



JAGUAR

Volume 12, Number 5 - October, 2001

Events Calendar

Sunday, September 30th
Fall Regularity Run

Saturday, October 6th & Sunday,
October 7th
Cinderella's Carriage Car Show

Wednesday, October 10th
OJOA Monthly Meeting

Saturday, October 20th
The Jaguar Association of
Greater Indiana Concourse

Wednesday, November 14th
OJOA Monthly Meeting and
Awards Night

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Collingwood Horseshow

By Betty Harris

For the small group of eight Jaguars who could fit the August 18/19 Collingwood Horse Show into their busy summer itinerary, it was a much anticipated event. Some of us had overnight accommodation at a chalet, family farm or a memorable close-by Bed & Breakfast. At last, the much talked about great OJOA week-end outing!

As it turned out, it rained heavily on the way up Friday afternoon, leaving Peter and I scrambling to tidy up our Cat. VIP parking was provided outside the marquee of lovely new model Jaguars and prospective customers seemed to enjoy inspecting our heritage Jaguars. As usual, Dorothee Anne McLean's sparkling red series 3 E-type and Bob Barrett's beautiful BRG series 2 E-type got close scrutiny. Fred Hill came from Ancaster in his handsome black XJS. All of us were delighted to have Cy and Ruth Carrick attend with their pristine black XJS. We wish Cy continuing success with his recovery and hope the trip wasn't too tiring.

The horses were up to our expectations and all loved watching their riders guide them over the jumps. Unfortunately, no comfortable seating was available or viewing areas for our own folding chairs. Members found backless bleachers a tiring way to watch a horseshow after the long drive up with our Cats for display! Some of us missed London Trading, a favourite vendor to visit between events.

A dip of the bonnet to Dorothee Anne and her husband Ian, who provided the highlight of our weekend by inviting us for drinks and tasty hor-d'oeuvres on their delightful garden patio before we went on together for a delicious Italian dinner at a Collingwood restaurant.

Sunday we awoke to pouring rain, which continued through the day, so the participating members decided to return home after lunch, encountering dense fog along the way. All of us wished Fred Hill good luck as he headed south to compete in Concours shows at Pittsburgh and JAG Michigan on successive weekends.



Renew memberships for 2002 now. Form on last page.

Please inform Membership Director of any address changes.



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The Ontario Jaguar

Volume 12, Number 5 - October, 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	Brian Jamieson	905 842 5297
Spring Blossom Run Organizers	Fred Hill	905 648 1800
	Nelson Burkhardt	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

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

Saturday, October 20th

The Jaguar Association of Greater Indiana Concours

Richard's School, 3243 N. Meridian St., Indianapolis, IN.
Contact Ms. Diana Foster (765-529-7235) or Cliff Burk <cburk@kiva.net> for a registration /information.

Wednesday, November 14th

OJOA Monthly Meeting - 8:00 pm

Montgomery's Inn, Dundas & Islington, Toronto

AWARDS AND JUST DESSERTS NIGHT

A different format for the evening will include presenting our Annual OJOA Awards, partaking of sumptuous desserts and coffee and reminiscences of our 2001 year's activities. A time to socialize!

OJOA Monthly Meeting - September 12th, 2001

Montgomery's Inn, Etobicoke. By Bruce Davis

Excutive present: Peter Harris, Brian Jamieson, Fred Hill and Bruce Davis. Absent: Web Vance.

Total members and guests present 39.

Peter Harris opened the meeting and welcomed all present advising that Web Vance is recovering from surgery, Bruce Davis is with us tonight following his surgery, Ron Sproule is going in for surgery, and Cy Carrick has been given a clean bill of health following extensive anti-cancer treatment. The latter was given a round of applause for his recovery. Margaret Jamieson's sister died and our club sent Margaret a plant in remembrance. Both Brian and Bruce thanked the club for their thoughtfulness and the gift of a plant.

Gordon King advised the deadline for items for the next newsletter is Saturday, September 15th.

We had two visitors - Bruce Keeling (an old acquaintance of Peters) has a 1987 VDP - with 118000km and never driven in the winter - for sale . Rudy Gatzke is in the market for an E-Type OTS preferably BRG. Both may be contacted during the break.

This past summer has been a busy one and Fred Hill gave an interesting run down on his attendance at two JCNA American Concours - details of which will be in the up coming newsletter. Needless to say his XJS came through with flying colours at both events.

Peter discussed next Sunday's British Car Day at Bronte Provincial Park, Oakville. This is the 40th anniversary of the E-Type's introduction and it is the honoured car of the day. The Jaguar classes are being increased to give equal recognition to the Series I, Series II and Series III. A good turn out is hoped for. At this event many non club members show their vehicles and the club is going to increase its presence hoping to encourage these attendees to seriously consider joining OJOA.

Sunday September 30th we are having our Annual Fall Regularity Run. Murray and Linda Smith are our Rally Masters. Murray gave an overview of the event.

Peter advised the meeting that our Awards Banquet is at a crossroads. Attendance is down and costs are rising. Peter reviewed the various options he and Betty had considered and asked for input from the members. This input was carefully considered and as the newsletter goes to bed on September 15th Peter was to make a decision and report same in the newsletter. [See under Coming Events in opposite column.]

Peter asked if there were any technical queries and a member said his MK II is overheating despite a very recent overhaul. It was suggested that the problem could be one or more of the following:-

- defective sending unit or gauge
- timing out of adjustment
- wrong thermostat installed (don't run without a thermostat)
- bypass hose too large

Linda Smith moved, seconded by Paul Turcotte - the meeting was adjourned.

Following a short break for the fellowship and coffee we were given a fine talk on car polish products by a representative of ZAINO BROS SHOW CAR POLISH PRODUCTS. Our Fred Hill has purchased and used this product and was most excited about its results. Other members were impressed by the shine on the speaker's car.



JCNA Challenge Championship Highlights

Nelson Burkhart's Diary

JCNA Challenge Championship 2001, Franklin, Tennessee, WHAT A WEEK!!! New friends, good food, friendly competition, good times, lasting memories and, of course, sensuous JAG-U-ARS everywhere. The week began Monday (July 23) with the drive to picturesque Tennessee. Temperatures in the mid to high nineties with lots of 'HOT CATS' in Franklin.

Tuesday (July 24). In the morning we visited the Hospitality Suite in the Franklin Marriot to complete registration and obtain the schedule of events for the week. The remainder of the day was spent in relaxation and recovery from our long drive down.

Wednesday (July 25). The JCNA sanctioned rally. Rally drivers meeting at 7:30 a.m. and the first car away at 8:00 a.m. WHAT A RALLY!!! All new roads. We had absolutely no idea where we were for most of the time. However, with the help of a few Tennessee hillbillies, we finished, hitting all of the check points. Half the field got lost and never completed the route. After the finish we enjoyed lunch and a cool one at "The Factory," an old historic factory now converted into a roadhouse.

The Nashville Night Life Tour was on that evening. After the bus ride to Nashville, we spent most of the evening at The Wild Horse Saloon for some two-steppin' and lots of laughs.

Thursday (July 26). involved a day of rest. Some period of relative inactivity was mandatory following the hectic pace of the previous day and the fact that the Jaguar Credit Welcome party was scheduled for that evening. The party was great with a free bar, lots of finger food and no speeches. During the evening we met new friends and were talked into entering the JCNA sanctioned slalom by Sue Hagopian, the wife of the new JCNA president. Guess what - her husband Garry is a devoted slalom enthusiast. That same evening fate would have it that we also met Art Dickenson and his wife. OJOA members who read the Jaguar Journal issue for July -August, 2000, might remember the article on Art and his highly-modified and very quick 1983 XJS that does double duty in slalom and concours. Art, the new head of JCNA sanctioned slaloms, is an impressive salesman for the event. After he offered a few good driving tips, we were all fired up for the slalom the following day.

Friday (July 27) a.m. The rain, a minor inconvenience that came and went with some regularity during the week, held off for the mornings activities. It was my good fortune to have

Art ride with me during the first of four runs around the JCNA sanctioned course. You really haven't driven an E-type until you slalom in one.

I also managed a ride around the course with Gary Hagopian in his very fast, highly-modified (400 + hp) 1962 XKE coupe.



Nelson Burkhart and Art Dickenson displaying their trophies at the 2001 JCNA Challenge Championship Awards Banquet.

The slalom was the most enjoyable activity for me in the entire week long event and my 1964 E-type had the best day of her entire life. Anyone interested in running a slalom on Ontario?

The afternoon was devoted to getting the car ready for the JCNA sanctioned Concours d'Elegance to be held in the Franklin City Center on the following day.

Saturday (July 28). The entries assembled by classes at 7:00 a.m. for a caravan from the Conference Center into historic, downtown Franklin. All cars had to be driven - no trailers allowed!

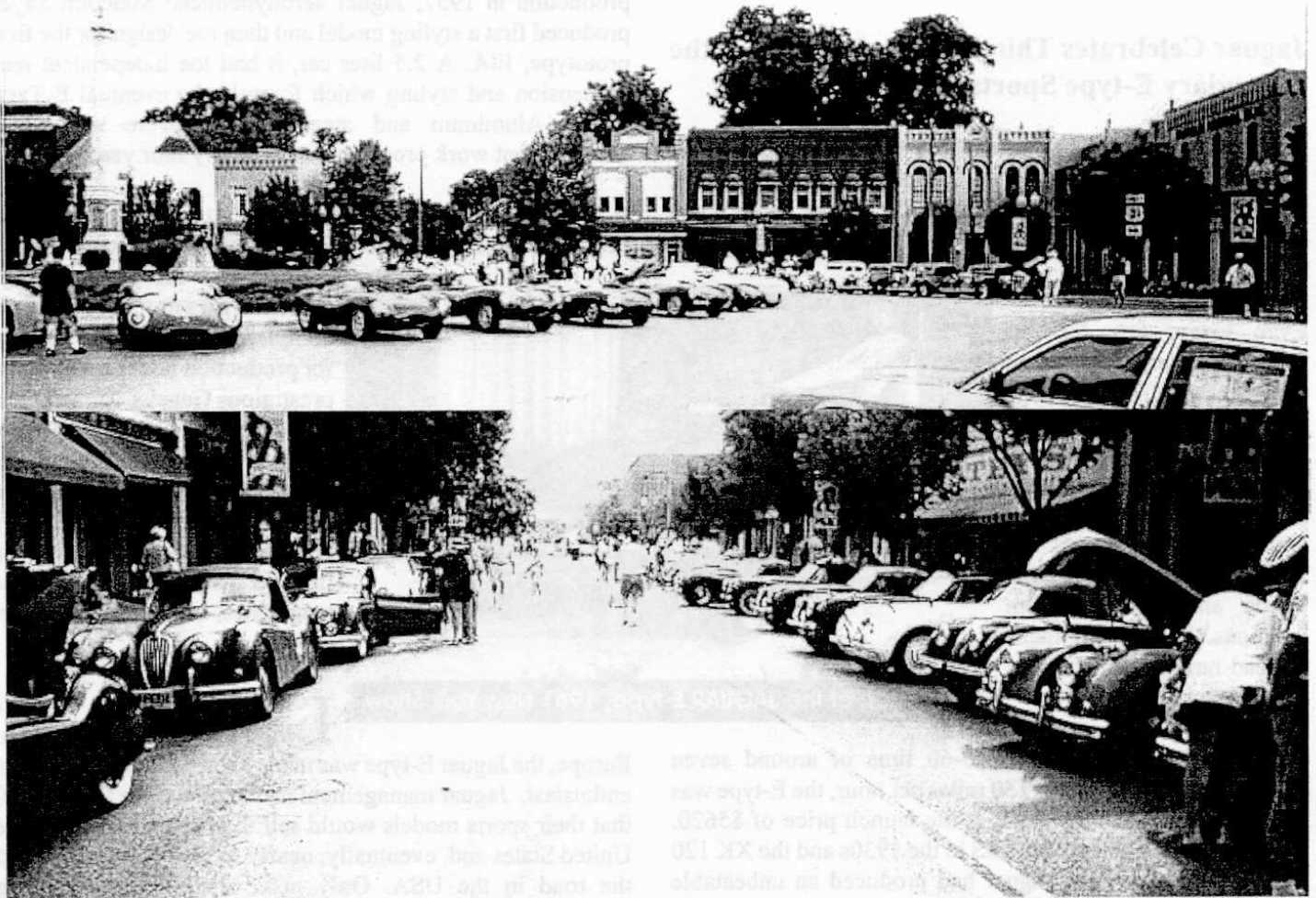
Again the rain held off until all of the sleek cats had sneaked into Franklin. However, perhaps because of the slow pace, several decided to baptise the hot path underfoot. Then, for about an hour, Mother Nature cleansed the streets of Franklin with a warm, gentle rain, eliminating all traces of naughty cats. Fortunately, the sun reappeared to dry off our unhappy looking Jaguars.

Can you imagine a whole city block, both sides of the street, filled with nothing but E-types and the town square encircled by 25 C's and D's, all driven? This was probably the most C's and D's ever assembled in one spot. Another city block was filled with XK 120's, 140's and 150's.

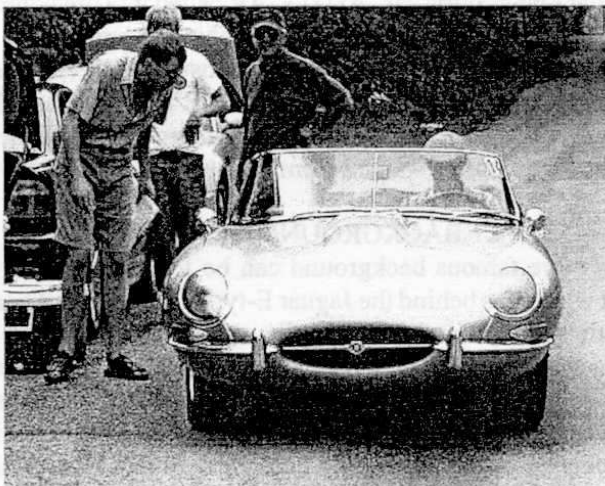
The final cocktail party and awards banquet filled Saturday evening. The highlight was the Keynote speaker, Norman Dewis, recounting his memoirs. As Chief Vehicle Proving Engineer for Jaguar, Norman was responsible for development and fault-finding on every road and race car produced under his tenure. Over 34 years, these included the XK's, the C-type, the original 2.4 and 3.4 saloons, the D-type, the XK-SS, the Mk VII, VIII, IX and X Series, the Mark 2 range and derivatives, the E-types, the XJ-13, XJ-6, XJ-S and XJ-40. He completed in excess of 1,250,000 miles at speeds in excess of 100 mph at Mira test circuit alone. Later on Saturday evening Norman was to be seen kicking up his heels dancing with the lovely young ladies in the Lounge Bar.

Sunday (July 29). Farewell to Franklin and back to Ontario with wonderful memories!

Photos from the 2001 JCNA Challenge Championship, Franklin Tennessee.



An impressive number of Jaguars, old and new, lined the city centre and many of the adjoining streets of Franklin for the 2001 Challenge Championship Concours d'Elegance.



The Nelson Burkhart/Ross Hamilton team at one of the check points, *en route* to their seventh place finish in the JCNA sanctioned rally. Over 20 cars started the event but more than half of them got lost in the Tennessee hills.



OJOA hero driver Nelson Burkhart tready to start one of the JCNA sanctioned slaloms. Nelson achieved a class first in the official slalom and second in the super-slalom. Not bad for a rookie driver and all this in a car that also placed second in its Driven Class at the Concours d'Elegance.

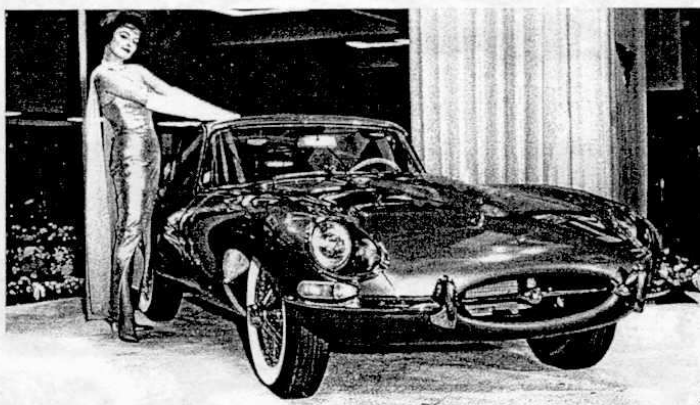
From The Archives

Courtesy of Doug Cramb

Jaguar Celebrates Thirtieth Anniversary of the Legendary E-type Sports Car

THE Geneva Motor Show of 1961 was the setting for the introduction of one of the world's most famous sports cars, the Jaguar E-type. Thirty years later, the E-type has become part of the Jaguar legend, sought by collectors and enthusiasts everywhere.

Even today, few lists of "Most Famous" or "Most Beautiful" or "Top Ten" cars fail to include the Jaguar E-type. In 1961, the car's styling and performance placed it far ahead of anything in the sports car field except for the most exotic and costly custom creations. In 1991 it remains a head-turner, and for the same reasons.



US Launch of the JAGUAR E-type, 1961 New York Show

With 265 brake horsepower, 0-60 time of around seven seconds and a top speed of 150 miles per hour, the E-type was an almost unbelievable value at the launch price of \$5620. Once again, as it had with the SS in the 1930s and the XK 120 after World War Two, Jaguar had produced an unbeatable package of driving fun for the money.

JAGUAR had always made its reputation on sports models while depending on various sedans for most of its income. This changed dramatically when the XK 120 leaped into public view at the end of 1949. Planned for low-volume, mostly hand-built production, the 120 was such an instant success that Jaguar tooled up for steel bodies instead of aluminum and production goals became thousands instead of hundreds.

Succeeding Jaguar sports cars, the XK 140 and 150, were also big hits, especially in the United States where enthusiasts, whose appetites had been whetted by MGs and Triumphs, were eager for the affordable performance only Jaguar seemed able to provide. By 1960, however, the XK body style and chassis were dated and the company was aware that a new model was needed.

SIR William Lyons, Jaguar's founder, briefed his engineers to produce an entirely new concept in high speed motoring. Bred to perform like Jaguar's C and D-type Le Mans winners of the fifties, the new car would also have to ride like Jaguar's luxurious sedans and be styled to beat the looks of anything else on the market.

WITH careful reference to the sleek D-type and the road-going version, named XK-SS, which saw limited production in 1957, Jaguar aerodynamicist Malcolm Sayer produced first a styling model and then the design for the first prototype, E1A. A 2.5 liter car, it had the independent rear suspension and styling which foretold the eventual E-Type shape. Aluminum and steel versions were made and development work proceeded over nearly four years.

A racing prototype, E2A, was also built and competed at Le Mans and other races including several in the United States, entered and driven by Briggs Cunningham. Research completed, the car was readied for production just in time for the prestigious Geneva Show. It was at least an equal hit at the New York International Automobile Show that same spring where dealers and customers, primed by lyrical road tests and descriptions in US and European car magazines, were waiting to sign orders.

LIKE many other high-performance cars from Europe, the Jaguar E-type was made to order for the American enthusiast. Jaguar management had known since the XK 120 that their sports models would sell in greatest volume in the United States and, eventually, nearly 58% of E-types went on the road in the USA. Only now, when the demand for "collectible" cars has shot up in Europe, are E-types being shipped east, back to their point of origin three decades ago.

Journalists at the time of the E-type launch united in praising Jaguar's new sports car. AUTOCAR called it "a breakthrough in design of high-performance vehicles" and CAR and DRIVER said its appeal was "sensual and elemental". Jaguar's own thoughts on the car were more restrained but copy from the original technical brochure gives insight into what the company wanted from the new car.

BACKGROUND OF FAME

"No more famous background can be found anywhere than that which lies behind the Jaguar E-type G.T. (Grand Touring) Models. Developed from the famous "C" type and "D" type Sports Racing Cars with their illustrious records of successes on the racetracks of the world, the E-type G.T. Models are presented as elegant and luxuriously appointed road vehicles having an outstanding road performance and incorporating very many features derived from the vast store of experience gained in international competitive events. Thus, the Monocoque form of construction incorporating a steel, stressed shell body with sub-frames for engine and rear components, stems directly from the famous "C" and "D" types, whilst an entirely new development is the unique

system of independent rear suspension which is the result of many years of research and trial.

The power unit is the world-famous XK "8" type 3.8 liter twin overhead camshaft engine, with three carburetors, which produces 265 horsepower and affords a road performance in which ultra rapid acceleration and high maximum speeds are matched by superlative braking power and the highest degree of controllability. Together, these attributes invest the E-type G.T. with an extraordinarily high factor of safety.

A study of the complete specification contained in this catalogue will reveal that, in every particular, from basic principles to minute details, the Jaguar E-type G.T. is, in truth, the most advanced sports car in the world."

The original E-type was powered by a 3.8 liter "S" type version of Jaguar's legendary six cylinder XK engine which developed 265 bhp at 5500 rpm and 260 lbs/ft of torque at 4000 rpm. This gave the car the magical 150mph performance which was validated by "Autocar" magazine on their road test just days after the launch. It was offered in two versions, an open two seater and a coupe.

Monocoque construction, with a tubular steel subframe carrying the engine, all round independent suspension and inboard mounted rear disc brakes gave the E-type an impressive technical specification which drew heavily on the company's racing pedigree.

If the technology of the E-type impressed the engineers, it was the stunning, sensuous styling which excited the general public. Many will claim that the long feline body of the

original E-type was perhaps Malcolm Sayer's most beautiful road car. Certainly the styling has stood the test of time and even today the E-type remains one of the world's most desirable cars.

In 1965 Jaguar introduced the 4.2 liter XK engine into the E-Type. This gave the same power as the 3.8 liter unit but the eighteen percent increase in torque made the car even more flexible and refined - and gave better mid-range acceleration.

During the first four years of its production life, the E-type was strictly a two-seater. In March 1966 though, a 2 + 2 coupe was announced in a slightly longer wheelbase version. Automatic transmission also became available for the first time in 1966.

The Series III E-type was introduced in March 1971 and featured Jaguar's new 5.3 liter V-12 engine -a power unit which immediately established an unrivalled reputation for smoothness and refinement. This helped enhance the E-type's reputation as one of the world's most effortless and relaxed touring cars.

Production of the E-type ended in September 1974. The last fifty cars built at Browns Lane were all open top roadsters and all but one were painted black. Each of these 50 cars carried a commemorative plaque identifying them as the last in a line of one of the most memorable cars ever to be produced.

The very last E-type to roll off the production line Registration Number HDU 555N, is now in Jaguar's own Museum at the company's headquarters at Browns Lane, Coventry, England.

Full Production by Model

Years	Model	Open Two-Seater	Fixed Head Coupe	2+2
1961 - 64	Series 1 (3.8L)	7,820	7,670	
1965 - 68	Series 1 (4.2L)	9,550	7,770	5,600
1969 - 71	Series 2 (4.2L)	8,630	4,860	5,330
1970 - 75	Series 3 (5.3L)	7,990		7,300
	Totals	33,990	20,300	18,230

Grand total of E-types produced = 72,520 (including 43,765 USA)

The preceding text and photo, provided courtesy of Doug Cramb, was a Jaguar press release issued ten years ago to celebrate the thirtieth anniversary of the E-type. One need only substitute forty for thirty to make it totally current. The OJOA members hope sincerely that Doug will discover many more interesting pieces to share with us as he continues to sort through his extensive collection of Jaguar-related material.

How to read a tire sidewall

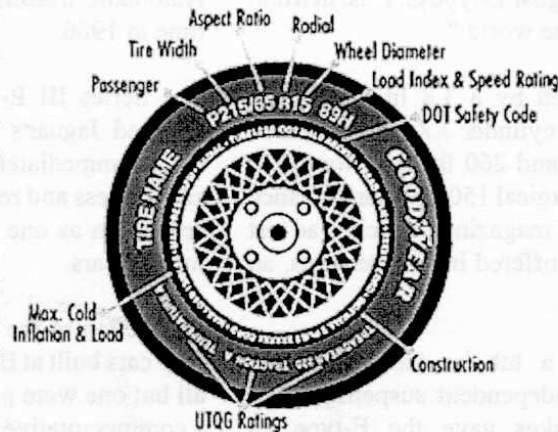
by Greg Wilson, editor of CanadianDriver.com

With all the recent news reports about overloaded, underinflated tires contributing to tire failure, and a study by the Rubber Manufacturers Association that revealed most people don't know where to find the manufacturer's recommended tire pressure (in the vehicle's owner's manual, on the door jamb, or in the glove box), a brief overview of how to read a tire's sidewall is a timely subject. Goodyear recently released this guide to deciphering all those abbreviations and symbols found on the side of a tire:

- P designates a tire primarily designed to fit passenger cars. Other letter possibilities are LT for light truck and T for temporary spare. Actually, the prefix letter is optional so it might not be included in all cases.
- 215, for example, the first number in the size designation, is the cross-section width (from sidewall to sidewall at its widest part). of this tire in millimetres.
- 65, the aspect ratio, is the percent of cross- section height (from the bead that holds the tire on the rim to the tread) to cross-section width For example, a 215-mm or 8.5-inch-wide tire with a 65 aspect ratio has a section height of 5.5 inches (8.5 x 0.65).
- R means radial tire construction. Other possible construction letterings are B for belted-bias construction and D for diagonal (bias) construction.
- 15 is the rim diameter in inches. The range of rim diameters on today's passenger cars is 12 to 20 inches.
- M+S or any combination of the letters M and S signifies mud-and-snow certification, defined by tread patterns with angled slots and grooves that are a minimum 25 percent of the footprint. M+S tires are meant to provide improved starting, stopping and driving performance in the snow.
- The Rubber Manufacturers Association (RMA) and Rubber Association of Canada (RAC), which includes Goodyear, took the global industry lead in 1999 in designating winter tires that carry the mountain/snowflake symbol on the sidewall.

This severe snow service designation is a more stringent requirement than the M and S rating.

- Directional tires, such as Goodyear's new Aquatred 3, increase the ability of the tread design to disperse water from under the tire for improved wet traction. An arrow on the sidewall, primarily added for the tire installer, shows the direction in which the tire should rotate.
- Although the load index numbers are too numerous to list here, the important thing to remember is that a higher load index number means a higher load capacity. A tire should never be replaced with another tire having a lower load index number.



- The speed rating letters include S for speeds up to 180 kph; T, up to 190 kph; H, up to 210 kph; V, up to 240 kph; Z, 240 kph and more; W, up to 270 kph; and Y, up to 300 kph.

A speed rating indicates the maximum speed at which the tire may be operated, but it does not imply that the vehicle may be safely driven at that speed, particularly under adverse conditions where speed limits are mandated by law.

- Tire manufacturers are required to grade their passenger car tires for treadwear, traction and temperature resistance and assign Uniform Tire Quality Grading Labels according to regulations established by the U.S. National Highway Traffic Safety Administration.

Tire manufacturers, not the government, test tires and assign their own grades.

- The treadwear grade or number, according to the U.S. Department of Transportation, is for comparison purposes only and is not intended to be converted into anticipated tire mileage.

Since each manufacturer assigns its own number, a tire graded 220 by one maker might not deliver as much actual tread mileage as one graded 190 by another company.

- Temperature grades - A (the highest), B and C for tires that are properly inflated and loaded - represent a tire's resistance to heat and its ability to dissipate heat when tested under controlled laboratory conditions.
- Traction grades - AA (the highest), A, B and C - represent a tire's ability to stop on wet asphalt and concrete.

- The DOT symbol certifies compliance with Department of Transportation tire safety standards and is followed by a tire identification or serial number. For tires manufactured before the year 2000, the last three numbers identify the week and year of manufacture.

For example, 459 means the 45th week of 1999.


Beginning in 2000, the last four numbers identify the week and year of manufacture. For example, 3500 means the 35th week of 2000. Other characters in the serial number are the tire-maker's coding for tire size, type and manufacturing plant.

- Maximum load limits and associated maximum cold inflation pressures are indicated in both metric and English units.

For normal operation, follow inflation pressure recommendations on the vehicle placard located on the driver's side door post or in the glove box (and in some vehicle owner's manuals), not the maximum inflation molded on the sidewall.


Reproduced with permission from CanadianDriver. Image and background information for the text provided by Goodyear. The CanadianDriver web site can be accessed at: www.CanadianDriver.com

The Original



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John E. Smith, C.C.I.B.
Zehr Insurance Brokers Ltd., New Hamburg, ON



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Jaguar R-coupe Concept Debuts at Frankfurt and Signals Jaguars New Design Philosophy

Jaguar's New Design Philosophy

JAGUAR takes a leap into the future with the public debut of a new concept car at the IAA (Frankfurt Motor Show) on September 11, 2001. Conceived to demonstrate how the company's design philosophy may develop in coming years, the Jaguar R-Coupe is a prestigious and sensuous four-seater coupe that reinterprets Jaguar's core design values in a fresh and forward-thinking way.

"We challenged our designers to show how the Jaguar 'look' could advance in the years ahead, to reflect the company's transformation from niche manufacturer to major player in the premium car sector," says Jonathan Browning, Jaguar's managing director. "This represents a long-term vision though, rather than anything that we will see tomorrow. The R-Coupe provides an insight into Jaguar's long term future design philosophy, reaffirming our commitment to create cars that stir people's emotions."

Classic and contemporary inspiration

The proportions and stance of classic Jaguars from the 1950s and 1960s inspired the powerful look of the R-Coupe, where strong, geometric forms underpin the car's flowing lines. Exterior detail is restrained but picks up characteristic Jaguar design cues, such as the front grille.

The car's warm and rich interior puts a contemporary twist on the use of wood and leather, to create a luxurious environment influenced by the latest trends in furniture and interior design. Wood veneer sweeps right round the cabin, leather covers the floor as well as the seats, and many jewel-like details are silver-plated.

"With the R-Coupe we have the ability both to explore and to display our future design philosophy for Jaguar," says Ian Callum, Jaguar's design director. "Concept cars like this provide an incomparable opportunity for us to try out new ideas and to experience them in a full-size, three-dimensional format. We're looking forward to learning a great deal from the reactions of the public too."

The R-Coupe is not intended for production, but it embodies themes and ideas that may find their way into future Jaguars. The concept is not based on any current or proposed Jaguar chassis, though it is constructed around a realistic four-seater package and a V8 powertrain. Further examples of advanced technology incorporated into the car's design include F1-style 'paddle shift' gear-changing, headlight beams that follow steering direction, electronic door releases, personalisation of the interior environment for each occupant and a futuristic, voice-controlled telematics system.



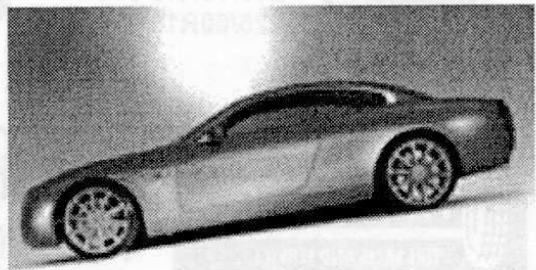
First vehicle from Jaguar's Advanced Design team

The R-Coupe is the first complete vehicle developed since Ian Callum was appointed as Jaguar's new Design Director in 1999. One of his earliest moves was to introduce a 15-strong Advanced Design studio, headed by Julian Thomson, which has taken the lead role in bringing the R-Coupe to life, working with Callum to develop Jaguar's new design philosophy and design language.

A prestige, four-seater performance coupe was chosen to embody the new design thinking because such a model does not figure in Jaguar's future vehicle plans. So the R-Coupe can be shown in public without revealing hints of any specific vehicles in the pipeline. Jaguar is currently undergoing a product-led transformation that is seeing its line-up grow from two models in 1998 to four today, and to five with the launch of the F-TYPE in around three years time.

The Advanced Design team originally produced six exterior proposals for the R-Coupe, as scale models. A design from Julian Thomson was selected as the basis for the finished vehicle, though incorporating details from the other proposals. Lead designer on developing the exterior was Matthew Beaven. The interior design was chosen from a series of sketch proposals, with the one selected being by Mark Phillips, who became lead interior designer for the project.

The design of the Jaguar R-Coupe was finalised early in 2001, and the team held regular reviews throughout the development process with Ian Callum.



Gas prices' may jump in 2002

Canadian Press

Canadian pump prices could jump by five to seven cents a litre next summer once new regulations to cut sulphur in gasoline take effect, warns a new study for the federal government.

The Natural Resources Canada report, obtained by the Calgary Herald, examined the impact of new standards on prices.

Under federal regulations, sulphur content in gasoline must drop to 150 parts per million (ppm) next summer - about half the current level - and fall again to 30 ppm by 2005.

"Supplies will become tighter due to lower production levels. Price spikes of five to seven cents per litre are possible during the transition period, based on recent experiences in the U.S. Midwest and California," the study says.

Independent fuel experts agree motorists should brace for rising pump rates.

"I'd say eight or nine cents a litre, upwards of 10 cents a litre, is a pretty good bell-wether for what it might be," said Michael Ervin of M.J. Ervin and Associates in Calgary.

Federal changes are being made because sulphur dioxide generated by automotive engines has been connected to myriad medical problems, such as bronchitis in children, asthma and premature deaths.

Environment Department officials called the possibility of a price spike the "worst-case scenario" and predicted it wouldn't last long.

Initial government figures estimated that gasoline prices would only increase by about one cent per litre, said Mark Tushingham, the department's head of fuel processing.

"We've had a lot of support and no criticism of any price increase," he said.

The Environment Department predicts the new rules will prevent two premature deaths per week, 86 cases of childhood bronchitis and 3,000 fewer asthma incidents.

The federal study, completed by energy consultants Purvin & Gertz, predicts prices will be volatile in the next two years due to limited supplies of low-sulphur gas.

The report's other findings include:

- Gasoline supplies should be adequate during the transition period.
- Only five of the 18 refineries are now producing low-sulphur gasoline that meets the 150 ppm regulations. However, it appears only one refinery; in B.C., may close because of the new rules;
- Prices will likely settle out at 1.5 to two cents higher if supply and demand come into balance;
- Ontario will be most vulnerable to pricing problems because its gas has the highest sulphur content and requires the largest cuts to meet the new targets. Ontario refineries will need to import expensive low sulphur gasoline.

Reproduced from *THE RECORD (Kitchener)*, July 30, 2001

Province Set to Implement Ban on Aging Car Air Conditioning Systems

By Abigail Taylor

ENVIRONMENT Minister Elizabeth Witmer called the ban on old-technology air conditioners for cars, trucks and buses a modest but important step toward protecting the earth's ozone layer.

Witmer announced Wednesday at Bob Bannerman car dealership in North York that as of Jan. 1, vehicle air conditioners may no longer be filled with refrigerants containing chlorofluorocarbons (CFCs) (ie. R12).

CFCs are among the most ozone-depleting substances. On average, one chlorine atom can destroy 100,000 ozone molecules.

"This is an important issue for people in this province, but even more so for those in a vulnerable population such as seniors, children and people who suffer from respiratory disease," Witmer said.

"The ban is good for the environment and a tremendous benefit to human health."

The earth's ozone layer protects people from the sun's rays. As it is depleted, more radiation reaches the earth's surface, leading to an increased threat of skin cancer, weakened immune systems and damage to certain crops and marine life.

Automobile manufacturers been using ozone-friendly refrigerant since 1994 and the production of CFCs has been banned in developed countries since 1996.

But according to Bob Cornelius, a policy advisor for the environment ministry; about 5.5 million vehicles are older models that still use CFCs.

Since CFCs haven't been produced since 1996, stockpiles are dwindling and prices are rising.

A&G's Auto Repair in Scarborough does not sell CFC based refrigerants but manager Gerald Humphreys said a bottle would be priced at about \$1,000 and would cost between \$300 and \$400 to fill a consumer's vehicle.

Old air conditioning equipment can be made compatible with new refrigerant and Humphreys estimated the retrofit would cost about \$200. The ministry estimates the cost at around \$320.

Cornelius said this prohibition will reduce one-third of harmful refrigerant emissions, as more than one-third of CFCs in Canada are used to service vehicle air conditioners.

Reproduced from *THE GUARDIAN (Etobicoke)* July 27, 2001.



Having A/C problems?

This Question came from the NCJOC Message Forum: *My friend's '87 XJ-6 (which I hope to end up with) has a bad compressor, and a local estimate (DC area) is \$2000 to "rebuild" system. Arrrgh ____ and I understand it's just an old GM system, too. Can anyone provide a more realistic price range, and maybe a recommendation?*

The A/C system in the Series III Jag is indeed a GM system. Reasonably priced, rebuilt compressors are readily available. Servicing the system is no more complicated, and shouldn't be any more expensive, than servicing any other system. The presence of a Leaper on the bonnet no doubt has some influence on that cost estimate, and this so called "rebuild" probably refers to converting the system to a new refrigerant necessitated by EPA's requiring the phase out of HFC-R12, a somewhat more expensive proposition. There is no doubt that some outfits take advantage of the situation claiming that EPA requires converting the system and, to do so, requires everything in the system to be replaced. Neither of which is true.

In the first case, you *do not* have to convert your A/C system (yet). As long as the refrigerant is available, your system can be restored using R12. However, you must have it done by a certified technician using EPA approved equipment, and, of course, pay the price. You can't buy R12 off the shelf! With stocks of R12 diminishing it has become a seller's market. Retail prices in the range of \$75 to \$100 *per pound* for R12 are not unheard of. A full recharge could cost in the neighborhood of \$300 just for refrigerant!

For some time, the only replacement for R12 approved by EPA was HFC-R134a. This is what you will find in new cars. A completely different product, R134 requires 'retrofitting' of the A/C system in older vehicles in order to handle the requirements of R134 and the compound's incompatibility with the O-rings and lubricating oil used in those systems. Manufacturers and re-builders of compressors began modifying their units to be compatible with both R12 and R134 systems early on and units available today have no problem with either refrigerant.

It has also been recommended, even required for some car models, that the condenser (located in front of the radiator) be replaced. The recommendation comes from the fact that R134 requires a higher operating pressure, which some older condensers can't take, or to help the system cool more efficiently by using units with greater surface area. The biggest complaint about R134 is that it just does not cool as well as R12. Some technicians go so far as to suggest adding an additional fan on the condenser to assist heat transfer. In so far as I am aware, Jaguar has not made any recommendation to replace the condenser in Series III cars.

Basically, converting an R12 system to an R134 system requires only installing a conversion kit (which includes new input stem valves, to prevent adding R12 being added to the system after conversion, and a few O-rings), removing the old lubricating oil, flushing the system, and replacing the oil with one compatible with the R134. The system must then be pressure tested, then evacuated and new refrigerant added. A new receiver/dryer is always required when any A/C system is opened.


Because of the added expense of retrofitting with R134, there has been a continuous search for a less expensive and more efficient replacement refrigerant. Manufacturers have played around with various mixtures of compounds but most were inefficient, dangerously explosive, or not EPA certifiable. Around 1998, a new, blended product called R414b (Hot Shot) was introduced. From all reports, R414b meets all the criteria for safety and efficiency and *has been* approved by EPA. It is totally compatible with R12 systems and requires no retrofitting. Valves, lubricating oil and O-rings do not have to be replaced and condensers in good physical condition are perfectly adequate. In fact, R414b is *more* efficient than R12, about seven percent more according to published data. Yes, it sounds too good to be true, but at least one of our members has used R414b in an XJS and claims great success. The only problem with R414b seems to be finding a technician certified to use it. The product hasn't taken hold yet and service companies are reluctant to get certified and/or stock another product. Fat profit margins for R134 conversions are also a strong disincentive.

Now, back to those costs! Obviously it depends on the route one takes. This is how it stacks up: Compressor replacement (\$175-200) a new receiver/dryer (\$25-40); refrigerant recharge (R414b or R134, \$45-60; R12, \$200-250); retrofit kit (RI 34 system only), (\$25-40). When you add up *any* of these options and then include labor charges of at least an equivalent amount to parts and supplies, even the most expensive alternative comes out well below the \$2000 quoted to our writer. Bottom line? Find another A/C service company! There is an abundance of information on automotive A/C options on the web. Use your favorite search engine.

Reproduced from THE JAGUARS ROAR, August 2001, the publication of The National Capital Jaguar Owners Club.

The US Environmental Protection Agency web site contains considerable information on retrofitting R12 systems. The URL is: www.epa.gov/ozone/title6/609/retrguid.html

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Trans-Am Racing

ROUND Seven of the Trans-Am Series was held on August 4th at the Portland International Raceway. Tommy Archer (Dodge Viper) began and ended this 125-mile race in first place but there's much more to the story than that. Archer and the number two starter Paul Gentilozzi (Jaguar XKR) bumped prior to the green flag, sending Archer to the pits to change a flat tire and Gentilozzi in for a stop-and-go penalty. During the race there were a total of seven lead changes by four different drivers, three full-course yellows, and the margin of victory was just 2.5 seconds.

Following his unscheduled pit stop on the first lap, Archer re-joined the race at the back of the pack. Undaunted, he furiously worked his way back up to the front, taking the lead on lap 23. He held that lead for just four laps, until pitting for fuel. Archer then regained the lead on lap 29 and never relinquished it after that.

Gentilozzi started and finished the race in second place, but found himself at the back of the pack after being black-flagged for contact with Archer on the pace lap. He still managed to lead the race for 14 laps and turned in the fastest lap at 1:15.022. Rookie Justin Bell (Corvette), son of legendary racer Derek Bell, finished third, gaining his first podium finish of the season. Bell actually finished this race in fourth place but was passed by Johnny Miller (Jaguar XKR) on the last lap under caution and the final results put Bell in third place and Miller in fourth.

TWO weeks later at Elkhart Lake, Wisconsin, Michael Lewis, also driving a Jaguar XKR, won the first Trans-Am race of his career through driving rain, splashing puddles, standing water and foggy windows. The race was originally scheduled for 25 laps on the 4.408-mile road course but the yellow flag went out following the completion of Lap 17. At Lap 18, the red flag was thrown as the rain continued to fall. After another half hour of torrential downpour, the race was terminated.

Lewis started in second place but moved into the lead shortly after the green flag and led all 17 laps of the rain-shortened race. Every car rolled through the grid on racing slicks, but about half the field switched to rain tires before the race began. During the race, most of the remaining cars changed to rain tires.

Johnny Miller (Jaguar XKR) finished second after starting in third place, while the current drivers' championship points leader and polesitter, Paul Gentilozzi, finished third. Gentilozzi's third place finish broke a tie with three-time Trans-Am champion Tom Kendall for all-time top-three Trans-Am finishes with 54. Having won at Road America the past two years, Gentilozzi was disappointed he didn't win this year but said, "All streaks have to come to an end. We kept our points lead, we broke Kendall's record, the Rocketsports chassis finished in the top-three and this was the first 1-2-3 finish for the Jaguar. Not a bad day at the office."

ON August 26th at the Mid-Ohio Sports Car Course, Paul Gentilozzi captured his fourth Trans-Am Series race win of the season in dominating fashion, starting from the pole, leading for the entire race and setting the fastest lap. Justin Bell finished second followed by Boris Said (Panoz Esperante).

The win clinched the 2001 Trans-Am Series Manufacturers' Championship for Jaguar. Gentilozzi also extended his point lead in the drivers championship to 33 over teammate Johnny Miller who finished in 6th place at Mid-Ohio.

JUSTIN Bell (Corvette) recorded his first Trans-Am Series victory at Laguna Seca, California, on September 8th. Brian Simo (Qvale Mangusta) was second, followed by Lou Gigliotti (Corvette). Tommy Archer (Dodge Viper) started from pole and managed to avoid a first-lap, first-turn incident that eliminated three cars. On the restart, Archer lost control and spun in turn five, relinquishing the lead to Scott Pruett (Jaguar XKR). Boris Said (Panoz Esperante) couldn't avoid the spinning Archer and made contact while Championship point leader Paul Gentilozzi (Jaguar XKR) began leaking axle grease in the melee.

Gentilozzi, who only managed fifth place on the grid but did record the fastest lap during the race, finished in thirteenth place. He could have clinched the driving title with a podium finish but remains optimistic for the season finale in Houston. "We'll head into the last race with a 27-point lead," said Gentilozzi. "Last year, we had a 16-point lead going into the last race, so at least there's a bigger cushion there. But it really won't be over until that final checkered flies." Teammate Miller again recorded a sixth place finish and remains second in Drivers' Championship Points.

The series travels to the Havoline Grand Prix in Houston October 6th for the 2001 season finale. Those who followed the Trans-Am series last year might recall that Johnny Miller won the race driving a Corvette, while Gentilozzi, who might have recorded his third straight Driving Championship, went out due to an oil pump failure.

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Fun and Philosophy

A Jaguar mechanic was removing a cylinder head from an aging XJ6 when he spotted a world-famous heart surgeon in his shop. The heart surgeon was waiting for the service manager to come and take a look at his Jag. The mechanic shouted across the garage, "Hey Doc can I ask you a question?" The famous surgeon, a bit surprised, walked over to the mechanic working on the XJ6 engine.

The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. Like you, I can open hearts, take valves out, fix'em, put in new parts and, when I'm finished, this will work just like a new one. So how come I get a pittance and you get the really big money when we're doing basically the same work?"

The surgeon paused, smiled, leaned over and whispered to the mechanic "Try doing it with the engine running!"

From Jag-lovers (<http://www.jag-lovers.org/>).

Little girl: "Daddy, do all fairy tales begin with Once upon a time?"

Daddy: "No darling, a great many start with After I am elected."

Police Officer: "You failed to come to a complete stop at that stop sign back there. I'm going to write you a ticket."

Jaguar Driver: "Gosh officer, don't I get a warning."

Police Officer: "Sure! Here it is: If you don't come to a complete stop next time, I'll give you another ticket."

If You Get a Traffic Ticket

Reprinted from The Indicator, the official newsletter of the Jaguar Affiliates Group of Michigan.

If you get a traffic ticket, and you are going to get points on your license, then there is a method to ensure that you DO NOT get any points. When you get your fine, send in the check to pay for it, and if the fine is say, \$79, then make the check out for \$82 or some small amount over the fine. The system will then have to send you back a check for the difference, but here is the trick! ***DO NOT CASH THE REFUND CHECK!!!***

Throw it away! Points are not assessed to your license until all financial transactions are complete. If you do not cash the check, then the transactions are NOT complete. However, the system has gotten its money and is happy and will not bother you any more. This information came to our attention from a very reliable computer company that sets up the standard database used by each states DMV.

Dave Boerger, XK150

Does anyone know if this would work in Canada?

New Jaguar Likely to be Unveiled in 2003

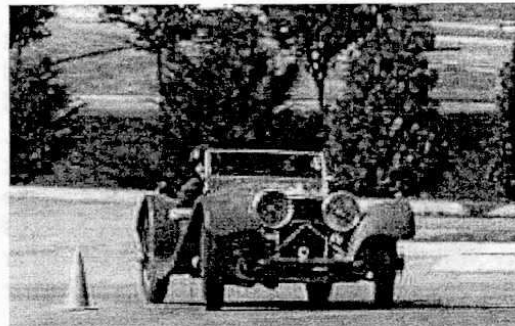
Although details remain sketchy; it looks like a new, top-of-the-line Jaguar will be unveiled some time in 2003.

Codenamed the X350, the new XJ is reported to be longer, wider and more spacious than the car it will replace.

It'll also be more powerful with a 3.3-litre V6 pumping out as much as 250 horsepower, a 4.3-litre V8 with 300-plus and a supercharged version of the latter with as much as 400 ponies.

There's also rumoured to be extensive use of aluminum, with the light-weight metal reputed to have lowered the XJ's curb weight by as much as 200 kilograms, further improving performance.

Reported by Autovision News Service



Competitor come in all shapes and sizes in the JCNA sanctioned slalom held during the recent 2001 Challenge Championship at Franklin, Tennessee.

Tralee 2001

OJOA Tralee enthusiasts agreed this year's weather was the best! As we inspected the vendors' merchandise, watched the fly-ball dog show or viewed participants in the Canadian Carriage Classics, there was a delightful breeze wafting about and no humidity. Down in our parking area we had our favourite tree-lined location all to ourselves. Without the car show this year there was lots of space for our lovely row of Jaguars. The Gores beautiful 1955 XK140 was the oldest Jaguar.

You Missed It! August 25th

By Betty Harris

THE National Hunter trials is a spectacular event, hosted by a different Hunt Club and held every two years. This year's site was the Toronto and North York Hunt Club (TNYHC), located high on a knoll of the Hockley hills. It's lovely club house overlooks an undulating meadow with natural hunting obstacles arranged to blend perfectly into the landscape. Spectators, comfortably seated on the clubhouse lawns, enjoyed a refreshingly cool breeze and looked down on the various classes competing in the riding events. Teams from across Canada and Bermuda competed before the judges for coveted point standings.

By noon, we were ready for the delicious "Winners Circle Picnic" provided by the various Hunts and the food was sumptuous.

IN the afternoon, dog lovers enjoyed the field hunter class where competitors rode behind a pack of forty TNYHC hounds under the watchful eye of a Field Master and Mistress of the Whip, simulating a live hunt within view of the judges. The TNYHC generously offered their dogs to all the visiting teams, thus simplifying the task of travelling to the show.

OBVIOUSLY, a lot of organization went into this event which hosted more than ten hunt teams. Unfortunately, while OJOA was invited in the late spring to bring out a dozen Jaguars, details of our participation were not received until August, when most members were away on holiday pursuits. Only two OJOA Jaguars graced the event in the special reserved parking lot. Pity!

At the June meeting, at least a dozen members indicated by a show of hands that they would support this event. If OJOA members don't want to miss great invitational events, it is important to check upcoming events in the newsletter, note the dates in their personal calendars and register their interest with the executive member(s) organizing a particular event. It is not usually practical to send out special mailings (a hand operation) to our far-flung members when details are finalized. We will keep those interested up-to-date by telephone as information is received.



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

1986 Sovereign (XJ6) Series III.

Sage Green metallic/doeskin leather. 72,000 original km. Always garaged. No winter use since \$9,000 bare metal respray in 1998. Excellent throughout. (Wood fillet around radio has cracks). New shocks & Pirellis. Parts manual, some service records and owner's log book. Sold new for \$48,600. Insurance appraisal \$15,000. Located in Toronto. Consider trade for light colour '92 - '94 XJ40 in excellent condition or sell for best offer. Richard Trull phone 345 945 6067 (evenings) or rtrull@candw.ky

1987 Sovereign (XJ6) Series 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.

1989 Jaguar, Series 3, VDP, XJ-12

Excellent condition, 180,000 km, Dorchester gray, grey interior. stored indoors, never winter driven. new windshield, brakes, battery, alternator, exhaust pipes, tires. \$9,900 or best offer. Leave message for Richard or Sandra Estrella (519) 941-0185.

Parts for Sale

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



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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

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