

The Ontario **JAGUAR**

Bimonthly Newsletter of The Ontario Jaguar Owners' Association

OJOA Awards & Just Desserts Night

OJOA November Meeting, 2001



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Coming Events

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Wed., Feb. 13
OJOA meeting

February 15 to 24
Canadian Auto Show

Wed., March 13
OJOA meeting

Sun., April 21
Ancaster flea market

Top row: Competition, Freeman and "Award of Nine" winners receiving congratulations from our President, Peter Harris.

Bottom row left - Peter congratulates Lynda & Murray Smith, our most active members for the year 2001.

Bottom row right - Andy Moore and Peter Draycott, two outstanding OJOA classics!
More details inside.



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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

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

Coming Events

Wednesday, February 13th

OJOA Monthly Meeting

Montgomery's Inn,
Dundas & Islington, Toronto

February 15th to 24th

Canadian International Auto Show

Canada's largest auto show with over 800,000 sq.ft. of space and over 150 exhibitors. SkyDome and Metro Toronto Convention Centre. Adults \$15.00, Children, \$6.00

Wednesday, March 13th

OJOA Monthly Meeting

Montgomery's Inn,
Dundas & Islington, Toronto

Sunday, April 21st

Ancaster British Sports car Flea Market - Marritt Hall, Ancaster Fairgrounds

New Car of the Year Named at the North American International Auto Show

Practicality and value won over flash and luxury at the North American International Auto Show as the restyled Nissan Altima was named 2002's North American Car of the Year. The awards, one for cars and one for trucks, are open to new or substantially revised vehicles that will be on the market in North America in 2002. An independent panel consisting of fifty broadcast, print and electronic automotive journalists voted in September to narrow the list and again in December, assigning points to their final selections. Vehicles obtaining the most points were selected with the winners announced at the Detroit show. The ten finalists emerging from a list of 20 eligible cars included, in addition to the winning Nissan, the Acura RSX, Audi A4, Cadillac CTS, Ford Thunderbird,

Infinity Q45, Jaguar X-type, Mercedes-Benz C-Coupe, Subaru Impreza WRX and Toyota Camry. The Chevrolet TrailBlazer narrowly won North America Truck of the Year over the Chevrolet Avalanche and the Jeep Liberty.

OJOA Most Improved Jaguar Award Winners

1978 Geoff Cramb, 1962 3.4L Mk II
1979 A. & D. Lingelback, 1962 E-type
1980 Gary Downer, 1970 E-type
1981 Michael Devine, 1973 E-type
1982 Art & Judy Bacon, 1960 XK 150
1983 Bob & Judy Smith, 1968 E-type
1984 Sid MacKay, 1963 E-type
1985 Dick Jagoe, 1956 XK 140
1986 Walter Smith, 1950 Mk V
1987 Rick Loewen, 1971 E-type
1988 Allan Lingelback, 1972 E-type
1989 Hugh Dow, 1964 E-type
1990 Michal Lupyec, 1968 E-type
1991 Bill Hay, 1951 XK 120
1992 Chuck Stokes, 1973 E-type
1993 Grant Edwards, 1966 S-type
1994 Walter Smith, 1970 E-type
1995 W.A. Salter & N.F. Earle, 1954 XK 120

1996 Glen A. Weaver, 1966 E-type
1997 Monty Brown, 1967 E-type
1998 John Scopis, 1967 E-type
1999 Bruce & Bess Davis, 1967 E-type
2000 David Kirkham, 1959 Mk IX
2001 Michael Gore, 1955 XK 140
Courtesy of the Douglas Cramb Archives.

A Jaguar at the Rolex 24 hrs of Daytona

Paul Gentilozzi/Rocketsport Racing will enter a Jaguar XKR in this year's 24 hr endurance race at Daytona. The car is a slightly modified version of the Trans-Am XKR developed by Rocketsport over the past two seasons and which rewarded Jaguar with its first Championship in 25 years. Still no formal announcement on the 2002 Trans-Am car but indications are that it will also be an XKR.

The racing XKR bears little resemblance to its road going counterpart, having a carbon fibre body on a metal tube chassis with power supplied via a Ford, pushrod, V8 engine.

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OJOA Monthly Meeting

November 14, 2001, Montgomery's Inn
By Betty Harris

Members arrived at the meeting room to find it set in café format, ready for a social evening. Seven of the tables were holding gleaming trophies for centerpieces, giving people a close up view of those who had won them over the years past. At eight o'clock, we flowed around the centre table in the adjacent kitchen to serve ourselves from an array of sumptuous desserts. Back in the meeting room, members sat around the tables enjoying their coffee and desserts while chatting briskly. All were delighted to see longstanding member Peter Draycott (OJOA membership # 7) and his son-in-law Chris Colbrook (Concours Chief Judge). Dorothee Anne made it down from Collingwood to visit us.

Afterwards, several members gave five minute dissertations about activities during the past year. Nelson Burkhart spoke about combining the Spring Run with the Halton Wentworth Hunt Club's Stirrup Cup and the start of their Fox Hunt; Fred Hill told us about competing in the US Concours in Pittsburgh and Michigan, where Fred's XJS scored well. Hopefully, more members will join Fred next summer, perhaps a cavalcade? Andy Moore gave us a synopsis of the startup of the Mosport Racing Circuit many years ago, which involved several OJOA members, including the late Alan Bunting who served as course designer and chief construction engineer, as well as Fred Hayes, a veteran racer.

A Dip of the Bonnet to the following award winners:

The Rampant Crank: Pat & Bob Campbell and Rob Harris

Most Improved Jaguar: Michael Gore

1955 XK 140

Most Active New Member: Graham & Margaret Stokes

Most Active Member: Murray & Linda Smith

Competition Award: Nelson Burkhart
Freeman Trophy: Cy & Ruth Carrick
Award of Nine Trophy: Fred Hill

Due to the untimely death of a past OJOA member, the following Jaguar parts and general automotive equipment is offered for sale:

4.2 litre E Type Jaguar engine, still in crate; Set of brand new 15" wire wheels still in Welsh Cartons; 1 pair of ramp stands/set of 4 axle stands; For more information, call Peter Harris (416)233-2677.

OJOA Annual General Meeting

Jan. 9, 2002, Montgomery's Inn
By Bruce Davis

Attendance was 31 including all executive and two visitors.

Peter Harris opened the meeting wishing all a Prosperous and Happy New Year. As this is our Annual General Meeting he thanked the executive, Gord King news editor, and members for their enthusiasm and support over the past year.

On a sad note Peter advised Cy Carrick has had a set back and is in the hospital again. All present wished Cy a speedy recovery.

Peter asked if there were any visitors and two introduced themselves and described their interest in Jaguar cars, past and present. They were given a warm welcome.

Peter advised tickets for the upcoming Canadian International Auto Show will be available at \$10 pp (reg. \$15pp). Contact Bruce Davis before the end of January. Tickets will be available at our February meeting.

A pleasant wind fall for the club. Robert Motors have some original new Jaguar parts that were ordered but not picked up. They have been given to our club and we will do one or more of the following: i) give them away to members for free; ii) have a silent auction; or iii) sell them at the Ancaster Flea Market to be held on April 21. Details on these parts will appear in our April newsletter due out the end of March.

Web Vance presented the 2001 Statement of Revenue and Expenses, distributed to all members present. Its acceptance was moved by Linda Smith and seconded by Arthur Goeldner. Approved by all members present.

Brian Jamieson advised our membership last year was 204 and including those new members signing up late in 2001 we currently have 72 memberships confirmed for 2002 .

Correspondence included a request from the St. George Car Show director for feed back on our possible interest and member attendance for their upcoming August 17th show at London, ON. Gord King has attended most of their recent shows and found it to be well worth the visit - there are usually 4 or 5 of our members attending.

Peter asked if there were any technical queries and one member's power antenna would not work and the battery went flat. It was the trunk micro switch that was defective.

Another member with an E-Type smelt gasoline and noted a slight puddle under the vehicle after putting the car away for the winter. It was the tank infill tube gasket.

Another member is looking for a Mk I 3.8 litre engine and as one of our members, David Hughes, has just recently had his car badly damaged in a garage fire, he was directed to contact David.

Peter turned the gavel over to Dr. Murray Smith who presented the following slate of officers:

Peter Harris	President
Brian Jamieson	Vice-President
Web Vance	Treasurer
Bruce Davis	Secretary
Fed Hill	Activities

And as no other nominations were presented from the floor the above slate was unanimously accepted for the year 2002

Following the meeting Paul Turcotte presented his annual slide projection of the past year's activities.

Jaguar Sales Top 100,000 During 2001 - Fourth Successive Year of Record Sales

FOR the first time in its eighty year history Jaguar has sold over 100,000 cars in a year.

Jaguar's Managing Director Mike Beasley announced the company's fourth successive year of record sales when he unveiled the new Jaguar S-Type range at the Los Angeles Motor Show on January 3rd.

"During a very competitive year for premium car sales, and in an increasingly uncertain economic environment, I am delighted to announce yet another sales record for Jaguar," said Mike Beasley.

"During 2001 we sold 100,770 cars in our markets around the world. The new X-Type has been a major factor in our sales success. Over 30,000 X-Types have been sold since its mid year launch and the sales rate accelerated as the new car became available in our markets around the

world during the second half of the year."

In Jaguar's biggest global market, the United States, the company sold a record 44,532 cars during 2001. Sales in the United Kingdom totalled 22,120 cars, another new sales record for Jaguar and an increase of 47 percent over 2000. Record sales were also achieved in continental Europe and other overseas markets.

In the UK Jaguar has sold just under 10,000 X-Types since its launch in May last year. Initially available with 2.5 litre and 3 litre engine variants, the X-Type has rapidly established a presence in those sectors of the compact premium saloon market in which it competes. In the UK, for example, the X-Type takes 65 percent of its market segment and in Italy the car has 60 percent of its segment.

"We expect to see further growth in our sales during 2002 as the new 2 litre version of the X-Type and the

new and extended S-Type range go on sale," said Mike Beasley, at the Los Angeles Show.

JAGUAR'S S-Type range has now been extended to seven models with the addition of three new 2.5 litre V6 engined variants, a 4.2 litre normally aspirated V8 powered version and the range-topping 4.2 litre supercharged S-Type R. The S-Type R, which develops 400 bhp, is the most powerful saloon ever produced by Jaguar.

All versions of the new S-Type range feature a completely redesigned interior, class leading occupant safety systems and new front and extensively redesigned rear suspensions. A new six-speed ZF automatic transmission – an industry first in the S-Type's sector – is available across the full S-Type range. A total of 135,000 S-Types have been sold since the car was launched in 1999 – making it the fastest selling Jaguar in the company's history.

JAGUAR CANADA also announced that their sales show the best December in Jaguar history, as well as the best year since 1987. December sales totalled 284 cars sold, an increase of nearly 87 per cent compared with the same period last year. Year-to-date sales increased more than six per cent, a total of 2,460 Jaguars sold.

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The Jaguar Daimler Heritage Trust

Since its opening in 1998, the Jaguar Daimler Heritage Trust centre at Browns Lane has become a site of pilgrimage for Jaguar enthusiasts around the world. Valued at a conservative £13.5 million, the collection of 120 historic models includes the only Jaguar XJ13 ever built, a pristine 1953 Daimler Conquest, and Princess Diana's personal XJ-S.

WALK into the Heritage Trust Centre at Browns Lane and Jaguar, Daimler, Lanchester and SS motoring history will enfold you. You may see the Alpine Rally-winning XK120, commonly known amongst the enthusiasts as NUB 120, the Mk. VII saloon that for many years was used by Her Majesty the Queen Mother, a magnificent SS 100 sports car, the first D-type, the last E-type, the 217 mph XJ220, and the 18mph Daimler Grafton-Phaeton, complete with an elephant hide hood, built in 1897.

The Trust, formed in 1983, includes not only historic cars but also an extensive archive section covering everything from private correspondence between 'Lofty' England - Jaguar's 1950s racing team manager- and his drivers, to a record of petrol bills for Sir William Lyon's personal XJ6. The archives provide a rich source of material for historians and owners of classic Jaguars and Daimlers. Details of individual vehicles can be verified and such is the information available that even replacement keys can be provided for owners across the world.

The Trust relies heavily on expert volunteers - including former Jaguar employees, as well as enthusiastic owners - to maintain and enhance this extraordinarily valuable service.

Tony O'Keeffe, formerly a Group Leader on Jaguar's XJ-S production line, has an encyclopedic knowledge of the company's products, and became Curator in 1992. When he first visited the company's Castle Bromwich factory where the historic collection was stored, vehicles were parked in long lines, hidden beneath dusty white sheets. Some were in very poor condition and most had not been worked on - or even looked at - for many years and their true state was unknown, so he knew then that the trust faced a major challenge.

A visit to the Trust's Centre at Browns Lane today demonstrates how successfully that challenge has been met. Opened in 1998 by former Jaguar chairman Nick Scheele, it looks like a modern car showroom.

Cars are not presented in formal lines. They are displayed in what is described as casual, "disorganised parking" order. Visitors are asked not to touch but they can get very close to the cars. The collection is regularly rotated and up to 40 cars are displayed at any one time, but there are some cars which are not seen, including those awaiting restoration.

The atmosphere is relaxed and informal. On a mezzanine floor, motor-racing trophies, paintings, drawings and general memorabilia are displayed. Most of the collection is very serious indeed. There are currently 120

Jaguar, Daimler, SS and Lanchester cars. A few are beyond economical repair and have no particular historical interest. The Trust is considering selling them, which would generate funds to enhance other elements of the collection. The Trust's list of models still to be acquired includes -surprisingly - a Series I E-type. And there is no XK140 or XJ12 Series 1. These are significant gaps in the collection but JDHT is confident that they will be filled.

The Trust is offered many cars that owners feel may be of interest but many are simply duplicates of models already acquired or not appropriate for the collection. As well as buying cars, the Trust sometimes accepts interesting models on loan and, typically, it receives a car a year as an outright gift. The previous owners rapidly become a member of the Jaguar family. Last year a lady in Kent called the Trust to say that her late husband had restored an XK 150. It had been unused since his death three years before and was in excellent condition. Tony O'Keeffe met her and told her about the Trust and its aims. As a result, she decided to 'gift' it to the Trust and was subsequently thrilled to be invited to the Centre to see the XK 150 on display.

A recent acquisition by the Trust is a pristine 1953 Daimler Conquest that has covered only 1,300 miles from new. Always cosseted, even its chrome was vaselined every year. It looks as if it has emerged from a time warp.

A scheduled addition to the JDHT's display is the Jaguar collection of Allen Lloyd, prominent Midlands businessman and founder of Lloyd's Chemists. His cars include a very

rare XK-SS, the road-going sports car version of the racing D-type and a lightweight E-type. He is Honorary President of the Trust.



The most unique car in the Trust's collection is the XJ13, the only one ever built. Designed for Le Mans in the 1960s, it never raced and its very existence was kept secret for a decade. With enormous performance and a beautifully aerodynamic body it embodies the "passion" of Jaguar. The fact that it was kept locked away for so long, adds to the mystique of this unique motor car.

Other historic cars in the collection include OVC 501, the first D-type, and what is arguably the most famous XK 120 in the world, NUB 120, which saw victory in the demanding Alpine Rallies of the early 1950s. It still bears the marks of its tough sporting life.

A few hundred metres from the Centre is a building in which historic models not currently on display are stored, including prototypes that did not reach production, such as the 1988 XJ 41 F-type, with flowing lines that echoed those of the D-type and E-type. There is also a Daimler version of the XJ-S, and the one-off

convertible Daimler Corsica of 1996. The late Princess Diana's XJ-S is also there, together with many elderly and stately Daimlers. The Trust also

owns an 1897 Daimler Phaeton which is probably the oldest British car in existence, and of course, it still runs.

To enhance its income, the Trust, whose chairman is Joe Greenwell, Jaguar's Director of Communications and Public Affairs, occasionally hires out some of its cars (including a volunteer driver) for weddings, corporate events, dealer promotions, films and TV appearances. So a bride may arrive at the church on time in the 1955 Jaguar Mk. VII that for 18 years was the personal car of Her Majesty the Queen Mother. Even the D-type can be hired -again with a volunteer Trust driver. The income generated by this policy allows the Trust to maintain and restore vehicles and contributes funds to allow vehicles of particular significance to be purchased. Recently, the Trust bought a Brough Superior motor-cycle of the type first attached to a Swallow Sidecar, from which the name SS was derived.

The Trust is particularly anxious to acquire as much relevant information as possible about its products, its

past and its people. Penny Woodley, a Jaguar enthusiast and a volunteer who regularly works in the archive section says, "Don't throw out anything concerning Jaguar and its associated companies without offering it to us first. And if you have been directly connected with the companies in any way, put your memories on tape or on paper and let us have them."

Many of the Jaguar Daimler Heritage Trust's cars are not in concours condition although all are cherished. They may drip a little oil, have stone-chipped paintwork and they

may bear the marks of thousands of miles and many years of use. But that is what makes them special. A car that has been "over restored" to the point where it is even better than new, risks losing its real character.

So the word "museum" is not applicable to the Heritage Centre. This is a place of movement, of change, of enthusiasm. It is the embodiment of Jaguar's pedigree -and a very special pedigree it is too. The staff of the JDHT are all enthusiasts running a business for enthusiasts.

The centre is open to the public without appointment on the last Sunday every month, from 10.00 to 16.00. It may be visited by appointment only on Mondays to Thursdays from 09.00 to 16.45 and on Fridays from 09.00 to 15.30.

To enquire and book a weekday visit, please telephone the Centre Administrator, Jo-ann Bingham at 02476 203322 (UK) or 44 2476 203322 (outside the UK).

Text and photos from Sovereign Magazine, October, 1999.

Technical Tips

Small Nicks In Paint

(e.g. Rock Chip)

If you have touch up paint, just proceed. You should know what kind of paint is on the car to avoid reaction problems that sometimes occur when a different kind of paint is put on top of another. Generally speaking touch up paint needs to be very fast drying. If you do not have touch up paint, have some mixed up by an automotive paint store. Usually the smallest amount that they can mix is a half-pint. If you do not know what kind of paint to specify, have them look it up to see what was used originally. Acrylic Lacquer will usually work.

Clean the chip or scar thoroughly, especially being careful to get all wax cleaned out. Start adding paint to the scar. Wipe off the excess that gets on the surface of the old paint. Only put paint in the damaged area. Keep adding paint until the dry paint protrudes above the surface. When dry, carefully skin off the excess paint with a razor blade or a device called a "dirt nib." The dirt nib is simply a short piece of file epoxied or fastened to a partial depression in a 1-inch square block of wood. Use the

"dirt nib" to cut the top off the protruding paint. Be careful not to scar the surrounding paint. Now, wet-sand the area carefully with 600 grit (or finer) wet/dry sandpaper. Rub the area by hand with fine rubbing compound and re-wax. The blemish will just go away if the touch up paint matches.

A little different technique is used on Base/Clear coat systems. If the blemish goes through the base coat, recolor the bottom of the damage with base color and then proceed to add clear as previously mentioned.

Prince Of Darkness Switches

For all the beating and verbal abuse, Lucas switches have one saving grace. Most of them, old ones especially, can be carefully taken apart, cleaned and repaired. Last week we had occasion to repair two turn signal switches. The first one was from a 1986 XJ6. The dimmer function worked only intermittently. By partially dismantling the switch and cleaning the contacts, the switch was returned to full function.

The second turn switch was on a 1959 Mk I sedan. It would work if you carefully held the handle in a

certain position- just not acceptable. On dismantling of the switch it was learned that one contact was worn badly and the handle stop was damaged. By building up the contact and using some epoxy on the stop the switch was made to function satisfactorily. The indicator bulb socket was loose so we soldered a ground wire on it and epoxied it back in place. The switch is now on the customer's car and looks and works just fine. If you decide to dismantle your switch; make a schematic drawing of the switch and carefully note where the wires go that must be unplugged or unsoldered. Small screws, nuts and washers can replace rivets. Ordinary solvent or kerosene can be used to clean the parts. Lay parts out in order as you take it apart. Do not start until you have enough time to see it through. These old switches and components are getting scarce so we need to fix as many as possible. If you don't want to do it yourself, send it to me and I'll repair it for you. I'm also looking for old switches and electrical components 1948-87.

Good Luck. Walt Osborn
Tips reproduced from Vintage Jag Works (Walt Osborn) web site at:
www.vintagejag.com

TOURS TOURS TOURS!

Lots to do in 2002!

Invitations from
other Jaguar clubs.

A tour of The
Netherlands in May
and England
sometime later in the
summer.

Anniversary Tour of Holland

The following information was received from the Jaguar Daimler Club Holland's webmaster with the request that the tour be advertised to our members.

To celebrate the 25th anniversary of our Jaguar Daimler Club Holland in 2002, we have decided to organise an event that will last for a week and that will lead you along interesting parts of The Netherlands, focussing on our history, specifically with respect to the continuous fight against the water and on the other hand the use of our water ways, rivers and lakes. And let us hope the water from above will not spoil this week!

The Tour will start on Monday 20th of May 2002 in the province of Zeeland (South-West of Holland). Arrival of the participants is requested at the end of the afternoon. It will end on Saturday 25th of May 2002 after breakfast in the vicinity of Assen (North East). Although the real costs are substantially higher we have decided to settle the price for this event including dinner, bed and breakfast for the whole Tour on Hfl 1000, (Euro 454) per person. This price is based on a double hotel room. If you wish a single occupancy an extra charge of 50% is applicable.

We are aiming for a maximum of 100 equipes in this Anniversary Tour and we hope that you will come over to enjoy with us this Tour through our Low Countries. A quick survey:

Starting on Monday May 20th, 2002 at the end of the afternoon in a beautiful hotel in the town of Domburg (Province of Zeeland) with meeting old and new friends before, during and after dinner.

Tuesday May 21st will be dedicated for the main part of the day to the famous 'Deltawerken', an impressive system of dykes for protection against the sea. We will visit a centre of activity with respect to these works, Neeltje Jans, where we will have lunch as well. In the afternoon we will drive along a part of The Netherlands which has a lot of windmills ending up in a central location where we will have dinner and hotel accommodation. Wednesday May 22nd will be used to drive to the North-West and we will come up with some nice surprises to visit and/or to look around. The hotel for dinner and bed/breakfast is located in Egmond, a small city on the coast.

Thursday May 23rd we will drive initially to the East to visit Zuiderzeemuseum in Enkhuizen. We will have lunch there and afterwards go up north via the Afsluitdijk, border between the North Sea and the big lake in the middle of Holland, the IJsselmeer. to Leeuwarden, capital of the province of Friesland. Here we will have two locations where we will spend the night and have dinner.

Friday May 24th we drive to a very picturesque town in the province of Overijssel, Giethoorn. We board a boat where lunch will be served while you enjoy the fantastic scenery passing by. This day will end near Assen, capital of the Province of Drenthe. Here we will have our final dinner of this Anniversary Tour. The Tour ends after breakfast on Saturday May 25th.

On Saturday May 25th a separate event is being organised on the TT circuit of Assen which is open for

all Jaguar Daimler Club Holland members and their partners, both from the Netherlands and abroad, and we can make limited use of the race track. Also a Concours and a spare parts market will be organized. To obtain free admission to the Concours we kindly ask you to complete this part of the subscription form lustrum activities section with care and as complete as possible.

Following the event on the TT circuit, a big Anniversary Party with live music will be organised in a special location with swimming pool, sauna and pubs: including an English Pub, a 'Deutsche Kneipe' and a 'Hollands bruin café'. As the JDCH committee wishes everyone a carefree festive party the cars of only those who will book accommodation for this night will be parked in a closed and guarded parking space. Transport is being organised between the party location and the hotels. Cars are to be collected the next morning between 10 and 12 am. Costs for this event, including hotel accommodation for Saturday night, is Hfl 100 (Euro 45) per person. Should you decide to join the party only without hotel accommodation you will be charged Hfl 50 (Euro 22.50) per person.

We really trust to have organized an interesting Anniversary Tour and festive Anniversary Day and Anniversary Party. As participation is limited, please be so kind as to inform us as soon as possible whether you would like to join this Anniversary Tour and/or the Anniversary Day (Saturday 25th) and/or the party at Saturday night (25th). Please be so kind as to complete the subscription form lustrum activities with care. It will enable us to be well prepared when you join us for these festivities.

Obtain the subscription form via the Jaguar Daimler Club Holland's web site at: <http://www.jdch.nl/gb/>

Tour to England in the Summer of 2002

Attached is the latest information on the England/Boat Trip/Factory tour, that is being planned by the Jaguar Club of Tulsa. So far we are getting a very positive response to the proposed trip and would like to get the word out to as many clubs as possible.

Listed below are the dates that the Jaguar factory in Coventry, England has made available to us for a group tour, with no other dates offered. Please, indicate all of the dates that you would definitely go on the tour with a "yes", please indicate any of the dates that you might go with a "maybe" and please indicate any of the dates that you definitely will not go on the tour with a "no". Fill in one blank space with the appropriate response for each date offered, do not skip any dates. PLEASE MARK ONE SPACE FOR EACH DATE!

You can mail this form back to Don Wright, 6240 E. 116th St. Tulsa OK, 74137-8503 and include your name and address. If you wish to e-mail please copy each date and indicate "yes," "no," or "maybe," after each date. E-mail address is allgau@att.net. We would like your responses ASAP so we can get dates arranged and everyone will have time to make the arrangements they

need for extra touring they plan to do themselves.

Aug. or Sept., 2002	Yes	No	Maybe
Tuesday, Aug. 13	___	___	___
Wed., Aug. 14	___	___	___
Tuesday, Aug. 20	___	___	___
Wed., Aug. 21	___	___	___
Tuesday, Aug. 27	___	___	___
Tuesday, Sept. 24	___	___	___
Wed., Sept. 25	___	___	___

Monday. If the tour is Tuesday we will take our tour and have the remainder of the day free for sightseeing. However, if the tour is Wednesday we will have all day Tuesday free for sightseeing and will depart Coventry after the tour and lunch on Wednesday. Each of the cruises will begin at 15:00 hours (03:00 pm) on Monday afternoon and end at 09:00 hours (09:00 am) on Friday morning. After we know the number of "cruisers" for each of the cruises, we will have a meeting to choose the type of boats best suited for our needs.

We will make all of the necessary arrangements for the Jaguar tour (tours) and the hire of the boats. However, you will be fully responsible for all of your transport to and from the US, to and from the boat yard and any hotel requirements.

Mark your responses and return at your earliest convenience. However, in order to make the necessary tentative reservations and negotiate the most advantageous terms with the boat yard, please return by the 1st of March, 2002. Remember, the number and types of boats available for cruising of this canal are limited and once the allotment is filled, they will be unable to accommodate any further bookings. However, we will initiate a stand-by-list, should any space become available. Your cooperation will be greatly appreciated.

Now, here is some additional information I have just received that may influence your decision on which factory tour date you pick. The Beaulieu Auto Jumble will be held on the 7th and 8th of September. The B.A.J. is the largest auto flea market, auto swap meet, and largest British auto parts source in the world. There are over 2,000 sellers with almost anything that a British car nut could need or want. This means we could start our cruise/tour on the 27th of August, turn our boats in one day early (Sept. 6th), have rental cars waiting at Rugby for the drive to Beaulieu that evening and spend Friday the 7th and possibly Saturday the 8th at the Auto Jumble, depending on your departure date.

I went to Beaulieu in 2000 and have never seen anything like it. They have everything from "little goodies" to complete and rare cars for sale. If you need something for your car and have not been able to find it, this is the place to go. Personally, I am voting for the August 27th tour so we can make the Beaulieu extravaganza and I am taking a very large empty suitcase with me.

Hoping to see you in Coventry,
Don Wright

For those of you wishing to take one of the canal cruises, these are your choices. The short cruise will begin the Monday preceding the Jaguar tour and end the first Friday morning following the tour, five (5) days and four (4) nights. The long cruise, continuing through to the city of Birmingham with the possibility of a tour of the Jaguar assembly facility there, will begin the Monday preceding the Jaguar tour and end the second Friday following the tour, twelve (12) days and eleven (11) nights. If you are going on one of the Canal Cruises, you will need to arrive at the boat yard by 12:00 hours (noon) the Monday before the Jaguar tour date. We will then begin our cruise and arrive in Coventry mid-evening that same

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Premier Automotive Group Canada Announces Restructuring and Key Executive Appointments

Toronto, December 14, 2001. Premier Automotive Group - an enterprise of Ford Motor Company - is announcing a new structure for its Canadian operations, including the appointment of several new executives. Effective January 1st 2002, Premier Automotive Group is following the current company structure of the three British brands in the United States to create a new Canadian organization.

The new organization will focus on driving forward the aggressive growth plans for all three marques, enabling each company to better leverage their individual positions within the luxury vehicle market, and providing the resources to support a stronger franchise network.

In addition to the formation of Aston Martin Jaguar Land Rover Canada, the Premier Automotive Group is also forming a new shared services organization that will oversee Finance, Human Resources, Legal and Information Technology for Aston Martin, Jaguar, Land Rover and Volvo.

The Executive Director of the Premier Automotive Group, Vic Doolan, said Aston Martin, Jaguar and Land Rover were a very natural fit. "They all share a similar culture and philosophy combined with a product range that is complementary and with virtually no overlap. Historically, Aston Martin, Jaguar and Land Rover retailers have often been co-located on single sites. Aston Martin Jaguar Land Rover Canada will allow us to bring synergies where they make sense for our customers and retailers while retaining each marques' unique culture and identity. With the formation of the new organization, we will be able to accelerate our aggressive growth strategies for all three marques and achieve consistency across North America in terms of structure."

Victor Bernardini is appointed President, Premier Automotive Group Canada, effective January 1st, 2002. Victor will have responsibility for the three British brands in addition to the new shared services organization. Bernardini will report to Mike O'Driscoll, President Aston Martin Jaguar Land Rover North America. Both Volvo and Lincoln will continue to report to their respective parent organizations as before.

Aston Martin Jaguar Land Rover Canada is also announcing the appointment of Don Robidas to the position of Vice President, Retail Operations. In this new position, Robidas will have responsibility for sales, franchise development and remarketing activities for the three British brands. Robidas is currently Managing Director, Land Rover Canada.

Premier Automotive Group is also announcing the appointment of Russell Reynolds to help with PAG Integration in our Asia Pacific region. Reynolds is currently President, Jaguar Canada. Further announcements concerning the new executive team in Canada will be made in due course.

Jaguar, Land Rover and Volvo currently operate out of three unique office locations within the Greater Toronto Area. A study team is currently evaluating the optimum facility structure for the Premier Automotive Group in Canada. Details concerning that structure will be the subject of a later announcement.

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Jaguar Racing Unveils a New R3

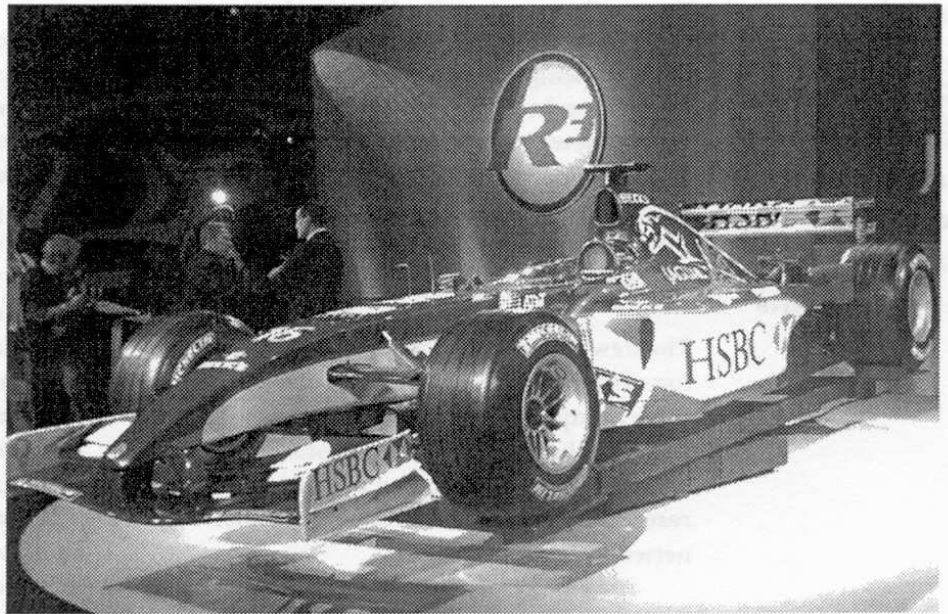
THE Jaguar R3, as its name implies, is Jaguar Racing's third Formula One car.

Building on lessons learned in 2000 (with R1) and 2001 (R2), it is a more adventurous design than either of its predecessors. The latest car, presented recently to the media at team headquarters, demonstrates a number of innovative features.

Conceived with the aim of achieving outstanding aerodynamic efficiency without compromising the more traditional race-car attributes of low weight, low centre of gravity and good torsional stiffness, its distinctive high-nose shape is the result of considerable wind tunnel research and the innovative use of laminates and construction methods.

In a sport characterised by a constant quest for more and more speed, it is perhaps to be expected that a Formula One team will begin work on the next season's chassis as soon as the current car first takes to the track. Jaguar Racing is no exception. The team ran a test and development programme for the new R3 alongside its race activity with R2 throughout the 2001 season. Months of research and wind tunnel testing prompted the designers to adopt a higher, drooped nose, similar to that found on the 2001 Championship winning Ferrari.

The new aerodynamic package is expected to generate more down force and improve sensitivity. The R2, however, had significant strengths so the slate has not been wiped completely clean. Thus, the design/engineering team focussed on reducing weight and improving aerodynamic performance, while



Improved in every area, the Jaguar R3 is designed to move the team towards the front of the grid.

building on the already proven qualities of the suspension, engine and transmission.

Though an evolutionary design, the chassis, engine and gearbox received a rigorous weight reduction, with a total saving of 60 to 70 pounds.

Although this may not sound too dramatic, it is a substantial amount by Formula One standards. While the car must still weigh the mandatory 600 kg, the saved weight can be used as ballast in the bottom of the chassis to lower the centre of gravity. But it is the external design of the Jaguar R3 that is most striking. The distinctive higher nose angle hints at the reduced cross-sectional area of the chassis, which in simple terms is intended better to penetrate the air.

Jaguar R3: technical specification

Chassis: Jaguar composite monocoque structure, designed and built in-house, carrying the Cosworth Racing CR-3 V10 engine as fully stressed member, Jaguar steering and power assistance.

Engine: Cosworth Racing CR-3 V10
Capacity: 2,998 cc
Cylinders: 72-degree vee 10
Fuel: Castrol Racing Fuel

Construction: Aluminium block and heads cast in Cosworth Racing's own foundry. Aluminium alloy pistons. Steel crankshaft.

Engine Management: Pi Ignition System, Cosworth Racing

Spark Plugs: Champion

Weight: 105 kg including ballast

Length: 569 mm

Width: 490 mm

Height: 490 mm

Transmission: Jaguar magnesium-cased seven-speed gearbox, longitudinally mounted high-pressure hydraulic system for power shift and clutch operation. AP Racing triple-plate pull-type clutch. Independent oil system using Castrol Fluid Technology.

Suspension: Front: Cast titanium uprights/steel axles. Upper and lower carbon wishbones and pushrods. Torsion bar springing and anti-roll bar. Jaguar/Penske damper layout.

Rear: Cast titanium uprights/steel axles. Upper and lower carbon links and pushrods. Coil springs and torsion anti-roll bar. Jaguar/Penske damper layout.

Brakes: Front & Rear - AP Racing lithium alloy six-piston callipers. Carbon Industrie or Brembo carbon/carbon discs and pads.

Wheels: OZ Racing; Front: 12.7 x 13 in; Rear: 13.4 x 13 in

Tyres: Michelin

Electronics: Pi 'VCS' system. Integrated engine/chassis electronic control system, DASM and DATA logger.

Castrol becomes a sponsor and official supplier of lubricants for the Jaguar racing team.

Jaguar Racing's team principal gets a taste of contemporary F1 machines

AFTER an absence of almost 17 years, Niki Lauda returned to an F1 cockpit on January 13th, when he drove a R2 around the Valencia circuit in southern Spain. The 52-year-old three-time world champion was interested in finding out about how modern F1 cars feel to drive and found it a most useful experience.

"It was very interesting for me to experience the advances that have taken place over the past few years and how different the cars are from when I was racing," he said. "My intention was to learn as much about the electronic systems on the car as possible. I have finally discovered what the drivers experience and how I can better assist them."

Lauda enjoyed 10 laps of running in the car, setting a best time of 1:29.481, which is about 10 seconds off what the team will be hoping the R3 achieves later in the week. His track time wasn't without incident however, and the veteran of 171 grands prix had two spins at exactly the same place. He did have a handy scapegoat though.

"I spun because I was braking where Pedro told me to brake!" he joked. "I was brave enough to go into that corner as quick as Pedro did. All the other corners I was slower. Both drivers had said to me that if I gone out and been slow and not even

tried that they would never speak to me again, so at least by spinning they understand that I tried hard."

Lauda was most impressed by the technological advances that have been made since he hung up his helmet at the end of the 1985 season, particularly the automatic gearboxes and developments in steering. "The main difference is that you have both hands on the steering wheel all of the time," he explained. "Before you had to shift gear and operate the clutch but this is completely different. What you have to do is keep your hands on the wheel and for an upshift you do nothing except hold the throttle down and at 17,800rpm the car automatically upshifts. To me this is amazing because there is no pump or no push whatsoever it's a smooth transition from one gear to the other. Even if you drive the engine to its maximum revs it is a smooth transition. I expected more aggressiveness.

"But more of a surprise to me was the downshift. For instance if you are going into a second gear corner, when you start to brake all you have to do is select the downshift three or four times and automatically the downshift works with the speed of the car and the speed of the engine. Again it is really smooth, there is no uncertainty whatsoever in the downshift. So all you have to do is concentrate on driving."

So will he be getting in the car again? "At the moment the most important thing is to develop the R3, but you never know what might happen towards the end of the season."

Jaguar Racing Press Release, January, 2002.

Jaguar Racing to be headed by Guenther Steiner

Milton Keynes, November 29th, 2001

JAGUAR Racing today announced that Guenther Steiner will join the company in the position of Managing Director from Monday 3rd December. Guenther joins Jaguar Racing from M-Sport in Cockermouth (Cumbria, UK) where he was Director of Engineering for the Ford World Rally Team.

Announcing the new appointment, Jaguar Racing Team Principal Niki Lauda said: "Guenther will bring a new technical perspective to our team. His experience at the highest levels of motorsport, together with his engineering skills, will add a new dimension to Jaguar Racing as we continue laying down the building blocks for the future. Guenther will be primarily responsible for managing the Milton Keynes factory and applying his skills to the technical side of our business. His proven credentials as a top-level engineer make him the ideal choice for this position. He will report to me as CEO of the Premier Performance Division and as Team Principal of Jaguar Racing. John Allison, in addition to his ongoing work as Director of Strategy for the Premier Performance Division, will assist Guenther within Jaguar Racing by taking responsibility for budgetary, commercial and administrative functions, thereby freeing Guenther to concentrate entirely on the engineering side of the business."

Guenther Steiner said: "The move from Ford's World Rally Team to Jaguar Racing offered the perfect transition for me. Jaguar Racing will soon enter its third year in Formula

One and the team's on-track success is as much dependent on the organisational factors as it is on the technical element. I will focus on both of these areas. My goal will be to generate the same synergy throughout the Jaguar Racing squad that has taken Ford to the forefront of rallying."

Guenter Steiner joined the Ford team in December 1997 to take on the role of Project Leader for the new Focus World Rally Car programme before being appointed Director of Engineering at M-Sport. Steiner, from northern Italy, brought a wealth of experience to the task of co-ordinating all aspects of the construction, testing and development of Ford's challenger for the top honours in world rallying.

He started his engineering career with Italy's Jolly Club motorsport operation and helped the club's Escort Cosworth cars win the Italian Rally Championship on three occasions. He moved to Britain to work with Prodrive in 1996 and switched to Ford when the Focus programme started.

His move is a natural career progression within Ford's global motorsport programmes and Steiner said: "I've thoroughly enjoyed my time with M-Sport and Ford. We've experienced great success with the Ford Focus rally car, developing it from a blank piece of paper into a world rally winner and I wish the team well for their campaign in the 2002 FIA World Rally Championship and beyond."

Cars of the Future?

AT the North American International Auto Show, General Motors exhibited a fuel cell vehicle it calls the Autonomy. The car's chassis is a computer docking station of sorts. Only 6 inches thick, four small fuel cell motors, instead of one large engine, each power one wheel. Mechanical braking and steering systems are replaced by electrically operated ones. GM says Autonomy is its idea of "reinventing the automobile" for the 2020 time frame.

Fuel cell technology is "the holy grail, the breakthrough" if it works, GM president and CEO Rick Wagoner told an industry conference. But even with the partnership announced last week between the federal government and automakers to develop them, it could be a long time before drivers are able to trade in gas guzzlers for hydrogen breathers.

Fuel cells, first used by NASA in the space program, create electricity through a chemical reaction between hydrogen and oxygen. If pure hydrogen is used as a fuel, the only emission is water vapour. However, hydrogen is an extremely flammable gas, requiring heavy tanks that can withstand collisions. The industry is working to develop lighter tanks that also are crash-worthy.

The alternative to hydrogen is more easily available fuels, such as gasoline, methanol, propane or natural gas. But using those fuels requires an extra piece of equipment, called a reformer, to extract hydrogen from them, adding heat, cost and weight. Such vehicles produce some polluting emissions,

although to a lesser extent than internal combustion engines.

One reason the automakers cite for the delay in mass producing fuel cell vehicles is the cost. When the first prototype fuel cell vehicles were shown in the late 1990s, the automakers estimated the engines would cost roughly 100 times more than an internal combustion engine. Although reports claim that the cost has been cut 90% since then, opinions are that it is still too expensive for a mass market.

The other major challenge to what automakers call a "hydrogen society" is a lack of a refuelling infrastructure, i.e. hydrogen filling stations.

One of the goals of the partnership announced at the North American International Auto Show, called Freedom CAR, is to develop such an infrastructure. "Because the government is going to focus on hydrogen as the ultimate fuel, the debate over whether we use gasoline, methanol or hydrogen becomes less important," said Thaddeus Malesh, an expert on fuel cell technology with the market research firm J.D. Power and Associates. "They can let the manufacturers focus on using hydrogen, which is the cleanest and most effective fuel." The fuel cell partnership, announced by Energy Secretary Spencer Abraham, replaces a Clinton administration program to develop high-mileage vehicles.

Environmental groups such as the Sierra Club hail the advent of fuel cells. They are sceptical of the motives of Freedom CAR, however, believing it is just a way to stall legislation that would raise fuel economy standards.

Vehicle Licensing Issues

Bruce Stewart - SVAO

Currently, in the United Kingdom, any vehicle which is 25 years or older, is insured and has passed the UK Ministry Of Transport safety check, is licensed at no cost to the owner. While desirable and possibly attainable in the long run, we feel that a similar program in Ontario is some time away.

There are, we have ascertained, approximately 9,000 Historical plates issued in Ontario. The rules governing the use of Historical plates are too restrictive for the average enthusiast, thus creating the potential for their abuse. The licensing laws should be strictly enforced and any abuse of Historic plates eliminated.

While mileage is reported at license renewal, we understand that this data is not stored in the MTO computer. This should be changed. In addition to the obvious consumer benefit with respect to used cars, storing vehicle mileage could be helpful in tracking mileage of population segments and could form the basis for a specialty vehicle license plate policy. We were surprised that MTO does not use this data. Emissions tests for newer vehicles would be an ideal alternate source of this data.

Objectives

The primary objective is to ensure that the collector car community is treated in an equitable manner vis a vis the rest of Ontario's motorists.

Historical Plates

The only material changes that we advocate for historic plates is that no charge should be made for license stickers. These cars are part of the Province's heritage and, if as we are

advocating, the "Historical" regulations are strictly upheld, these vehicles could not be used for regular transportation.

Usage constraints to remain almost as at present.

- The vehicle must be a minimum of twenty-five years old rather than the present thirty years. This would bring Ontario in line with the international community.
- The vehicle must be substantially unchanged or unmodified from the original manufacturer's specifications. This is the same as at present but should be amended to allow modifications made specifically to make the vehicle safer and/or environmentally more friendly.
- The vehicle may be used on public highways for exhibitions, tours or similar functions organized by properly constituted automobile clubs and for parades. This is unchanged from the current regulations.

Regular Plates

The Ontario Ministry of Transportation should institute, for want of a better name, a "toy" sticker. Most specialty vehicles receive limited seasonal use. Licensing for part of a year was previously charged on a pro rata basis but this is no longer the case.

Research carried out by the SVAO indicates an annual average usage of approximately 800 miles. The cost per mile for licensing is far in excess of reasonable!

The Ministry of Transportation should institute a summer season sticker covering the period May to October for half of the annual fee.

"Specialty" or "Collector" Plates

The Specialty Vehicle Association of

British Columbia was instrumental in the institution of a "Collector" plate in BC and over 10,000 vehicles were plated this way in 1996. We feel that the time has come for Ontario to follow this lead. The following restrictions are suggested for collector plates.

- Annual stickers should cost 10% of that of a regular plate.
- There should be no vehicle age restriction on the issuing of these plates.
- The annual mileage of specialty or collector plated vehicles should be strictly regulated (say 8,000 kilometers or 5,000 miles). If the vehicle exceeds this limit the owner must, at renewal time, pay the full regular plate sticker cost for the new year after paying the remainder of full license fee for the year just ending. This would be before a renewal sticker can be issued.
- A specialty plated vehicle plate can not be for primary transportation.
- A specialty or collector plated commercial vehicle can not carry a load for profit.

Year of Manufacture (YOM) Plates

Thanks to the efforts of the Model A Club, Ontario drivers of antique vehicles are now allowed to use an original Ontario license plate of the vehicle's year of manufacture (actually the model year of the vehicle). On the surface, this seems to address the concerns of those members of the community who were pressing for YOM plates. There are restrictions, however.

YOM plates apply only to unmodified vehicles which would also qualify for Historical plates.

- The only advantages here are the aesthetics of the plate and the absence of usage restrictions.
- The license number sequence must be unique.
- The sticker for the YOM plate is the

same cost as that of a regular license plate.

Results

SVAO's initial concern was the institution of a collector plate, with the option of YOM plates in the future. As stated above, however, the Model A Club was successful in obtaining approval of YOM plates. While this development is of great interest to a part of our community, the majority, we feel, would be happier with some form of collector plate.

Historical Plates

No changes have been made. MTO officials were less than impressed with our advocacy of "free" stickers although precedents exist in the UK, as noted above, and in Canada and the US. We intend to keep this discussion going.

The most productive method of handling Historical plates would be to eliminate stickers altogether and issue a plate for the vehicle which would remain valid until ownership changed. This also has precedents in Australia, various European countries, the US and Canada.

Regular Plates

We lost this one in spades. Previously, plate renewals were on a pro rata basis for portions of the year. After ascertaining the proper procedures for changing renewal dates and publishing same, we were greeted with the news that any use of the plate during the year required the payment of the fee for the entire year.

"Specialty" or "Collector" Plates

A number of meetings have been held with MTO licensing policy personnel. While there has been relative consistency in MTO at the middle management level, there has

been none at higher levels, creating a situation where those at the upper management levels are changed before we have the opportunity to present our case. These meetings were, to some extent, involved with nit picking our suggestions. The process led us to believe that we were making progress and made us a bit more hopeful than was probably warranted.

A number of arguments were presented to bolster our case.

- The precedent for a collector plate exists in BC and other North American jurisdictions.
- It would be less expensive for the average collector who, contrary to popular opinion, is not independently wealthy.
- It could be structured to require less work on the Ministry's behalf and reduce ministerial costs.
- It would provide a medium for tracking collector vehicles and would give them a bit higher profile in the community at large.
- It is a small price to pay for the maintenance of Ontario's heritage, particularly in view of the vast impact of the automotive industry on our economy.

We were informed that MTO would be willing to look with more favour on our requests if the other provinces and territories were interested in standardizing statutes and regulations across the country. Our proposal was presented at the meeting of the Canadian Council of Motor Vehicle Administrators. The Director of the MTO Licencing and

Policy office made a presentation on our behalf urging standardization of collector car licensing across the country. Our proposal was based on the best features of each of the provinces and states. To make a long story short, the other Canadian jurisdictions had no interest in our proposal.

MTO then proposed our use of a graphic plate (much the same that purchased by Maple Leaf and Blue Jay fans) and a regular price sticker. This was interesting but increased rather than decreased the operating costs of a collector vehicle.

We have made a counterproposal, suggesting that a graphic plate be used in conjunction with an historical sticker. This would add some cost up front but would result in long term savings.

This is where things currently stand and to coin an old phrase, the ball is in their court (and they are doing nothing with it). We are proceeding with further attempts to gain a collector plate.

Reproduced from the Specialty Vehicle Association of Ontario Newsletter, October 2001.

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Classifieds

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

Cars for Sale

XK120 roadster.

Originally a Texas car. Very original, never any rust. Red exterior, chrome wire wheels. A stunning looking car in perfect driving condition. Fairly priced in today's market. Car is in Montreal. Contact Gary Gilmore at 514-695-5088.

1973 E-type V12 roadster.

Fully restored in 1992 and driven 8k miles since. Total mileage 60k. Exterior is finished in British Racing Green with a tan interior. 4-speed manual transmission. Excellent condition, ready to drive. Price is a very reasonable \$32,000 USD. Car is in Montreal. Call Sydney Sweibel at 514-849-1188.

Parts for Sale

XK150 frame. Original and unrestored. Some rust damage on LS bottom frame just before wheel arch, easily repaired. \$1800. Also:

XK150 coupe front clip. Exterior metal and wire at lower edge of panels are great. Some rust on inner structure. \$2500. Ian Jenkins: 905 279 9268.

XJ'S Parts

Parting out '70, '73 & '76 sixes, '74 XJ12 and '88 XJ40. Also, Daimler Majestic V8 engine, complete but seized. Robert Laughton: 905 937 0347 or dadsfarm@computan.on.ca

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

Jaguar Parts - 4.2 litre E Type Jaguar engine, still in crate. Set of brand new 15" wire wheels still in Welsh Cartons. 1 pair of ramp stands/set of 4 axle stands. For more information, call Peter Harris (416) 233-2677

Many thanks to all those contributing material to The ONTARIO JAGUAR during 2001. The list includes: Nelson Burkhart, Madeline Chambers, Neil Chirico, Doug Cramb, Bruce Davis, Wayne Estrada, Arthur Goeldner, Betty Harris, Norm Mort, Paul Skilleter, Lynda & Murray Smith, Abigale Taylor, Glen Weaver, Greg Wilson, Environment Canada, Jaguar Cars/Ford Motor Company, the Trans-Am web site and the Special Vehicle Association of Ontario; plus any and all others whose name or organization might have been missed inadvertently. Our newsletter would not be possible without the assistance of the many members and non-members who provide text and or pictures for the enjoyment of all who receive this publication.

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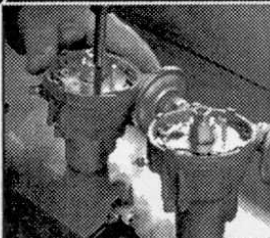
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ONTARIO JAGUAR OWNERS' ASSOCIATION

Year 2002

Membership Application

- New
 Renewal

Name _____

Address _____

Telephone - Home: () _____

Work: () _____

E-mail: _____

Jaguar status

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

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

Annual Membership Fee: \$50.00

Mail this form along with payment to:

**Ontario Jaguar Owners Association
Brian Jamieson
1268 Donlea Crescent
Oakville, ON L6J 1V7**