-Type convoy then headed for Dover, the Channel crossing and the long run to Geneva. Other E-Types joined the factory entourage in Switzerland. On March 15<sup>th</sup>, the actual anniversary of the car's launch was celebrated with a Gala dinner.

*Jaguar Press Release*

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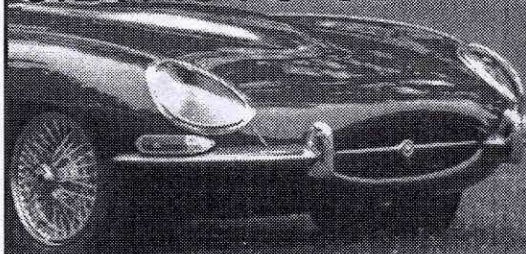
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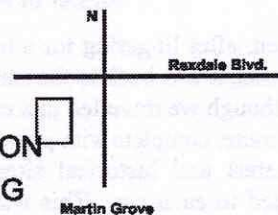


Josip (Joe) Dukovac

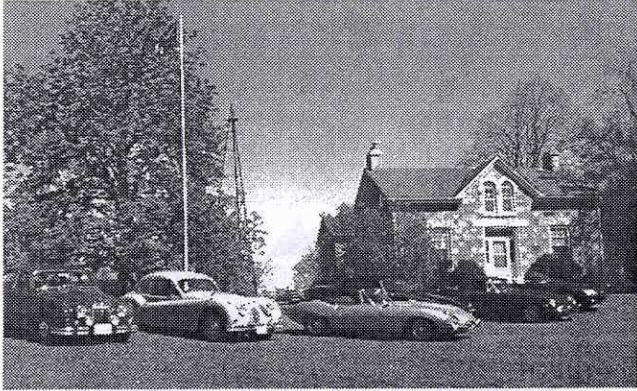
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Spring Blossom Run - Continued from Page 1.



Before the foxhunt started, we were all treated to the Stirrup Cup of either sherry or port and an excellent assortment of hot hors-d'oeuvres. While we were munching, Priscilla Reeve, the Master of the Hunt, gave instructions to the riders and provided us with an overview of the event. Shortly after 11am, the riders and the foxhounds formed a procession and went into a field beside the house for the actual start of the foxhunt. However, it should be mentioned that the hounds were following a scent that had previously been laid down and not actually foxes. With some blasts from the horn, the hounds were sent on their way to find the scent and then they were off, followed by the riders. After making a big sweep through a couple of fields, the hounds and riders disappeared over one last fence and were out of sight with just the sound of the hounds giving tongue hanging in the air.



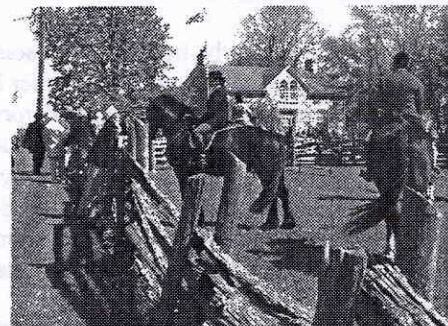
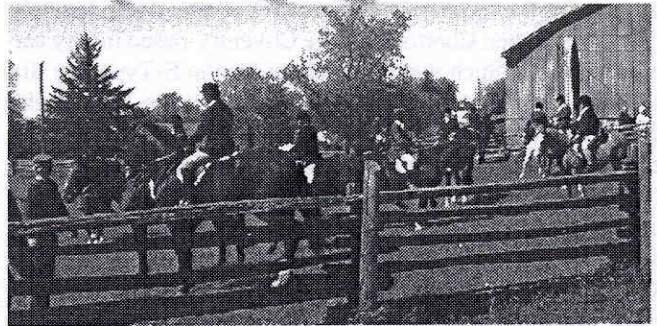
Our Spring Drive planner discusses strategy with the Master of the Hunt.

Then, after lingering for a few minutes and thanking our hosts, it was back to the cars and continuing on our way. Even though we travelled in a convoy, a 13 page description of the route, complete with pictures and explanations of points of interest and historical sites along the way, had been provided to each car. This was an excellent new idea and added interest to the various sights. The route was typical winding 'Jaguarish' roads, with one lane bridges, stone houses and split cedar rail fences in abundance and many of the woods were carpeted in trilliums. The route proceeded

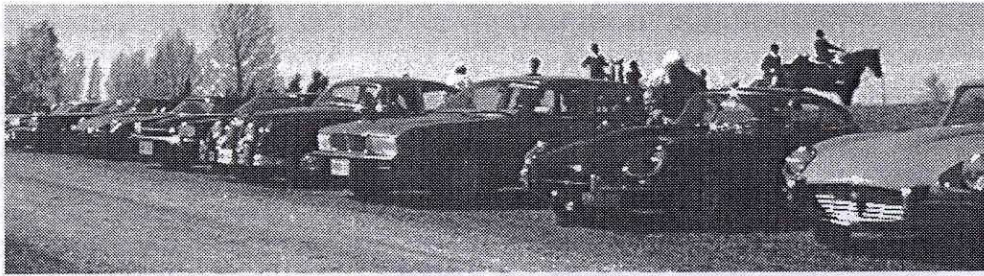
through the Cambridge-Hespler area, back through the Guelph and Arkell areas to the area around Eden Mills and Rockwood, before heading to the Eramosa Restaurant on Highway 7 for brunch. The drive took about an hour and a half to complete, so we arrived for brunch at 1pm. The Eramosa Restaurant put on a very good brunch and was most accommodating and deserves a hearty thank you.



Nelson Burkhart and Ross Hamilton organized the event and produced the illustrated route instructions. It was an excellent event that obviously took considerable effort to set up and hopefully we can talk them into doing it again another year. Thanks for all your efforts. After the event, we learned that the foxhunt club also enjoyed our participation in their event, so it was a good day all around.



It was rumoured that someone even attempted to swap a Cat for a Friesian!



Photos by the Smiths (Linda, Murray & Ronald), John Neu and the editor. Which one(s) should be send to JCNA?

## Trans-Am Racing



Jaguar fanciers should certainly keep an eye on the BF Goodrich Trans-Am Series for 2001 since Rocketsports Racing is again campaigning two specially prepared XKR's. Paul Gentilozzi, the Trans-Am driving champion for 1998 and 1999 but only managing second place in 2000, returns as the number one driver with Johnson Controls and HomeLink again being the principal sponsor of his vehicle (#3 in photo). The second Rocketsports XKR, sponsored by Automation Direct, Eaton Cuttler-Hammer and others (#64 in photo), is driven by Johnny Miller who finished in 7<sup>th</sup> place in the driving championship last year.

In the first Trans-Am Series race (March 16<sup>th</sup> at Sebring International Raceway), Gentilozzi recorded the fastest lap in the race but finished second to Boris Said (Ford Mustang Cobra). XKR's are popular vehicles in this year's series with Johnny Miller finishing 4<sup>th</sup> and other Jaguars claiming the 13<sup>th</sup>, 21<sup>st</sup> and 32<sup>nd</sup> places.

A Corvette driven by Lou Gigliotti won round two (April 8<sup>th</sup> at Long Beach) with Johnny Miller (XKR) second and Michael Lewis, also driving an XKR, in third place. Pole-sitter Paul Gentilozzi suffered a broken front end and crashed into the tire wall midway through lap eight. He later returned to the race but finished a disappointing 23<sup>rd</sup>. Drivers in other XKR's also claimed the 9<sup>th</sup> and 15<sup>th</sup> positions. After their strong showing in the first two races, Jaguar was tied with Chevrolet for the lead in the manufacturers championship standings.

At Mosport International Raceway on May 20<sup>th</sup>, Paul Gentilozzi passed Tommy Archer (Dodge Viper) midway through lap 44 of the 50 lap race and held on for his first victory of the season. Gentilozzi, who again started from the pole, waged a spirited battle with the Viper throughout the day. Archer surged ahead midway through the second lap and held the lead for the next 16 laps but was overtaken by the XKR on lap 18.

Gentilozzi made his mandatory fuel stop on lap 25 and emerged from the pits behind both Anthony Lazzaro (Corvette) and Archer before regaining the lead for the final dash to the finish line. The battle between the XKR and the Viper came to a head in turn eight. "Both our cars were so

evenly matched at that point," said Gentilozzi. "Catching and passing somebody here at Mosport are two different things. We were very close. He got wide, and I was able to get under him and he wasn't able to get me back. There was plenty more in the car and the tires. But there was no reason to push it any more than necessary."

Gentilozzi's teammate, Johnny Miller, driving the second Rocketsports prepared Jaguar XKR, finished third to complete the podium. Other XKR's finished in 16<sup>th</sup>, 20<sup>th</sup> and 26<sup>th</sup> positions. Miller, who took the points lead in the race for the driving championship, has top-five finishes in all of the three races completed this season. Jaguar is leading in the manufacturer championship after round three.

The Mosport race was marred by a serious two-car accident on lap 38 in which driver Mike Gagliardo was killed and Gary Longo injured seriously.

The next Trans-Am race is at Belle Isle, Detroit, Michigan on Saturday June 16<sup>th</sup>. Stay tuned, the Trans-Am news is much more encouraging than that coming from Jaguar's Formula One efforts.

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## The Specialty Vehicle Association of Ontario

The Specialty Vehicle Association of Ontario (SVAO), a blanket organization representing many local automobile clubs and related industries, works on our behalf to protect us from "misdirected" legislation that could adversely impact the hobby. The following comments are excerpts from SVAO's latest newsletter. The full newsletter can be accessed through their Internet site at <http://www.svaio.org/>

### PAST, PRESENT & FUTURE (SVAO)

Chris Willans - Chairman - SVAO

Looking back on the year 2000, the hobby has had some good news from our meetings with the provincial government and some not so "common sense" ideas that need to be reviewed by those government officials involved. The good news from the emission scene is that we continue to have our rolling twenty year exemption from the Drive Clean program. In both the USA and in Europe there are ongoing attempts to include all vehicles, regardless of age, in emission testing. The SVAO is constantly monitoring Ontario's program to safe guard our exemption.

Congratulations are in order to Ian Laverly and the Model A Club for spear-heading the successful drive for the introduction of Year Of Manufacture plates in Ontario. The bureaucrats showed no interest in this idea in our earlier talks with them and it took some political heat to get this implemented.

In a move that can only be called a blatant tax grab, your provincial government and its bureaucrats have tried to stop Joe-q-citizen from perhaps saving a few dollars on the licensing fees for a seasonally operated vehicle. From now on, those lucky few people who had a late fall birth date, and were able to put their vehicles away for the winter months and save some licensing fees when the vehicle was not in use, will be unable to do so. The surprise will come in the spring when these folks go to license their vehicles and find out that they will still end up paying fees for the months that the vehicle was stored.

Now the powers-that-be at Queen's Park will tell you that you can still take your ownership in to a licensing office, take the validation off it and reverse the process in the spring (for a fee and a lot of aggravation to boot). The SVAO challenged the MTO on this issue and was told that this was the same as paying for your driving permit year round. I won't try to equally insult your intelligence by slowly going through the fact that an unlicensed vehicle cannot legally be used at anytime of year while a person can put a vehicle in storage but still operate another properly licensed vehicle with their year round driving permit.

Some goods news is that as of January 1, 2001 you can transfer plates from your special summer driver to your winter beater without having to emission test each time. The government rethought this idea at our behest and saw the light.. Now the E-

test will only be needed every two years as it would have been if the plates weren't being switched.

January also saw your SVAO executive meeting with the new director of the Drive Clean Program (Ed Gill) and all present felt that it was a very positive meeting as we conveyed our aims and concerns. At this same meeting we were assured that the emission standards for testable street machines (modifieds) were going to be lightened to a little more reasonable standard.

Remember that this testing only applies to those vehicles that have not yet reached the rolling twenty year and out exemption.

What does the future look like for the Specialty Vehicle Association of Ontario? There is no doubt that the SVAO must exist to represent our hobby. There are groups and concepts that are constantly being presented to provincial and municipal governments that would have devastating consequences for our hobby. Along with all of the emission problems there are proposed programs to confiscate and destroy old cars in Europe and in various parts of the USA. You're kidding yourself if you want to believe that nobody will ever try to run these ideas up the pole here.

With all of this in mind it is time for some new people to step up and help out with the SVAO. A lot of the executive have been involved for a number of years and many would like to lighten their work loads as most are on the executives of their own car clubs as well as having family commitments. As you look around at all of those club events, cruises and car shows that everyone goes to, it seems to usually be the same people who do the majority of the work.

Somehow too many of us have become a group of takers, not givers. It isn't just the new generation, it is my and your generation who have become part of the problem. Yes you're busy, but so is everyone else. Make the time - become involved!

The SVAO represents thousands of people through its over eighty clubs and businesses as well as a multitude of individual members. At the same time our monthly executive meetings have recently seen scant representation from the kit car people as well as those who enjoy the modified end of our hobby. We meet in Toronto so not everyone can volunteer but many of us live outside of the city and still get there.

It is all well and good to see that our quarterly newsletters get passed along to your fellow members but are you group's views being presented to all concerned? Think about it.

*[OJOA is a member of SVAO but the organization could certainly use more individual input.]*

## Technical Tips

### Splined Hubs

Spoke wheels are both neat and neglected. Nearly all spoke wheels, which are original equipment on Jaguars, are of the 52-mm Rudge Whitworth Spline drive type. They require some maintenance, especially the splines. The splines should be cleaned periodically and re-greased.

If you wait too long to regrease the splines, the lubricant dries out and the wheel may even become stuck on the splines. If this happens, use penetrant and patience. Probably the best penetrant is kerosene or diesel oil (referred to as paraffin in older manuals). Jack the car up, block it, and remove the knock off nut. The wheel will usually move a little bit but will not come off. Soak the area between the wheel and the hub splines with penetrant. Move the wheel around for a minute or two and keep the splined area wet with penetrant. Be patient and do this often over the course of a day or two. Do not force the wheel off by beating on the back side. Usually after much soaking, patience, and wobbling the wheel around, it will come off.

After it is off, clean the internal wheel splines and the external hub splines thoroughly and examine them. You will notice a wear pattern on the hub splines particularly. As the splines wear, they allow the wheel to work back and forth, accelerating the wear until either the wheel splines or the hub splines give way on hard braking and strip the splines so that the the wheel turns on the hub. Once this happens the wheel spline and hub spline must be replaced.

It is better to replace before the spline strips rather than after. The question arises - how much wear is acceptable? The generally accepted gauge is that when the hub splines become sharp on the peak, they are worn out (new splines have a flat area on the peak about .010 to .020 inch wide). Compare the large worn area of the spline to the small unworn portion. If you have been doing your maintenance and kept notes and/or remember how it was, you can get a feel for the rate of wear. If the hubs are cleaned and re-greased periodically (often enough) and the knock offs are tightened sufficiently, wear will be negligible. The splines should last a long-long time, nearly forever! Drive your car often, daily or at least weekly if possible.

### XK engine dipstick

On most of the older Jags it is sometimes difficult to check the oil in the engine because it's hard to see the hole in the block where the dipstick goes. Since it is best to check the level before the engine is started, it's kind of dark down there because the car is in the garage. Clean off the little flat area around the hole with some spirits or solvent and paint it white. Brushable white-out works good here. (This small white area was standard on some of the later E-Types).

### Preserving cylinder head nuts

Here's a tip for avoiding messing up the edges of the 3/4" chromed acorn type cylinder head nuts. At a quid each I was eager to avoid spoiling the edges of my new ones when torquing them up. Just cut about 1" from a length of standard 3/4" copper plumbing pipe and press it over a used cylinder head nut in a vice. Remove the copper and press it into a 13/16th socket. Everything fits just right and you now have an internally soft socket for doing the job. [This tip comes from Alvan Judson who has a 1965 Series I E-Type restoration in process.]

The preceding technical tips were provided by Walt Osborn who operates Vintage Jag Works, Blackfoot, Idaho. Walt posts new tips regularly on his web site and all of the past material is indexed and available. The URL is:

<http://www.vintagejag.com>

Check it out for technical information, parts and other Jaguar related information.

### Wire Wheel Cleanup: It's All in the Tools

I've been hunting around for a better way to clean wire wheels, and I think I've found it. The secret is to use a paintbrush. You'll want to use a three inch, natural bristle brush. Go to a real paint store for this. A professional quality brush will have very long bristles, which can be manipulated deeply into the spokes, this is the key. The first step is to wash the rim by brushing it with a solvent. Tar remover or kerosene will remove aggressive stuff like tar and grease. Use the brush to work it in well. A brush with long, flexible bristles will allow you to work into all the nooks and crannies. Next, fill a bucket with hot water and car washing detergent. Brush this in the same way to remove all the solvent as well as any remaining dirt. Rinse off the wheel with a hose, using lots of water. Blot up as much water as you can with a rag to prevent water spots. Next, pour about an ounce of *Armor All* into a small container. Brush this on the tires, let it soak and wipe off the excess. The result will be a show quality wheel. By Mike Frank, JTC.

[Reprinted from *The Jaguar's Roar*, Volume XXXVI, No. 7, July, 2000, A publication of the national Capital Jaguar Owners Club.]

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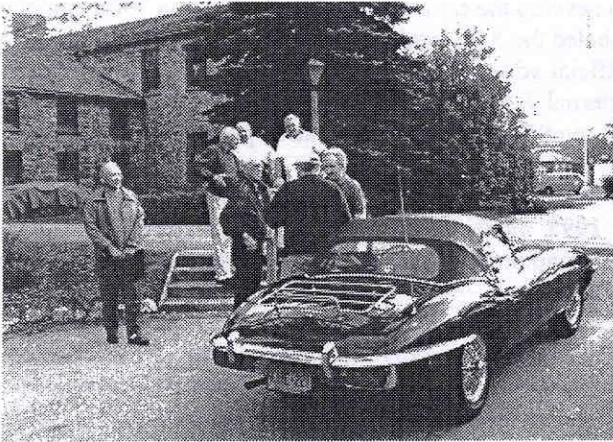
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## OJOA May Meeting Pictorials



The fine spring weather encouraged lots of members and their vehicles out for the May meeting held, as usual, at Montgomery's Inn.



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## Do I Have an XJ6 or an XJ40?

Information provided by Coventry West, Inc. Jaguar Parts  
<http://www.coventrywest.com/>

The above question is one we get asked quite frequently and we do recognize that the terminology used in the Jaguar enthusiast community differs from what Jaguar used officially and in their advertising. We'll try to describe the different Jaguar terms and the reasons these differences came about. (We'll be confining our remarks to the later-model Jags that Coventry West stocks parts for, rather than cover all of the postwar Jags.)

The first Jaguar XJ6 sedan was introduced in the US as a 1968 model. About 1973 in the US, Jaguar brought out the XJ6 Series II, and by comparison the first 1968 to 1973 XJ6 became known as the Series I car.

In 1979, the Series III car was introduced into the US market and was sold there until 1987. This model carried a number of obvious visual differences, including roofline, taillights, grille, door handles, etc. (It is worth noting that the Series III XJ6 body style was continued in production beyond the 1987 model year for the XJ12, until 1991. This Series III XJ12 was never officially sold in the US market, though it was sold in Canada and Europe in limited numbers. A few have made their way into the US over the years as gray market imports).

For all three of these distinct models, the cars were officially XJ6s and were often referred to as simply that, without the Series designation, though some Jaguar advertising refers to Series III, etc, and downplays the XJ6 name.

In mid-1987, the "New XJ6" began to be sold in the US as a 1988 model car. This car carries both a new boxier body with rectangular taillights and a new engine/transmission combination, and is very different visually. But still, Jaguar officially called the cars XJ6s! This "new XJ6" continued through the 1994 model year. This car is sometimes called an XJ6 Series IV.

The year 1995 saw another restyling of the Jaguar XJ6 sedan, again termed the "new XJ6" in Jaguar's press releases and advertising. The model designation finally changed to XJ8, due to the fitting of a new Jaguar V8 engine, in 1998.

What this means is that if one mentions "XJ6" without further clarification, it could refer to any Jaguar saloon (Brit-speak for sedan) between the years of 1968 and 1997! In another words, the term XJ6 is not very specific and an unofficial set of designations has evolved to make it a bit easier to communicate just what Jaguar model is being referred to.

For the first three XJ6 variants, the terms most commonly used are Series I, II, and III, so long as it is understood that it is an XJ6 being discussed, and not an E-Type.

For the 1988-94 model XJ6, the term XJ40 is used. This designation arises from the fact that Jaguar's internal program to develop the car introduced in the US as a 1988 model was labeled the XJ40 project, though this term was never used in official advertising. The XJ40 label was commonly used in internal Jaguar documentation and in the automotive press during this model's long gestation period.

The project to develop the new XJ6 introduced in the US as a 1995 model was the X300 project and likewise this designation has come into use to describe the 1995 though 1997 cars.

So, if one has a 1989 XJ6, the answer to the question of whether it is an XJ6 or an XJ40 is yes! It can be referred to by either term, but calling it an XJ40 immediately communicates to a Jaguar enthusiast that what is being discussed is a car within the 1988-1994 model years.

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## Jaguar Now Focuses on Top Model

Now that the X-type is into production, Jaguar engineers are concentrating on the X600, the replacement for the XJ series, due sometime in 2003.

The new model will share a chassis with another Ford product but it is rumoured that it will be made of light weight aluminium. This weight saving construction, coupled with the new high-performance engines, should provide even better performance. The all new 3.3L V6 will be standard in the base model while vehicles with upgraded trim will receive a 300 hp, 4.3L V8 or a 400 hp supercharged version.

Suspension for the X600 will probably feature adjustable air springs and Jaguar is designing an all-new stability system for the top-flight sedan. It is also rumoured that the X600's chassis might serve as the base for a renovated XK8 roadster.



Surely these Blossom Run participants wouldn't have been drinking and driving!

## 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 ads.

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### Cars for Sale

#### 1956 XK140 MC DHC



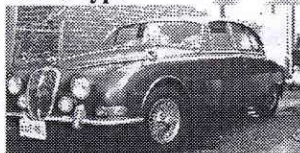
Cream with tan leather. Just finished a complete body off restoration, everything new or rebuilt. Asking US\$92,500. Contact Ken Mason: (519) 942-1722; fax (519) 941-8466 or [ken@kmrestorations.com](mailto:ken@kmrestorations.com)

#### 1964 Mark 10



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

#### 1965 S-type



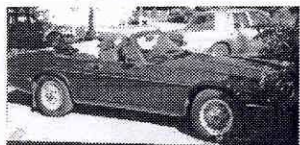
Gun metal/red, automatic, new brakes, good condition. Asking \$10,000. Jennifer Hart (416) 467-8881.

#### 1968 420



BRG/suede green, auto, PS, AC, excellent condition, beautiful original leather, very good chrome. 89,000 miles, runs well - rides even better. \$14,900. John Barr: (416) 767-6173 (home) or (905) 828-7950 (office).

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).



1989 Jaguar XJS-C  
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](mailto: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](mailto:davme@total.net)

#### 1987 XJSC-TWR

Rare black beauty with factory-custom order ivory-beige interior. Only 2 known in this colour combination. 109,000 km., V12 engine fully replaced at 56,000 km. Car in excellent condition. Original owner. Never winter driven. Second roof never used, like new. John Pampas: 416-728-4497. Best offer.

#### 1988 Sovereign

Red-maroon-tan, being dismantled for parts. Was a good car except for under carriage. Stored at "Pelham Imports," John Jeffcoate: 905-684-9009. See at "Pelham Imports" (905-684-9009) by appointment only. Right off the QEW.

#### 1988 Sovereign

Charcoal/Tan, 195K. Good shape. Constantly updated from #1. Well worth the \$6 000 asking price. Normal rusting along lower 10% of body, in spots, easily touched up. Engine tweaked! Al Dempster: 905-685-5115. See at "Pelham Imports" (905-684-9009) by appointment only. Right off the QEW.

#### 1989 Vanden Plas Series 3

Maroon. First place in JCNA Driven and OJOA Club classes. John Harper (519) 396-2791

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### Parts for Sale

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

1949-50 Jaguar Mark 5 - Drive train including the engine, transmission, rear end and brakes, all working when taken out of the car. Car parked since 1972 in Toronto. Engine rebuilt and only driven for about a year before parking. Asking \$3750 or best offer. E-mail to Nathan Bain at [nates\\_newt@hotmail.com](mailto:nates_newt@hotmail.com) if interested.

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



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