



Events Calendar

Saturday, August 11th
Bothwell 2001

August 18th & 19th
The Collingwood Horse Show

Saturday, August 25th
National Hunter Trials

Sunday, August 26th
British Car Show - London

Saturday, September 8th
JAGM Concours d'Elégance

Wednesday, September 12th
OJOA Monthly Meeting

Sunday, September 16th
British Car Day - Bronte

Sunday, September 30th
Fall Regularity Run

Wednesday, October 10th
OJOA Monthly Meeting

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OJOA 2001 Concourse d'Elégance

Betty Harris

All aspects of this wonderful day were close to perfection, including the weather!

In the morning, expectations heightened as new and different model Jaguars blended with our favourite motoring down through Appleby College campus to the registration desk. Below, on the playing field, the faithful parking marshals orchestrated a spectacular vision around the perimeter with the cats all facing inwards towards the central judging marquee. The setting was complete with a gorgeous X-type parked temptingly beside the tent. People promenaded endlessly, inspecting each entrant's car and chatting with proud owners.



The concourse chairman, Brian Jamieson, had everything well organized with the day's schedule moving along effortlessly thanks to the marvellous help of the volunteer team composed of veteran helpers along with welcome new recruits. Longstanding members were pleased to have Roy Hills and John Funnell with their years of knowledge and experience helping to judge this year.

Presenting his yellow XJS to be judged was Art Casselman, a member from the past who will be remembered for the primrose yellow E-type he used to drive with a cat's face painted on the bonnet. An entrant from Illinois came the greatest distance to have his Jaguar judged.

OJOA is grateful to Jaguar Canada for providing the Judges Marquee, the X-type on display and for the handsome selection of raffle prizes. Budd's Foreign Cars of Oakville also donated many great prizes, provided a splendid array of new Jaguars and donated the pewter trophy for highest score in club class. DeBoer's again donated a lovely coffee table, Tony Steel some attractive sweaters and Fred Hill a useful coffee urn with mugs. Revenue from the raffle tickets and the general admissions help greatly to defray some of the expense of our beautiful Concourse location.

The Concourse is the single event which brings the most OJOA members together in the year and gives everyone a chance to enjoy sharing Jaguar experiences. A dip of the bonnet to all who participated in helping to make it a marvellous day.

A Concourse photo essay by Arthur Goeldner and full results follow on Pages 4 to 15.



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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	Brian Jamieson	905 842 5297
Spring Blossom Run Organizers	Fred Hill	905 648 1800
	Nelson Burkhart	519 763 1611
Summer Run Organizer	Betty & Peter Harris	416 233 2677
Fall Regularity Run Organizer	Linda & Murray Smith	519 853 1499
Merchandise/Regalia Sales	Web Vance	416 231 4918
Referral Service	Arthur Goeldner	905 842 3340
Jaguar Archives (JDHT)	Karen Millar	914 221 0293
JCNA Regional Directors	Robert Stevenson	734 455 5039
(North Central Region)	Dick Howe	847 392 8664

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

Upcoming Events

Saturday, August 11th

Bothwell 2001 - Victoria Park, Bothwell
Hundreds of antique and classic vehicles, giant auto flea market, games, entertainment and food. 1961 to 1965 cars admitted free this year. Info: 1 800 461-3457.

Saturday, August 18th & Sunday, August 19th

The Collingwood Horse Show
Jaguar Canada is a corporate sponsor and OJOA members are invited to attend. All events take place at Fisher Field (corner of Golf Course Road and 6th Line) in Collingwood. Info: (705) 446-0596 or www.collingwoodhorseshow.com
Those planning to attend should contact Fred Hill (905 648 1800) for last minute instructions.

Saturday, August 25th

National Hunter Trials - near Newmarket
OJOA has been invited to support the Wellington/Waterloo Hunt at this event. Contact Peter Harris (416 233-2677) for details if interested in participating.

Sunday, August 26th

British Car Show - St. George Society of London, Dundas St. E. next to Trails End, hosts their annual British car and motorcycle show. Flea market, car boot sale and pub grub in addition to classic cars and bikes. Info: (519) 453-0068.

Saturday, September 8th

Jaguar Affiliates Group of Michigan Concourse d'Elégance - Northfield Hilton, Troy, MI
Info: (517) 223-9542 (phone or fax)

Wednesday, September 12th

OJOA Monthly Meeting - 8:00 pm
Montgomery's Inn, Dundas & Islington, Toronto

Sunday, September 16th

British Car Day - Bronte Creek Provincial Park
Info: www.torontotriumph.com

Sunday, September 30th

OJOA Fall Regularity Run
Do not forget to mark this date on your calendar. Contact Linda and Murray Smith at (519) 853-1499 for more details.

Saturday, October 6th & Sunday, October 7th

Cinderella's Carriage Car Show - Port Elgin
Car show each day in conjunction with Pumpkinfest.
Info: www.thesignmaker.com/community.html

Wednesday, October 10th

OJOA Monthly Meeting - 8:00 pm
Montgomery's Inn, Dundas & Islington, Toronto

OJOA Monthly Meeting - June 13, 2001

Montgomery's Inn, Etobicoke. By Bruce Davis

In order to utilize daylight for our guest speaker this evening, the formal meeting was postponed to 9pm. Thus 42 attendees including all five of the executives stood in the parking lot of Montgomery's Inn watching the magic of dent elimination. The process will not work for damage involving creased metal or side swipe scratches. All in all an excellent working presentation by Jeff Morrison of Imperial Imperfect (416-347-2928) of Creemore, ON.

Peter Harris opened the formal meeting welcoming all present and thanking the weatherman for cooperating with a very pleasant spring evening.

Web Vance advised that although over a thousand dollars of Concours' bills were paid our finances are in good shape.

Bruce Davis received from the British Car Council a copy of our liability insurance and same was given to Brian Jamieson.

Peter read out a letter from Priscilla Reeve, Master of the Hunt for the Wellington-Waterloo Hunt Club, inviting our members and their Jaguars to attend the National Hunter Trials, a biennial event being held this year at the Toronto North York Hunt Club on August 25. Privileged parking on the infield for 12 cars. Those interested to speak to Peter.

Peter had a phone call from a member who has a '74 XJ6, in impeccable condition, for sale - and another call looking for a set of wheels for a XJR. The wheels were only available for two years.

Fred Hill spoke briefly on the upcoming events - Further details in our Newsletter.

Brian spoke about our Concourse and is still looking for members to assist with parking, judging, score running, entrance admission desk, announcer, and prizes for our raffle. Peter and Brian answered questions from the floor regarding different car classes.

Technical questions this evening ranged from power window switches, (take apart, clean contact points, spray with denatured alcohol or TV tuner cleaner) aerials (remove and clean with Crown or Rust Check spray - and/or go to Canadian Tire for an inexpensive new one - take old one along for match), to grade of Castrol Brake Fluid for an XKE V12 - (see owners manual).

Moved by Murray Smith and seconded by Walter Smith the meeting was adjourned.

OJOA Concourse d'Elégance Results - 2001

Trophy Winners

Roberts Motors Trophy (Highest score in Championship Classes) - Hartley Hershenhorn, XK150

Jaguar Canada Judges Choice Award (40th anniversary of the E-type) - Ed Schnarr, 1966 E-type

Budd's Imported Cup (Highest Score in Club Classes) - Michael Elmitt, XJS

John Mackie Judges Choice Award (Club Class) - Michael Elmitt, XJS

JCNA Championship Classes

Class	Model	Place	Owner	Score
1B	Mk IV	1	Le Houllier, Marcel	97.41
"	Mk V	2	Smith, Walter	96.93
3	XK 140	1	Gore, Michael	98.01
4	XK 150	1	Hershenhorn, Hartley	99.87
"	XK 150	2	Dow, Hugh	99.23
5	Ser 1 E	1	Schnarr, Ed	98.96
"	"	2	Edwards, Grant	98.36
"	"	3	Wilkinson, Clive	98.05
"	"	4	Brown, Monty	97.68
"	"	5	Scopis, John	94.48
"	"	6	Carstensen, Eric	92.45
6	Ser 2 E	1	Barrett, Bob	98.89
"	"	2	Sanders, Ted	98.66
"	"	3	Smith, Marlene & Paul	97.28
"	"	4	Zongheti, Frank	95.71
7	Ser 3 E	1	Mitchell, Mitch	99.84
"	"	2	Jamieson, Brian	99.23
"	"	3	Brosseau, Julian	94.51
8	Mk XI	1	Kirkham, David	92.85
9	3.8 S	1	Edwards, Grant	98.46
"	Mk II	2	Cramb, Doug	96.33
"	340	3	Milne, Jahrna	96.04
"	420	4	Leiper, Brian	92.34
10	'69 XJ6	1	Julian, Mona	98.24
11	'76 XJ6C	1	Dow, Hugh	98.68
12	'88 XJ12	1	Powell, Chris & Sheila	97.30
"	'86 XJ6	2	Weaver, Glen	96.16
13	'91 Sov	1	Bell, Gerry	98.51
"	'94 XJ6	2	Andrews, Dave & Edna	98.26
14	XJS	1	James, Bill	98.91
"	XJS	2	Hill, Fred	98.88
"	XJS	3	Lambert, Charles	98.51
"	XJS	4	Foley, Drew	97.23
16	D Rep	1	Owen, Tom	9.954
"	Sov	2	Young, Darren	9.786

JCNA Driven Classes

Class	Model	Place	Owner	Score
1	XK 140	1	Minz, Lorna	9.977
2	Ser 1 E	1	King, Gordon	9.982
6	'86 XJ12	1	Bibby, Les	9.930
"	'88 XJ12	2	Jaffray, Paul	9.928
"	'83 XJ6	3	Mamchure, Ken	9.624
7	'95 XJ6	1	MacDonnell, Kevin	9.916
8	XJS	1	McGill, Wayne	9.976
"	XJS	2	Pratt, Nick	9.961
"	XJS	3	Casselman, Art	9.958
9	XK8	1	Smith, Ron	9.985

OJOA Club Classes

Class	Model	Place	Owner	Score
2	'71 E	1	West, Forbes	91.0
"	'71 E	2	Hohener, Herb	87.5
"	'69 E	3	Harper, Richard	78.5
"	'74 E	4	Gilmore, Tony	77.5
"	'62 E	5	Tysall, John	67.5
3	Mk II	2*	Cramb, Geoffrey & Nicky	81.5*
4	'86 XJ6	1	Smart, David	92.0
"	'85 VDP	2	Owen, Louisa	80.5
5	XJS	3	Elmitt, Michael	98.5

* First place is not awarded if best score is less than 90.0.

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Dave Andrews of Bowmanville
1994 XJ6 – Championship Class



Bob Barrett of Don Mills
1970 E-type, series 2 – Championship Class



Gerry Bell of Pickering
1991 Sovereign – Championship Class



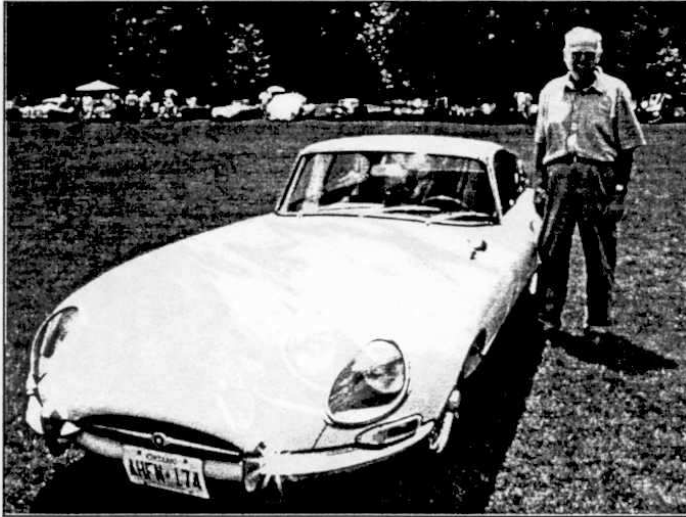
Les Bibby of Guelph
1986 XJ12 – Driven Class



Julien Brosseau of Campbellville
1974 E-type, series 3 – Championship Class



Monty Brown of Oakville
1967 E-type, series 1½ – Championship Class



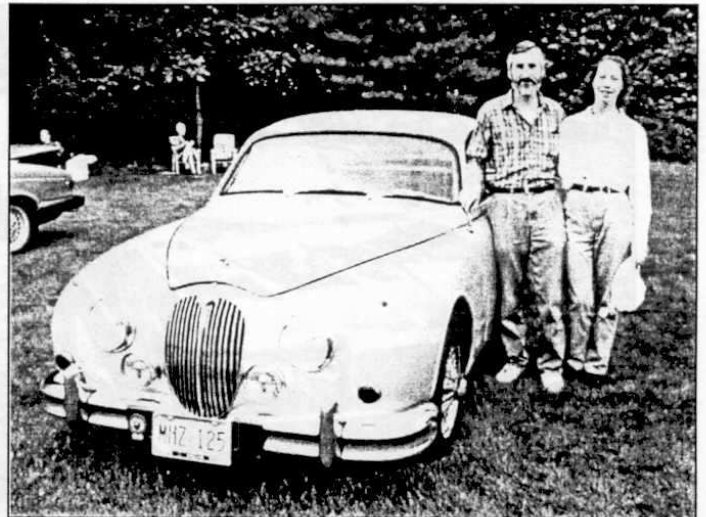
Eric Carstensen of Caledon East
1964 E-type, series 1 – Championship Class



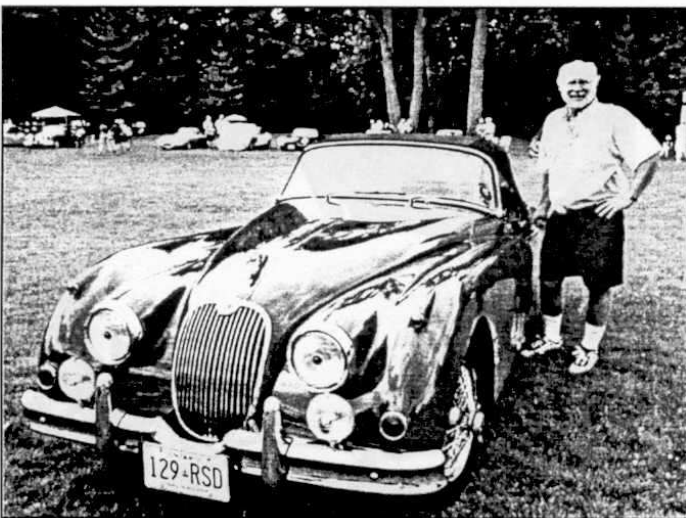
Art Casselman of Lindsay
1984 XJS – Driven Class



Doug Cramb of Etobicoke
1961 Mk II – Championship Class



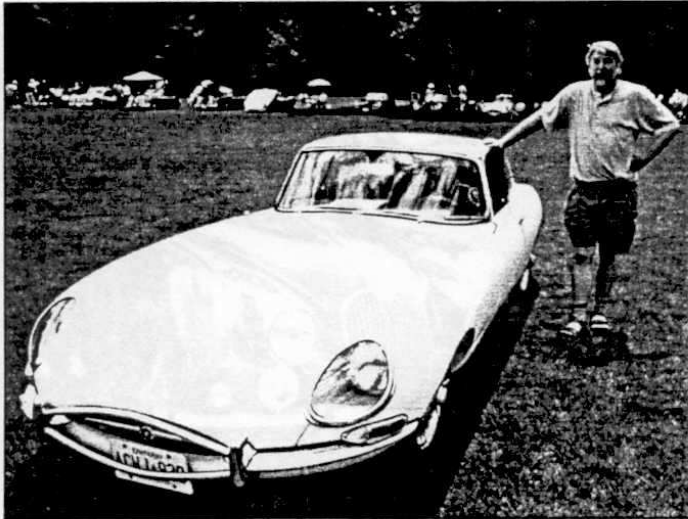
Geoff & Nicky Cramb of Brampton
1962 Mk II – Club Class



Hugh Dow of North York
1959 XK150 – Championship Class



Hugh Dow of North York
1976 XJ6C – Championship Class



Grant Edwards of Guelph
1966 E-type, series 1 – Championship Class



Grant Edwards of Guelph
1966 3.8S – Championship Class



Michael Elmitt of Cambridge
1986 XJS – Club Class



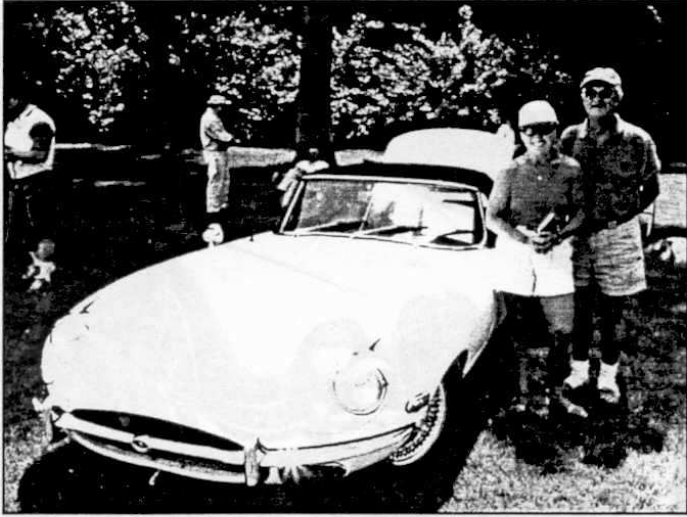
Drew Foley of Mississauga
1986 XJS – Championship Class



Tony Gilmore of Toronto
1974 E-type, series 3 – Club Class



Michael Gore of Guelph
1955 XK140 – Championship Class



Richard & Cairne Harper of Kincardine
1969 E-type – Club Class



Hartley Hershendorff of Toronto
XK150 – Championship Class



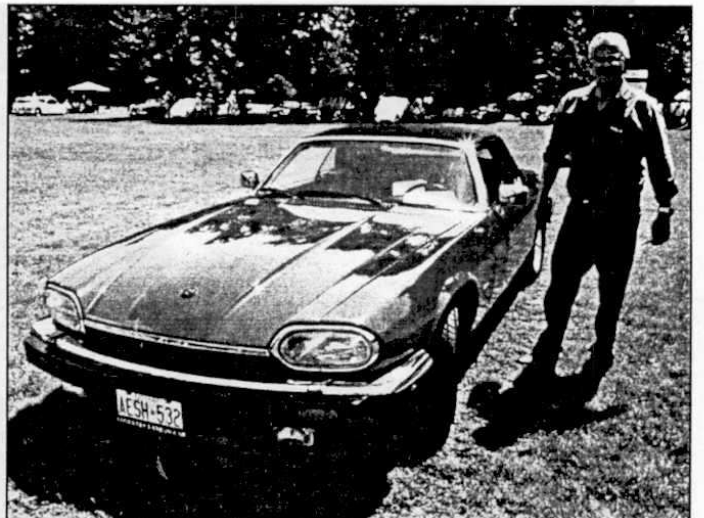
Fred Hill of Ancaster
XJS – Championship Class



Herb & Marion Hohener of Richmond Hill
1971 E-type – Club Class



Paul Jaffray of Blissfield, Michigan
1988 XJ12 – Driven Class



Bill James of Toronto
1992 XJS – Championship Class



Brian Jamieson of Oakville
1973 E-type, series 3 – Championship Class



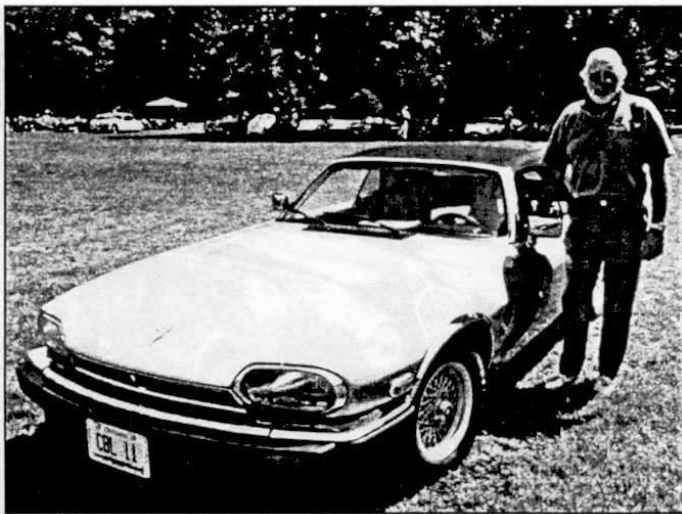
John Julian of Mississauga
1969 XJ6 – Championship Class



Gordon King of Guelph
1962 E-type, series 1 – Driven Class



David Kirkham of Oakville
1959 Mk IX – Championship Class



Charles Lambert of Brampton
1989 XJS – Championship Class



Marcel Le Houllier of London
1947 Mk IV – Championship Class



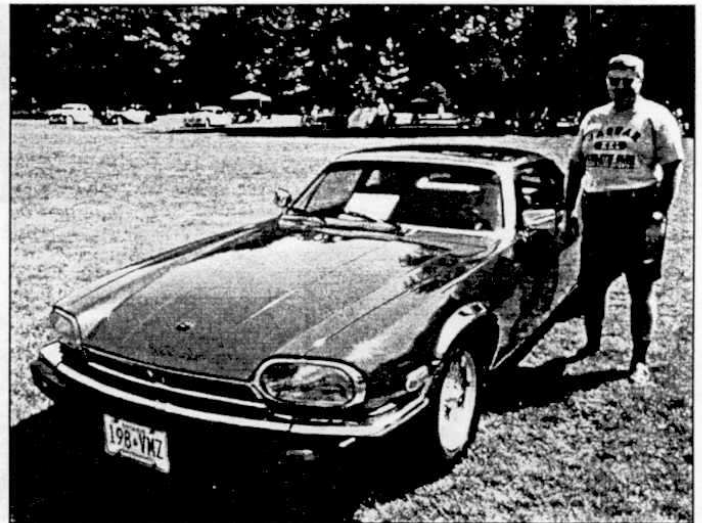
Brian & son Brian Leiper of Mississauga
1968 420 – Championship Class



Kevin MacDonnell of Mississauga
1995 XJ6 – Driven Class



Ken Mamchure of Mississauga
1983 XJ6 – Driven Class



Wayne McGill of Oakville
1990 XJS – Driven Class



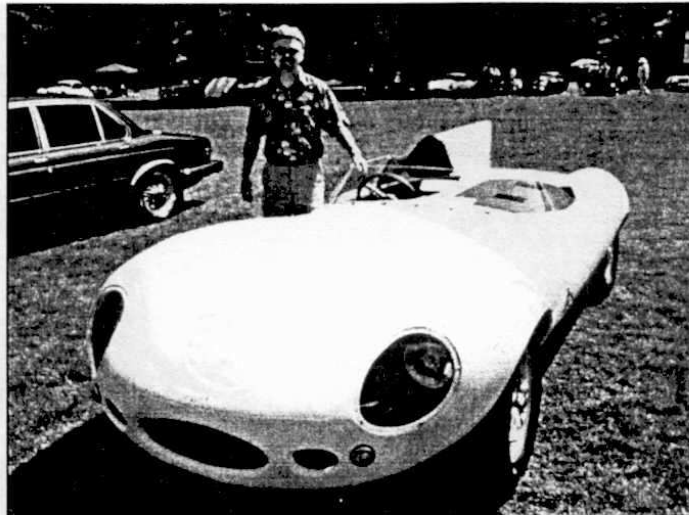
John & Jahrna Milne
1967 340 – Championship Class



Lorna Minz & Adam Smuszkowicz of Toronto
1957 XK140 – Driven Class



Mitch & Pat Mitchell of Pekin, Illinois
1974 E-type, series 3 – Championship Class



Tom Owen of Markham
1956 D-type replica – Championship Class



Tom Owen of Markham
1985 VDP – Club Class



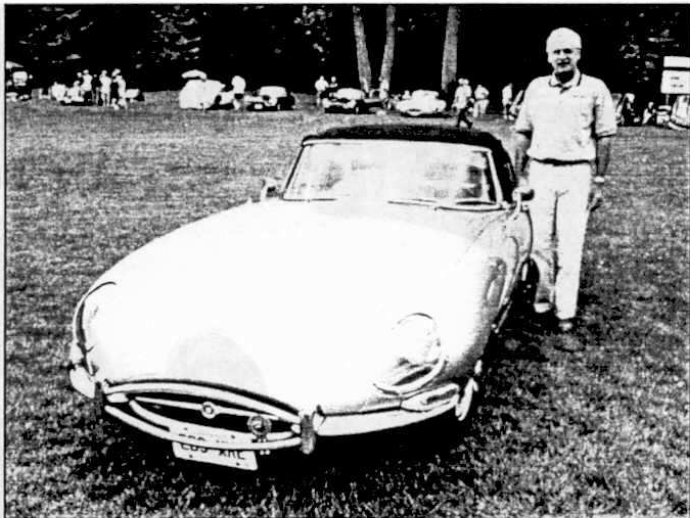
Chris Powell of Mississauga
1988 XJ12 – Championship Class



Nick Pratt of West Hill
1988 XJS – Driven Class



Ted Sanders of Wilsonville
E-type, series 2 – Championship Class



Ed Schnarr of Kitchener
1966 E-type, series 1 – Championship Class



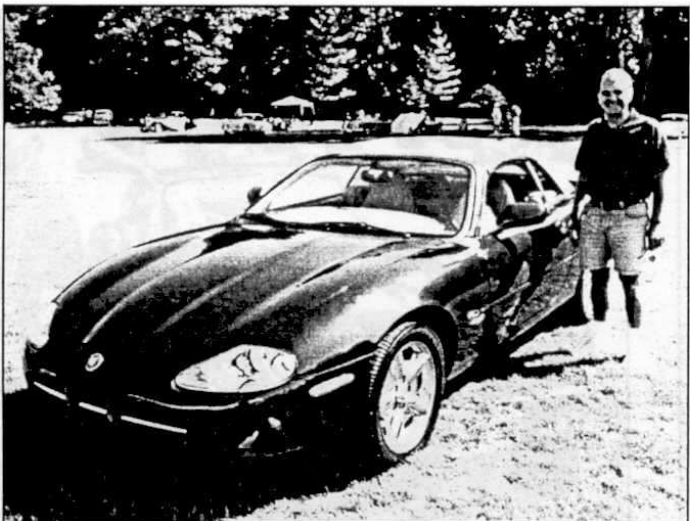
John Scopis of North York
1967 E-type, series 1 – Championship Class



David & Deb Smart of Cambridge
1986 XJ6 – Club Class



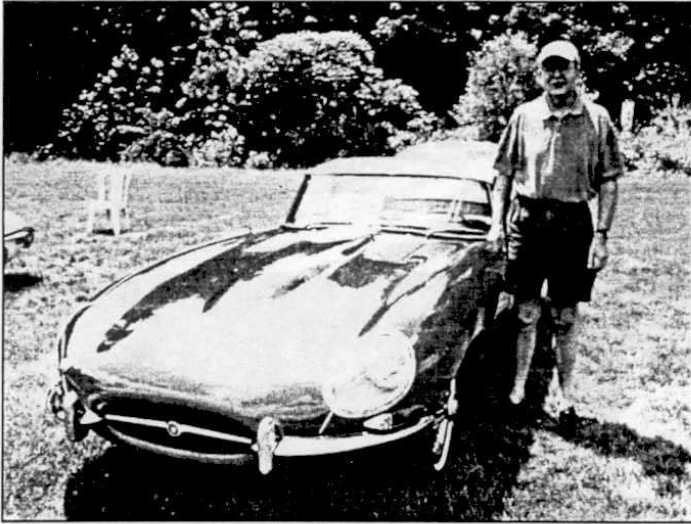
Paul Smith of Toronto
1969 E-type, series 2 – Championship Class



Ron Smith of Toronto
1997 XK8 – Driven Class



Walter Smith of West Hill
1950 Mk V – Championship Class



John Tysall of Toronto
1962 E-type – Club Class



Glen Weaver of Don Mills
1986 XJ6 – Championship Class



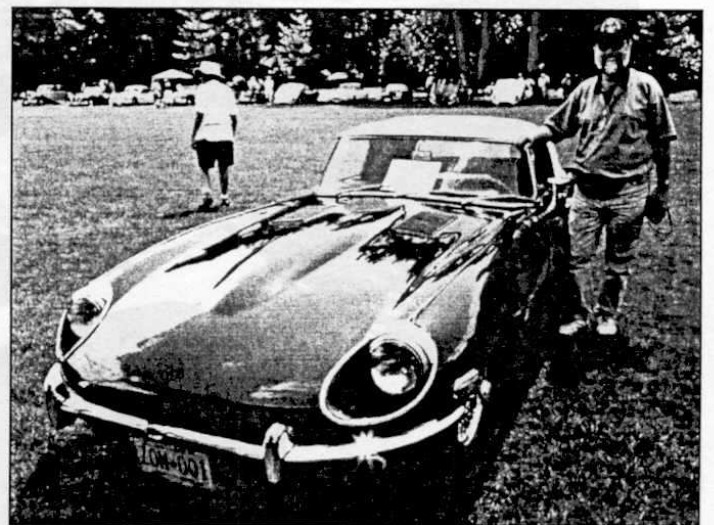
Forbes West of Toronto
1971 E-type – Club Class



Clive Wilkinson of Georgetown
1962 E-type, series 1 – Championship Class



Darren Young of Brampton
1985 Sovereign – Championship Class



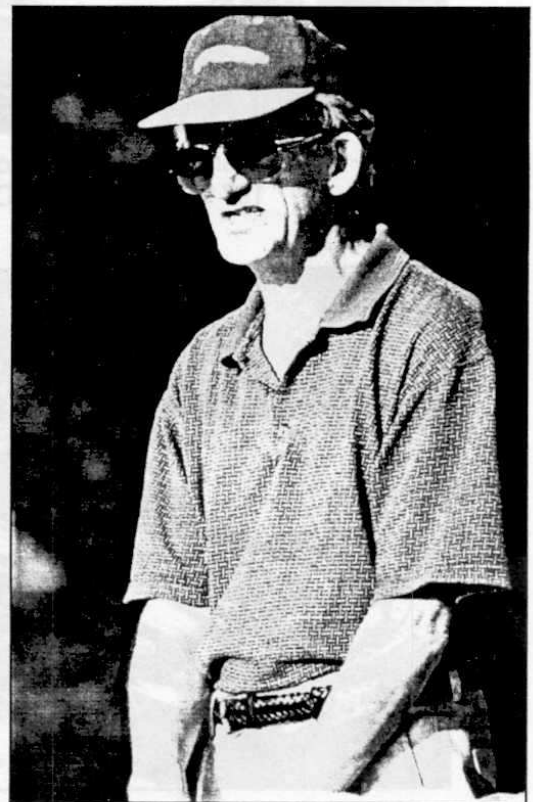
Frank Zonghetti of Waterloo
1970 E-type, series 2 – Championship Class



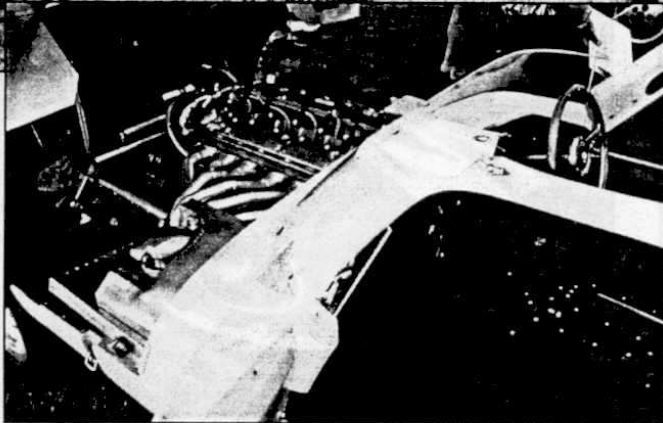
David Hughes was the announcer for this year's Concours.



Keen car shoppers check out the new X-type provided kindly by Jaguar Canada.



Concours Chairman Brian Jamieson



Tom Owen's D-type replica stirred a lot of interest.



OJOA President Peter Harris surveys the field of gorgeous Jaguars



Darren Young's 1985 Sovereign is customized with a 4x50W stereo system, complete with a 290W sub-woofer, CD, DVD, CD changer, 3 flat panel TVs and DSP. The fit and finish is meticulous.



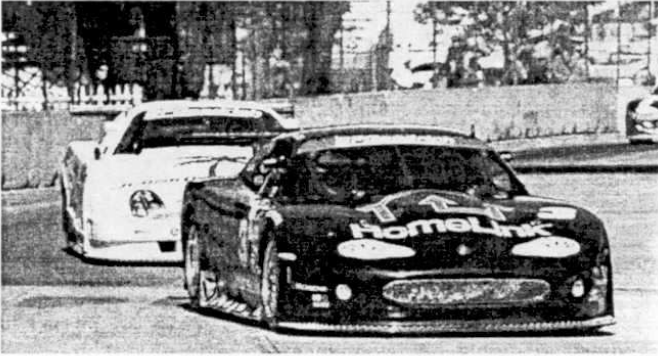
Nothing is better than fries with gravy from the Mr. Fries canteen on wheels.



Ed Schnarr and his 1966 Series 1 E-type win the *Jaguar Canada Judges' Choice Award* commemorating the 40th anniversary of the E-type.

Jaguar Racing

JAGUAR fanciers who are disappointed with the team's Formula One performance should continue looking to the Trans-Am Series for condolences. Paul Gentilozzi and his Jaguar XKR dominated the field in the Motor City 100 run at the Belle Isle Raceway, Detroit, on June 16. Gentilozzi, who started from the pole, led the race from flag-to-flag and posted his second consecutive win this season. Brian Simo (Qvale Mangusta), the defending Trans-Am driving champion, closed on the leading XKR late in the race to finish second and



Paul Gentilozzi (XKR) leading Brian Simo (Qvale Mangusta) late in the Motor City 100

Johnny Miller, Gentilozzi's Rocketsports Racing teammate, finished third to give the XKRs two places on the podium.

Just prior to the Detroit race Jaguar announced that it would provide a contingency sponsorship for the Trans-Am Series. This is the first time Jaguar has taken a sponsorship role in the series in which six of its XKR sports cars are now competing. "Jaguar has a rich racing history and a tradition of supporting both factory and private teams," said Scott McKee, Event Marketing Manager, Jaguar North America. "With our strong historical links to Trans-Am we are particularly pleased to be able to recognize the teams and drivers running Jaguar-bodied cars this year." [Past Jaguar involvement in Trans-Am includes Bob Tullius winning the championship in 1977 and 1978, driving a Jaguar XJ-S.]

JAGUAR'S support focuses on the qualifying session, rewarding each weekend's fastest qualifier. The pole winners from all 11 Trans-Am events will each be given a key that will potentially start a new 2002 Jaguar X-TYPE. The owner of the "lucky key" (as determined during an awards ceremony following qualifying at the Trans-Am season finale in Houston, Texas) will win the X-TYPE. All six drivers of Jaguar-bodied cars will automatically be eligible to win the X-TYPE, and, as a further reward, anyone winning a pole position in an XKR will receive a check for \$2,500.

THE Trans-Am race in Cleveland on July 1 was delayed for one hour due to heavy rain. Gentilozzi, who began the parade lap in the pole position on rain tires, ducked into the

pits midway through the pace lap and changed to slicks. The gamble paid off because shortly afterward the sun broke through, drying the track significantly. Over the course of the race, the HomeLink Jaguar XKR moved steadily from last to first place, rewarding Gentilozzi with his third consecutive victory. Stu Hayner (Mustang) was second and Johnny Miller again finished third.

BRIAN Simo and the Qvale Mangusta, dominated the sixth race held at Sears Point, California, on July 21 (race carried live on CBS). Simo, who started on the pole, led the race from flag-to-flag, earning his first victory of the season. Gentilozzi, who was third on the grid, pushed the Mangusta throughout the race but could never threaten seriously, finishing 2.47 seconds behind.

After six races, Gentilozzi retained his points lead with 162. Simo moved from fourth into second place with 148 points while Johnny Miller dropped from second to third place with 147 points. Miller qualified fifth for the Sears Point race but finished ninth, losing several places near the end after an altercation with another XKR.

Simo's win with the Qvale Mangusta at Sears Point made it the fourth different car manufacturer to win a race this season in the Trans-Am series. Other manufacturers posting wins in 2001 are Ford (Mustang), Chevrolet (Corvette) and three for the Jaguar XKR. Point standings for the Manufacturers Championship after six races are: Jaguar, 84; Chevrolet, 54; Qvale Automobiles, 49; Dodge, 47 and Ford, 33.

THE next race, round seven of the Trans-Am Series for the BFGoodrich Tires Cup, will be held at Portland International Raceway on August 4th. The race will be broadcast live on Speedvision from 4 to 6 p.m. eastern standard time. The remaining races: Road America on August 18, Mid-Ohio on August 25, Laguna Seca on September 9 and Houston on October 6, will also be on Speedvision, but not all of these are live telecasts. Full details can be found on the Trans-Am Series web site at: <http://www.trans-amseries.com/>

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Dino Juice: What You Get When You Squeeze a Million Years of Dinosaurs Together!

By Neil Chirico

Black Gold, Texas Tea, or Dino Juice, the slang words for what was left after Godzilla, Mother Nature and Father Time met evolution. Crude oil is what we're talkin' about here, in its most rudimentary form, before it gets distilled and refined into engine oils, gasoline and other petroleum distillates. We are here to cover only one of the many products made from crude oil, the one that most of us rely on every day of our lives in the vehicles we drive: engine oil.

Oil - What does it do?

You might be surprised to discover that oil has more than one job inside your vehicle's engine. Most of us think that oil is a lubricant for the moving parts of the engine, which is a correct assessment. The primary job of engine oil is to continually lubricate the moving parts in order to reduce the friction those moving parts create. With that friction comes heat, which brings us to the next role of the engine's oil, to help cool the engine. You might assume that this is the job of coolant, and you are also correct to a degree. Oil also assists in the cooling of the engine components by being continuously pumped through the engine. The oil comes in contact with the hot bearing and piston surfaces, takes with it some of the heat from this hot metal contact and, as it travels back to the oil pan, dissipates that heat. By the time the oil gets pumped back to the bearings and pistons again it is much cooler and the whole process begins anew. A third use of engine oil is to create the final, thin seal between the pistons rings and the cylinder walls; think of it as rubbing your thumb and forefinger together with a small amount of oil on them. Not only does the oil reduce the friction between them, but it also acts as a seal when you pull your fingers apart. Lastly, engine oil is used to help clean the engine. The detergents in the oil assist in removing and then suspending dirt and other contaminants in the oil until it is filtered or removed for replacement.

What do those letters mean?

Most of us have no idea what those letters on the oil container represent, or if they are even important, so let's explain. The letters correspond to the oil's service classification, which is the letter grading system established by the A.P.I. (American Petroleum Institute). There are two letters in the grading system. The first letter could be an "S" designation, which is used for engines that use a spark to ignite the air/fuel mixture, the fuel being gasoline. Those oils whose first letter is a "C" designation are designed for engines that use compression to ignite the air/fuel mixture, the fuel being diesel. Oils can be rated for both "S" and "C" usage. The second letter can be a rating from "A" through the letter "H" with the later alphabetical letters representing higher quality oil. Current gasoline-powered vehicles use the "SH" rating and diesel-

powered vehicles use the "CE" rating. Check your owner's manual for the manufacturers recommended oil rating for use in your engine. You should use the highest rated oil available that fits your designation. Included below is the current list for oil designations, so you can better understand the differences in qualities.

Gasoline Engines:

SA - For engines operating under mild conditions. No special protection capabilities (mineral oil).

SB - For light-duty engine operation. Has anti-scuff capabilities, resists oil oxidation, retards bearing corrosion.

SC - Minimum requirements for all 1964 to 1967 passenger cars and light trucks. Controls high- and low-temperature deposits. Retards rust and corrosion in

gasoline engines.

SD - For 1968 and later engine warranty service. Better high- and low-temperature deposit control than "SC". Also rust/corrosion resistant.

SE - For 1972 and later gasoline-engine warranty maintenance service. It provides maximum protection against rust, corrosion, wear, oil oxidation, and high-temperature deposits that can cause oil thickening.

SF - For gasoline engines in passenger cars and some trucks beginning with 1980 models operating under engine manufacturers' recommended maintenance procedures.

SG - This designation is for 1987 and newer car models.

SH - This designation is for 1994 and newer car models.

Diesel Engines:

CA - For light-duty normally aspirated diesel engines. Provides protection against high-temperature deposits and bearing corrosion.

CB - For moderate-duty, normally aspirated diesel engines operating on high-sulfur fuel. Protects against bearing corrosion and high-temperature deposits.

CC - For moderate-duty, lightly supercharged diesel engines and certain heavy-duty gasoline engines. Protects against rust, corrosion, and high- and low-temperature deposits.

CD - For severe-duty supercharged diesel engines using fuels of a wide quality range. Provides highly effective control of corrosion and deposits.

CE - For supercharged, heavy-duty diesel engines made since 1983.

The oil quality chart used above is from *Automotive Encyclopedia*, authored by Toboldt, Johnson, and Gauthier, and published by The Goodheart-Willcox Company Inc. Copyright 1995.

As you can see from the chart, oil quality is an important factor in your decision of what oil to use in your vehicle's engine. You would not want to use a lesser-rated oil in your engine as it could cause premature wear or possibly failure due to the reduced protection. The higher the rating of the oil,

*Don't forget to thank
the dinosaurs.*

the better the quality of the additives package, which means better protection for your engine. While using an SH rated oil in your sixties muscle-car would be a benefit for the life of the engine, using SA rated oil in your new Honda S2000's engine would not be advisable.

What do those numbers mean?

The number designation found on an oil container represents an oil's viscosity rating. Viscosity is a measure of the oil's thickness. Oil viscosity numbers are assigned to the oil by the S.A.E. (Society of Automotive Engineers). The "W" rating means the oil has been rated for winter use and that the oil meets specifications for viscosity at 0 degrees Fahrenheit. Using accepted techniques, measurements are taken at specific temperatures to measure the oil's viscosity number. Oil with too low of viscosity can break down and lose strength at high temperatures. Oils with too high a viscosity may not pump through the engine quick enough to lubricate engine components properly at low temperatures. Engine oil should flow easily when the engine is cold and remain thick enough to protect the engine when the oil is hot. The two types of oil viscosities are single viscosity or straight-weight oils, and multi-viscosity or multi-weight oils. Single weight oils are oils that do not change in viscosity. For example, 20-weight oil would remain 20-weight oil at all temperatures, where as 10-30 would be 10-weight oil when cold and 30-weight oil once warmed to normal engine operating temperatures. Look at the lowest temperatures you will encounter in winter driving and the highest temperatures you will encounter in summer driving and base your selection on that range. The wider the viscosity spread the greater the use of polymers to achieve that viscosity spread. Polymers can break down and form deposits that can increase engine wear and decrease engine life so, generally speaking, the lower the viscosity spread the more durable the oil will be. Remember to use multi-viscosity oils with the smallest viscosity spread you can get away with for the temperature range in which the vehicle will operate.

Synthetic vs. Petroleum Oils

Synthetic oils are superior lubricants when compared to petroleum oils in almost every area. The first synthetic oil with an API (American Petroleum Institute) service classification was introduced by Amsoil in 1972, and since then the market has continued to grow. Almost all petroleum oil manufacturers now produce their own brand of synthetic oil. When compared to petroleum-based oils, synthetic oils offer superior high-temperature protection, higher film strength, a very low tendency to form deposits, a stable viscosity base, and better low-temperature flow characteristics. In addition, synthetic oils also offer reduced wear and friction, which can have the side benefit of a slight increase in engine power and fuel economy. Synthetic as well as petroleum oil starts with a base stock of oil and then adds in a viscosity improver and an additive package to achieve the results the oil manufacturer requires. Some synthetic oils are so good that they require no viscosity improvers to achieve a 10W-30 viscosity rating. The fewer additives added to the oil

the less there is to deteriorate and leave deposits inside your vehicle's engine; this is especially important for turbo-charged applications. One of the other main benefits for synthetic over petroleum oils is extended drain intervals. Some synthetic oil manufacturers claim that up to 25,000 miles is allowable between oil changes for normal-duty conditions. Generally, synthetics can be used for two to three times the life of petroleum oils. Extended drain intervals helps offset the cost difference between the synthetic and petroleum oils, which can amount to several dollars per quart.

How often should I change the oil?

If you are like most owners out there you probably change your oil every 3,000 miles. In a Consumer Reports survey, almost two-thirds of their readers said they had their oil changed every 3,000 miles or less. Keep in mind that, as you have seen above, oil technology has rapidly advanced and newer oils are much better than they were even seven short years ago. Vehicle engine technology has also advanced with the use of better quality, longer-lasting materials through engineering advancements. Currently, vehicle manufacturers recommend oil change intervals of between 5,000 and 15,000 miles. The 15,000-mile oil change intervals are for vehicles whose on-board computers allow extended intervals under normal-duty conditions. In a Consumer Reports study, a fleet of taxicabs was used to test oil-change intervals between 3,000 miles and 6,000 miles using petroleum oil. They found no meaningful differences between the two oil change intervals over the 60,000-mile test period. Keep in mind that taxicabs do qualify as severe-duty vehicles and are used under the harshest of driving conditions. Most of us will never subject our own vehicles to what taxicabs experience -- frequent trips under four to five miles, stop-and-go traffic, and extended idling. The bottom line is that engine oils don't require replacement as often as they did just a few years ago. By changing your oil more often, you increase your expenses and add to the growing oil disposal concerns.

Oil Filters

You can have the highest quality oil in your vehicle but it doesn't do much good without a high quality oil filter. The main duty of the oil filter is to scrub the oil before it goes back out into the harsh world of the engine environment. All of those suspended particles your oil collects during its travels through the engine are meant to be left behind in your oil filter. Oil filters remove those contaminants by filtering them through a medium, typically of paper. Oil filters are rated by the size of the particle they filter down to in microns. Most of the oil filter companies do not include the filter's micron rating as public information, so you never know how good the filter really is. Your best answer is to purchase a quality brand name filter and change it with every oil change.

Oil Additives

Oil additives seem to be everywhere these days, but do they really work? Most make wild claims to refresh your engine to like-new conditions, improve fuel economy, or enhance your

love life (well, maybe not the last one but you get the idea). In the same Consumer Reports article mentioned above, they tested two major name-brand oil additives and found no discernible benefits from these products over the 60,000-mile test. Oil manufacturers spend a lot of time and money to formulate the additive packages for their oils, so why add more additives? Why is it that none of the companies that manufacture engine oil for automobiles make any of the oil additives? The answer obviously is because there is no need. Just change the oil on a regular basis, use good quality oil and filters and enjoy the ride. Oh, and don't forget to thank the dinosaurs.

Reproduced from www.edmunds.com - a web site devoted to automotive information. The actual article can be accessed at: www.edmunds.com/ownership/driving/articles/44791/article.html

Several members suggested reproducing articles on motor oil and the foregoing text covers most of the relevant points. One member's submission contained tables listing the Viscosity Index, Flash Point, Pour Point, Percent Ash and Percent Zink in selected oils. This information, along with an explanation of the various terms, is available for most oils manufactured and sold in Canada and USA at: www.vtr.org/maintain/oil-overview.html Unfortunately, although these tables are extensive (two or more pages), Canadian Tire products are not included.

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Jaguar Technical Support

If you need help in locating technical and repair information, where do you go?

Unfortunately, service and repair information for these cars can be difficult to obtain. There are factory workshop manuals available in original or reprinted form for most of the earlier models and these often appear on Internet auctions (eBay is a good source). However, the factory has not yet released anything in print for the post-1994 cars.

Also, a number of Service Bulletins appeared from 1946 through into the 1980s but these are now hard to locate. Thus, Jag-Lovers [<http://www.jag-lovers.org/>], an Internet site dedicated to the Jaguar marque, has a long-term project underway to reproduce the entire original set (with the consent of the JDHT). When ready, bulletins will be posted in PDF format and be available for downloading. In the meantime, some useful but limited summary information, at present covering only 1946 to 1959 (i.e. SS Cars, Mark IV and the XK120-150 series), is available on this site at: www.jaglovers.org/misc/bulletin_index.html

The mailing lists hosted by the Jag-Lovers are excellent sources for technical help to assist individuals who are restoring or servicing their own cars. There is a separate list

for each group of cars as follows: Swallow & SS, XK models, the 1948 to 1970 Saloons, E-Types, various XJ's, XK8's, S-type, X-type, F-type and Lumps (converted Jaguars). Simply subscribe to the appropriate mailing list, post your questions and someone will usually try to help with your problem. The Jag-Lovers group maintains an archive of all the past postings made to each list and it is considered good 'Net etiquette' to search these for information on your problem before posting a question. In many cases, the issue will have been discussed already and a solution can be found in the archives. If not, post away. There is no charge to subscribe to any (or all!) of the Jag-Lovers mailing lists but please note the rules and conditions for posting requests.

The International Automotive Technicians Network [<http://www.iatn.net/>] provides a place for experienced automotive technicians to interact and exchange technical information. Membership in this organization is limited to professional technicians who either are ASE certified or who have at least four years of full time work experience in the industry. This organization is an outstanding resource for information on Jaguars and other makes. The International Automotive Technicians Network does not assess a membership fee but does restrict participation to persons employed in the automotive repair field. They also provide other services to the automotive trade so check their website for details.



Classics Against Cancer on Sunday, June 17th again had a good turn-out of British cars but, perhaps because the weather was so fine, not so many Jaguars as in previous years.



A fine turnout of British cars, ranging from a 1922 Silver Ghost up to a 1986 Sovereign, provided a fitting background for the grand parade of pipe bands at the Kincardine Scottish Festival on July 7th.



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.

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

1961 Mark 9. Black/red leather interior, one owner, 75,500 miles, one owner. \$23,000, Melissa: 416 252-5222

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 Sovereign (XJ6) Serries III

Antelope/tan, immaculate condition, Blaupunkt CD plus original radio/tape deck, winter rims & tires, sheepskin winter mats. Asking \$10,000. Chris Bocchini: days, (519) 660-1723; evenings (519) 672-2424.

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

Parts for Sale

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 if interested.

Used Tires

Four (4) 6.70x16 Firestone bias ply tires & tubes. 6,000 miles. \$200. Walter Smith 416 284-4572

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

Information Requested

Fax received by our President:

Dear Peter:

I am the former owner of 1951 Jaguar XK120 OTS which I recently sold to Robert Kearns of Toronto.

In 1956 I transferred the engine from my car (No. 2939-8) into a 1950 XK120 OTS (No. 670808). The engine from that car (No. 1796-8) was installed in my car.

Would it be possible for you to check your membership records to see if anyone has that car 670808 or my old engine?

Your assistance would be appreciated.

Gordon Wiggen
RR#2 Napanee, ON K7R 3K7

As most members realize, OJOA records of member owned vehicles are not that extensive. If anyone has information on this vehicle or engine, please contact Mr. Wiggen direct.

Deadline for Next Issue

Editor will be away during the last week of September and the first week of October so the next newsletter should be mailed before departure.

Thus, the absolute deadline for materials to be included in the October issue is Wednesday, September 12th (OJOA monthly meeting).



ONTARIO JAGUAR OWNERS' ASSOCIATION

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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

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