

# The Ontario **JAGUAR**

**Bimonthly Newsletter of The Ontario Jaguar Owners' Association**

## Concours d'Elegance 2002

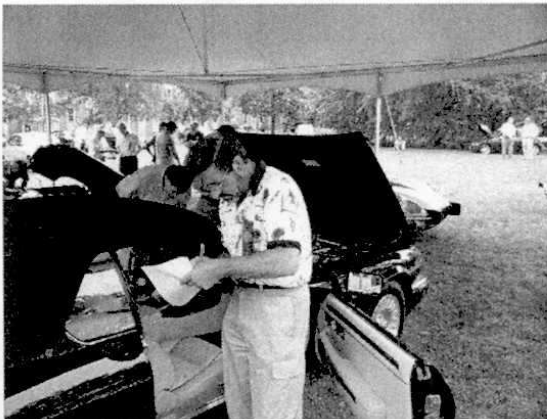
By Betty Harris

August, 2002

A record number of spectators and lots of entries confirmed that the new Concours location at Glendon College was an outstanding success. Plenty of mature trees gave everyone a shady spot to enjoy activities under the Judging Marquee, provided by Jaguar Canada, or for friendly chats with Jaguar owners.

It was great to visit with George Hadden and his wife, who were down from Innisfil. George is the original owner of a beautiful 1962 E-type and loves to talk about his early days of ownership when he could sneak speed tests in the early dawn on a newly built highway. Ron Foster, who used to enter the Concours years ago when it was held at The Guild Inn, has returned from living in Ottawa and rejoined OJOA in time to compete with his E-type FHC.

It is clear that more club members come out to this event than any other OJOA calendar activity. Out of province entries included a lovely E-type from the Montreal area and a MK II from the US. Admittedly, weather was hot and a touch humid, however, the nearby great hall beside the cafeteria gave us all a welcome airconditioned retreat for lunch or a cold drink.



Again, a raffle was well organized to help defray the cost of orchestrating this event on such splendid grounds. A dip of the bonnet to all the members and friends of OJOA who donated raffle prizes. Afterwards, we relaxed at the awards banquet in the cool hall and enjoyed the bar facilities available at the Glendon site.

Special thanks are due to the myriad volunteers who helped with this event. Brian Jamieson, as Concours Chair, deserves particular thanks for working all year to shepherd us to this new venue and dealing with a new organization so well.

Contestant photos, courtesy of Arthur Goeldner, appear on pages 5 to 13 and the complete placings for all classes can be found on page 14. Look for more photos in the next newsletter.

### Coming Events

*See Page 3 for details*

Sunday, July 28  
MG Invitational 2002

Saturday, August 3  
Jag Ohio Concours

Saturday, August 10  
Bothwell 2002

Sunday, August 18  
OJOA Drive & Lunch

Sunday, August 18  
British Cars - London

Sunday, August 25  
British Car Day - Kingston

Saturday, September 7  
JAG Michigan Concours

Wednesday, September 11  
OJOA Monthly Meeting

Sunday, September 15  
British Car Day - Bronte

September 19-22  
British Invasion - Stowe

Sunday, October 6  
OJOA Fall Regularity Run

Wednesday, October 9  
OJOA Monthly Meeting

**Your editor will be away from mid-September until mid-October so the next newsletter should be mailed before departure. Thus, the absolute deadline for material to be included in the October issue is September 6.**



**PRESIDENT**  
**Peter Harris**  
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 Etobicoke, ON M9A 3E9  
 Phone: (416) 233 2677  
 E-mail: rabbear2000@yahoo.com  
 Jag: 1968 E-type 2+2,  
 and 1979 XJ6

**The Ontario Jaguar**

Volume 13, Number 4 - August, 2002  
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 The Ontario Jaguar is published six times a year. All members are invited to submit articles, stories, or photographs to the Newsletter Editor.  
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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 2002:

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	Ross Hamilton	
	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/>**

*Members attending auto events - please send description and photos to the editor for inclusion in our newsletter.*



**VICE PRESIDENT and MEMBERSHIP DIRECTOR**  
**Brian Jamieson**  
 1268 Donlea Crescent  
 Oakville, ON L6J 1V7  
 Phone: (905) 842 5297  
 E-mail: bmjamieson@cogeco.ca  
 Jag: 1973 E-type convertible  
 and 1995 XJS



**ACTIVITIES DIRECTOR**  
**Fred Hill**  
 452 Hamilton Dr.  
 Ancaster, ON L9G 2B1  
 Phone: (905) 648 1800  
 Jag: 1994 XJS Coupe



**TREASURER**  
**Web Vance**  
 11 Shaver Ave. S.  
 Toronto, ON M9B 3S7  
 Phone: (416) 231 4918  
 Jag: 1987 Series 3 VDP



**SECRETARY**  
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**NEWSLETTER EDITOR**  
**Gordon King**  
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 Guelph, ON N1H 6J3  
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 E-mail: gking@uoguelph.ca

## Coming Events

Sunday, July 28<sup>th</sup>

**Invitational 2002** - Glendon College  
Sponsored by the MG Car Club of  
Toronto. Admission \$15.00 at gate.  
Info: 416-410-5464

Saturday, August 3<sup>rd</sup>

**Jaguar Club of Ohio Concours**  
Shaker Square, Ohio.  
Info: (330) 753-3331 (days)  
e-mail to webexke@aol.com

Saturday, August 10<sup>th</sup>

**Bothwell 2002** - Victoria Park,  
Bothwell  
Sponsored by Old Autos. Hundreds of  
antique and classic vehicles, giant flea  
market, entertainment & food. Vehicle  
admission \$10.00 at gate.  
Info: 1-800-461 3467

Sunday, August 18<sup>th</sup>

**OJOA Drive & Lunch**  
Meet at Country Style Donuts, Airport  
Rd. & Steels Ave. by 10:30. Enjoy a  
leisurely drive to Rosemont on highway  
89 for lunch at the Globe restaurant.  
Alternately, be at the Globe by noon.

Sunday, August 18<sup>th</sup>

**British/European Car/Cycle Show**  
St George Society Grounds, Dundas St.,  
East, London. Admission \$4.00 at gate.  
Info: 519-453-0068

Sunday, August 25<sup>th</sup>

**British Car Day** - Kingston  
Kingston City Park, Kingston, ON  
Admission \$20/car includes BBQ lunch  
for two. Info: (613) 385-1947 or e-mail  
to: thomasl@post.queensu.ca

Saturday, September 7<sup>th</sup>

**JAG Michigan Concours**  
Northfield Hilton, Troy, Michigan.  
Info: (517) 223-9542

Wednesday, September 11<sup>th</sup>

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

Sunday, September 15<sup>th</sup>

**British Car Day**  
Bronte Provincial Park

Planning for over 1,000 vehicles this  
year. Admission 12.00 at gate.  
Info: www.torontotriumph.com

September 19<sup>th</sup> to 22<sup>nd</sup>

**British Invasion** - Stowe, VT  
Info: www.britishinvasion.com

Sunday, October 6<sup>th</sup>

**OJOA Fall Regularity Run**  
Don't forget to mark this date on your  
calendar. Details in next newsletter.

Wednesday, October 9<sup>th</sup>

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

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**OJOA Monthly Meeting**

June 12, 2002. Montgomery's Inn  
By Bruce Davis

Attendance was 38 including all  
executive save Fred Hill

Peter opened the meeting welcoming  
back Ron Foster who had joined the  
Ottawa Jaguar Club upon his transfer to  
Ottawa some 17 years ago - and he will  
be showing his Jaguar at our Concours.

Web Vance gave our financial  
status - we are in good shape.  
This is a busy time for the  
treasurer, what with monies  
coming and going for Concours  
entrance fees and BBQ tickets,  
reservation deposits on just  
about everything and  
membership renewals and new  
members.

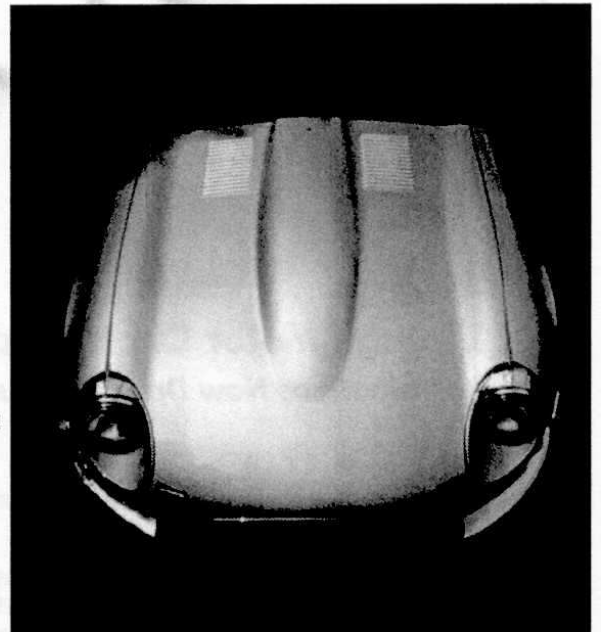
Peter reviewed the upcoming  
Car Shows on behalf of Fred  
Hill as our next monthly meeting  
will be Wednesday, September  
11<sup>th</sup>. The August newsletter will  
include those events scheduled  
for August and September. The  
Kincardine Scottish Festival and  
British Car Show to be held in  
July will be replete with pipers,  
dancers, etc. Our Editor and  
regular attendee, Gordon King,  
wished to know how many may  
be attending so that he could  
inform the festival officials.

Brian Jamieson gave a complete  
rundown on the upcoming Concours,  
comparing last years attendance at the  
various car classes and BBQ dinner with  
this years pre sale values. They are very  
close - suggesting a banner event at our  
new venue Glendon College.

Peter asked if there were any technical  
queries - there were none - but Barry  
Cooper has an 85 Sovereign for sale.  
See him at the break.

John Taglione moved the meeting be  
adjourned.

Following a short break the meeting was  
turned over to Brian to discuss the  
judging protocol of the Concours. This  
covered such diverse topics as the  
number and assignment of Judges to  
Championship and Driven Classes, the  
type of deductions for mechanical ( no  
backup light, horn etc ) and details such  
as overspray, matching tires ( including  
spare ) types of batteries etc. This year  
we will not have a water tap to allow  
water buckets to filled for last minute  
wash up. All in all an informative talk.



Akim Milne, age 10, captured this cat grazing against  
a dark background of trees and grass at the OJOA  
2002 Concours d'Elegance. Perhaps Grampa John  
can engage Akim as our official photographer for  
next year.

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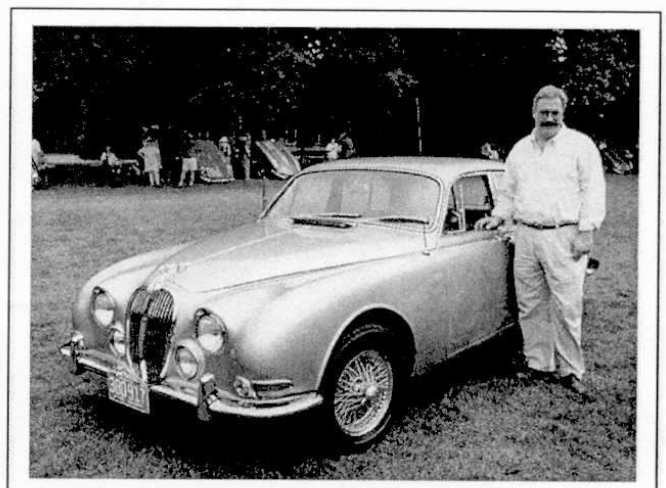
Dave Andrews of Bowmanville  
1994 Sovereign – Championship Class



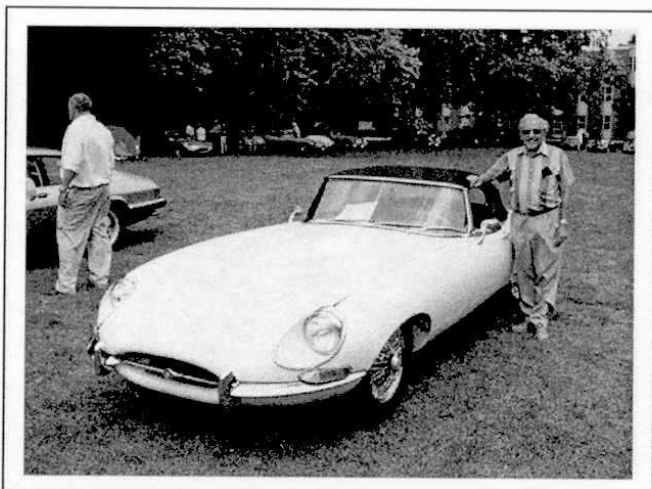
Bob Barrett of Don Mills  
1970 E-type, series 2 – Championship Class



Alan Brand & daughter Amy of Toronto  
1967 420 – Driven Class



Julien Brousseau of Campbellville  
1964 3.8S – Championship Class



Monty Brown of Oakville  
1967 E-type, series 1 – Championship Class



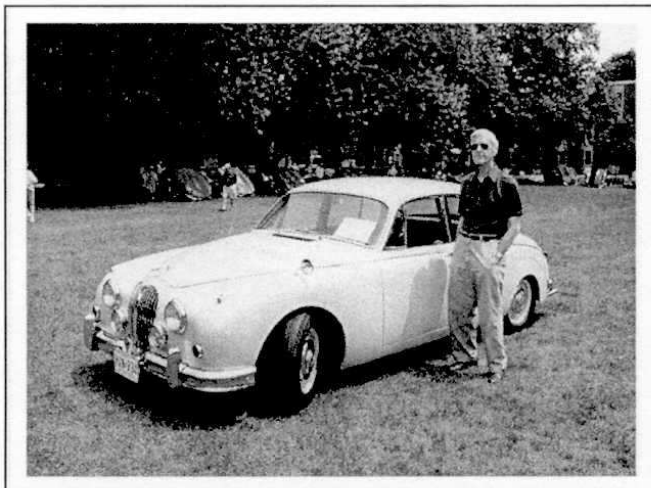
Bob & Pat Campbell of Toronto  
1977 XJ6L – Driven Class



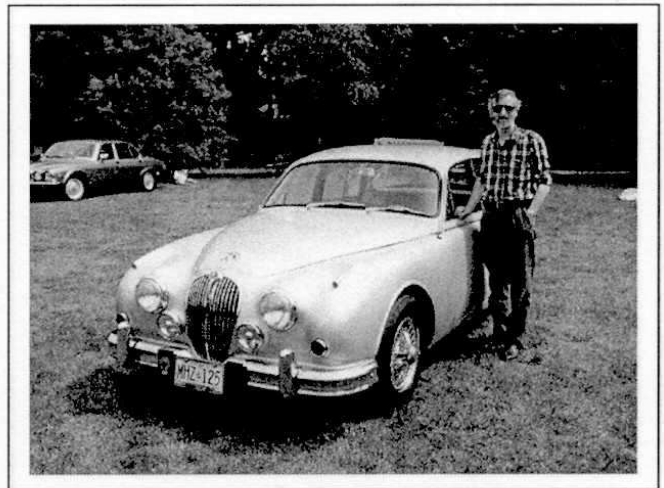
Eric Carstensen of Caledon East  
1963 E-type, series 1 – Championship Class



David Collins of Orillia  
1970 E-type, series 2 – Championship Class



Doug Cramb of Etobicoke  
1961 Mark 2 – Championship Class



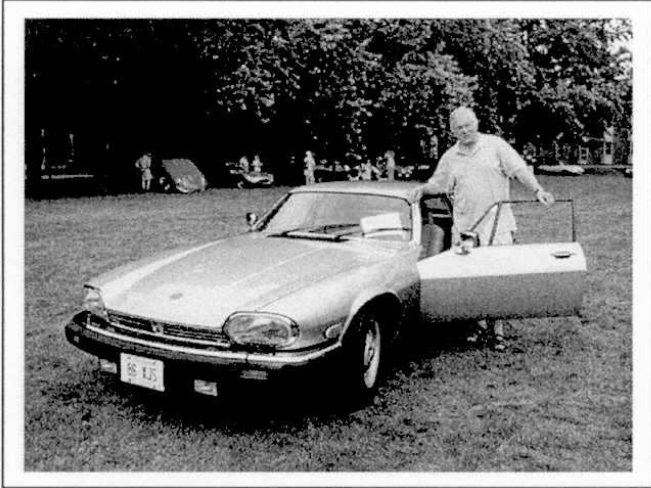
Geoff Cramb of Brampton  
1962 Mark 2 – Driven Class



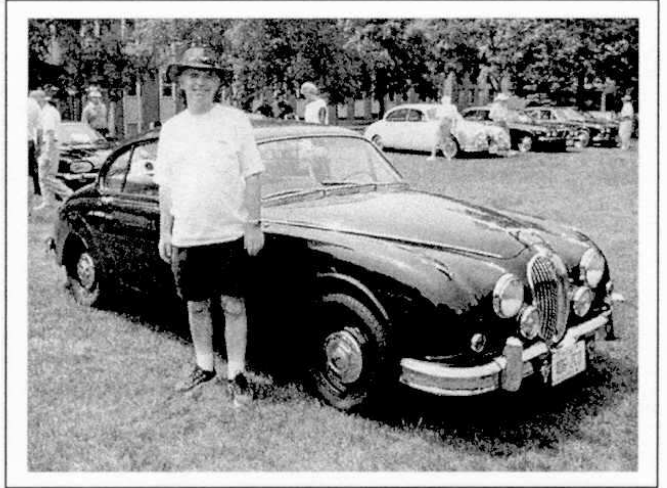
Hugh Dow of North York  
1959 XK150S – Championship Class



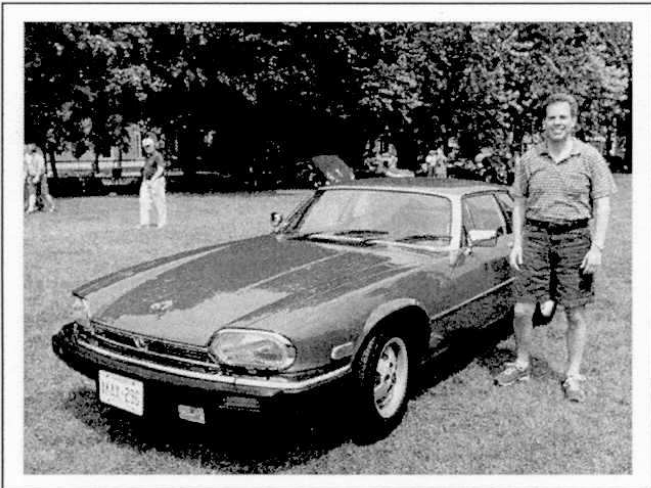
Hugh Dow of North York  
1976 XJ6C – Championship Class



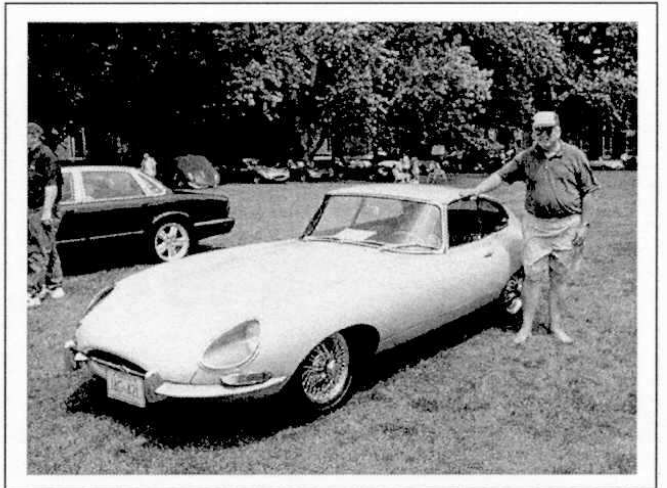
Michael Elmitt of Cambridge  
1986 XJS – Championship Class



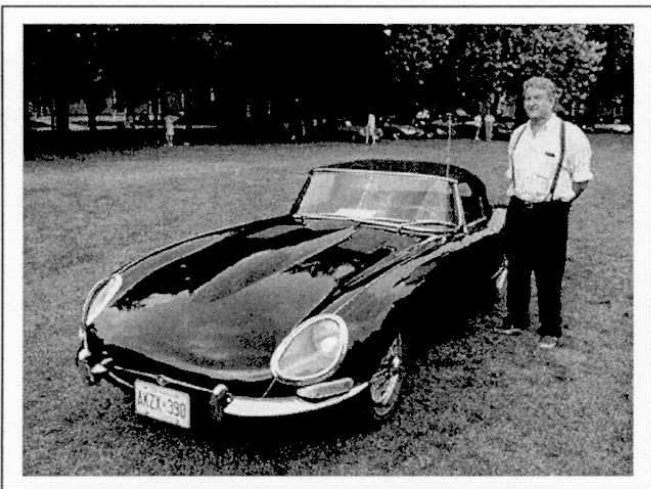
John Erskine of Markham  
1965 Mk 2 – Driven Class



Drew Foley of Mississauga  
1986 XJS – Championship Class



Ron Foster of Terra Cotta  
1966 E-type, series 1 – Championship Class



David Gannicott of Aurora  
1962 E-type, series 1 – Championship Class



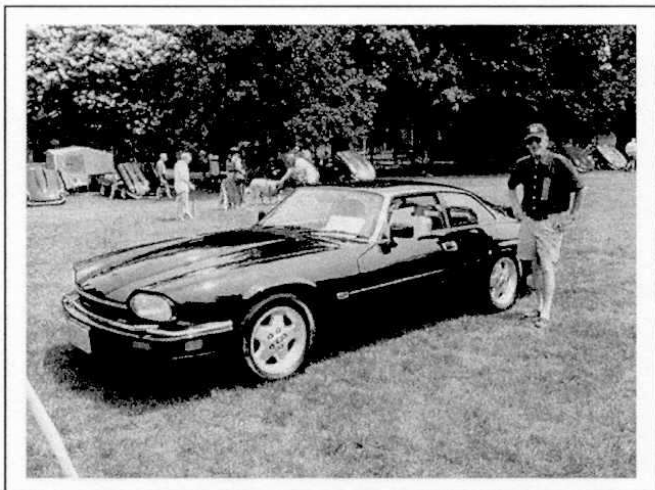
Tony Gilmore of Toronto  
1974 E-type, series 3 – Driven Class



Mark Hall of Orillia  
1958 XK150 – Driven Class



Robert Hendry of Toronto  
1984 VDP – Championship Class



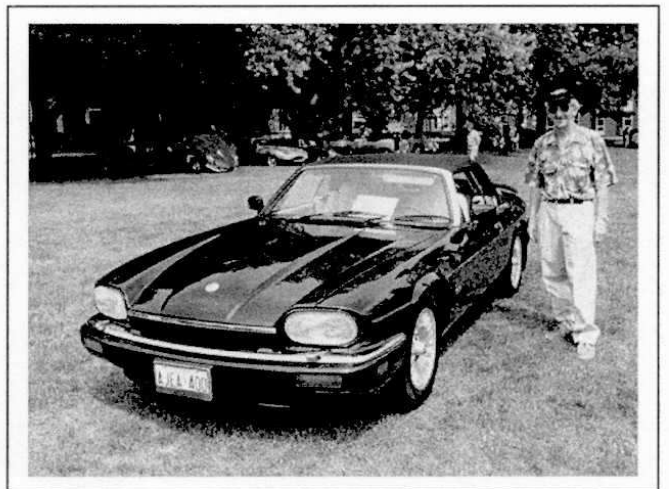
Fred Hill of Ancaster  
1994 XJS – Championship Class



Paul Jaffray of Blissfield, Michigan  
1988 VDP – Driven Class



Bill James of Toronto  
1993 XJS – Championship Class



Brian Jamieson of Oakville  
1995 XJS – Championship Class

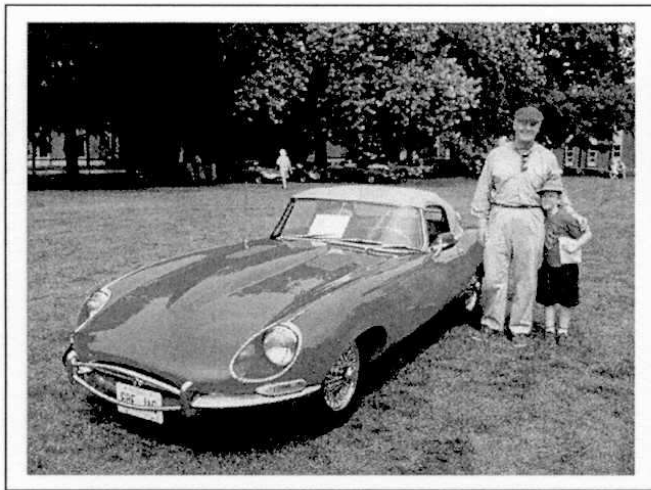




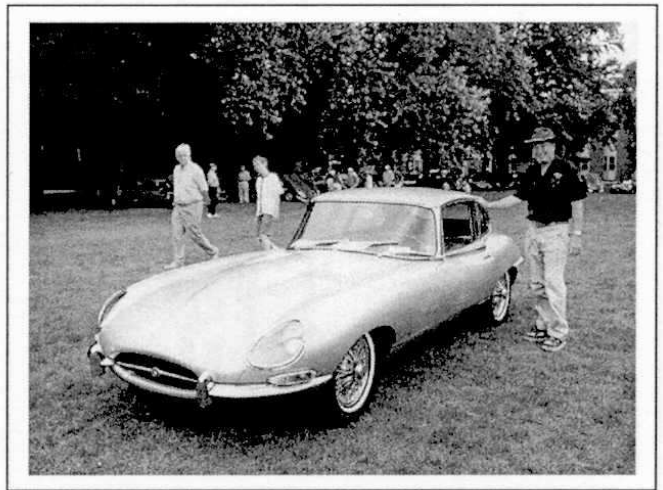
John Julian of Mississauga  
1969 XJ6 – Championship Class



Charles Lambert of Bramalea  
1989 XJS – Championship Class



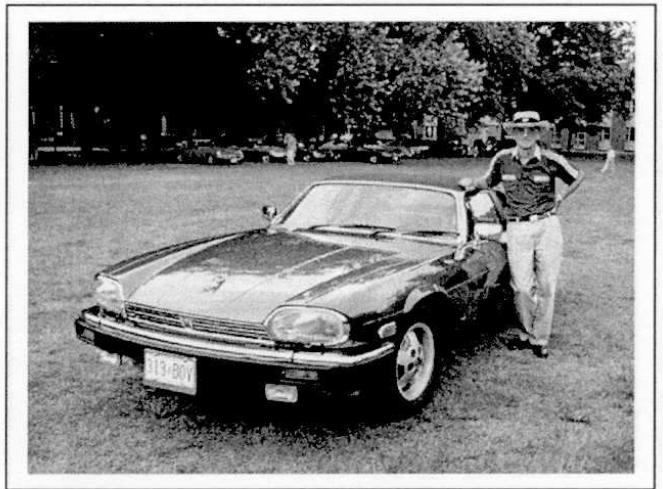
Brian Laramie & son Richard of Toronto  
1968 E-type, series 2 – Championship Class



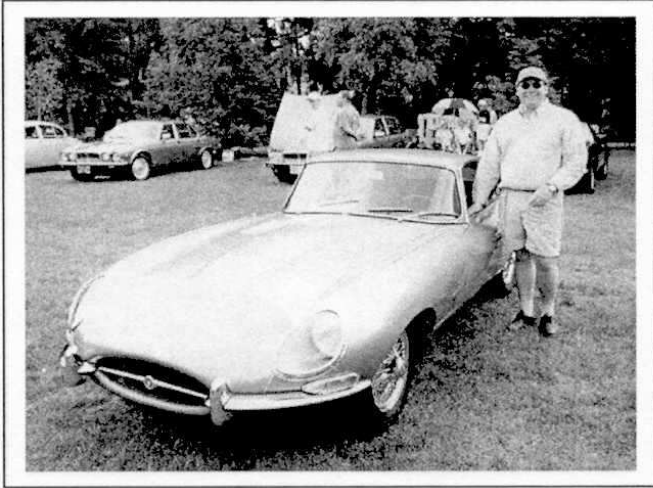
Scott Lee of Orono  
1967 E-type, series 1 – Driven Class



Dan Lyon of Toronto  
1976 XJ6C – Driven Class



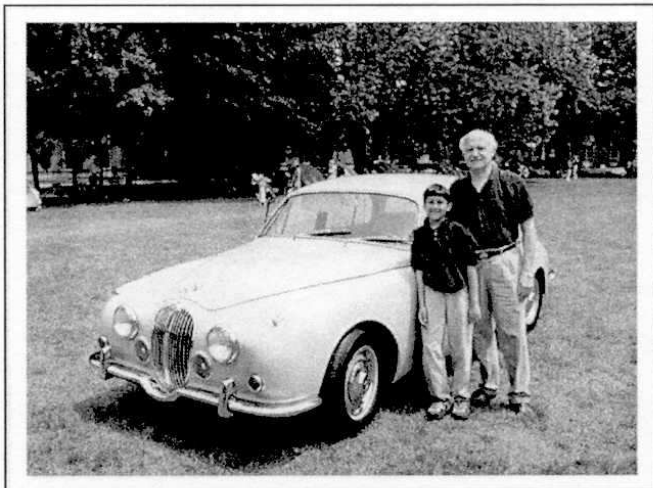
Joe Markoff of North York  
1988 XJSC – Driven Class



Brad Marsland of Waterloo  
1963 E-type, series 1 – Driven Class



Mike McLean & children Sarah & Andrew of Toronto  
1969 E-type, series 2 – Driven Class



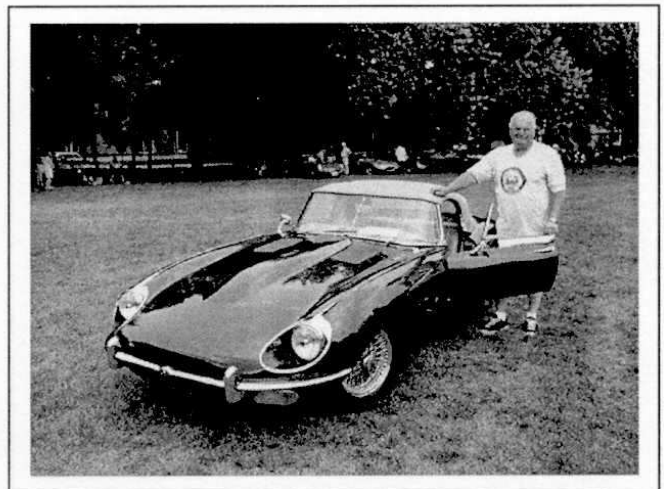
John Milne & grandson Akim of Toronto  
1968 340 – Championship Class



Lorna Minz of Toronto  
1956 XK140 – Championship Class



Ron Morton of Mississauga  
1956 XK140 – Championship Class



Jean Nocera of Piedmont, Quebec  
1968½ E-type – Championship Class



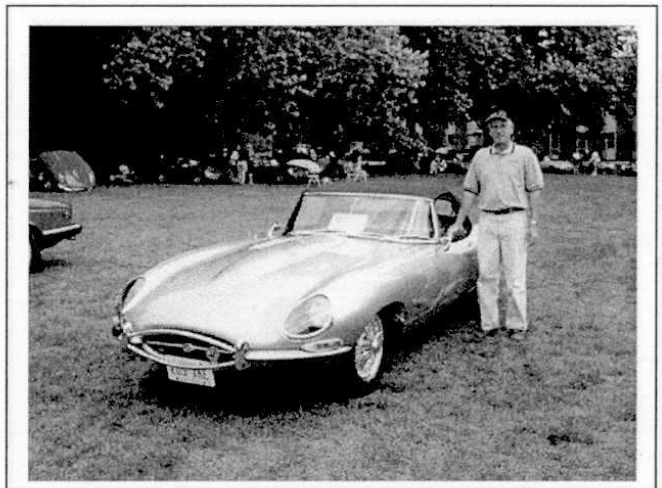
Michael Reed of Scarborough  
1990 XJ6 – Driven Class



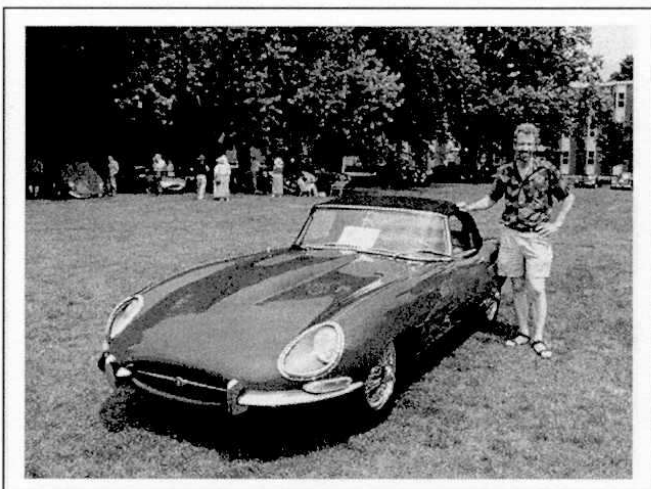
Fred Rizner of Oakville  
1961 XK150 – Championship Class



Ted Sanders of Wilsonville  
1969 E-type, series 2 – Championship Class



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



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



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



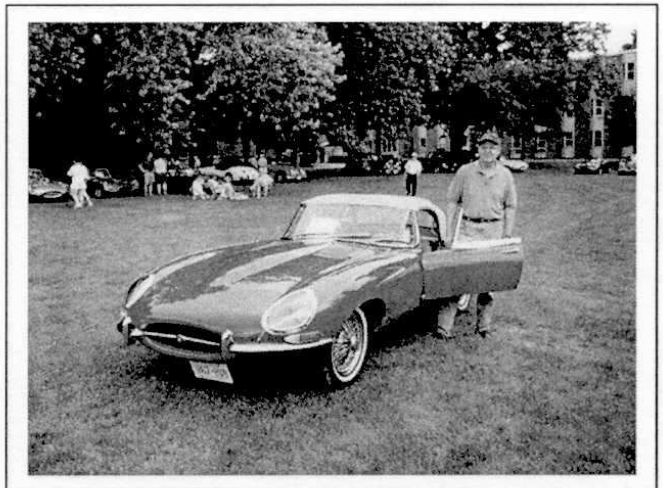
Walter Smith of West Hill  
1950 Mk V – Championship Class



Graham Stokes of Richmond Hill  
1998 XJR – Championship Class



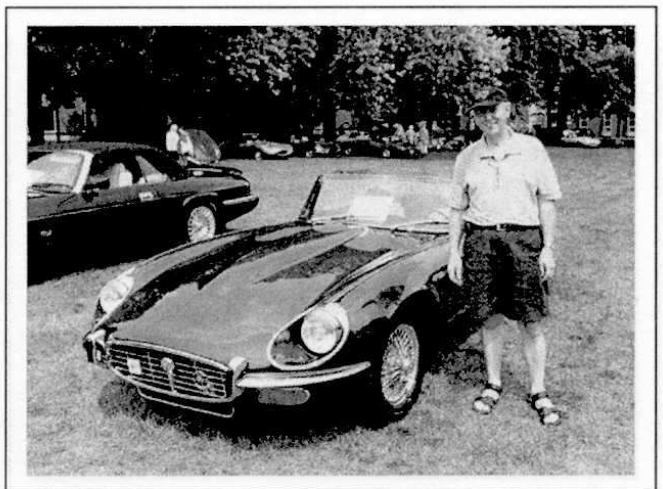
Paul Turcotte of Grimsby  
1959 Mark 1 – Driven Class



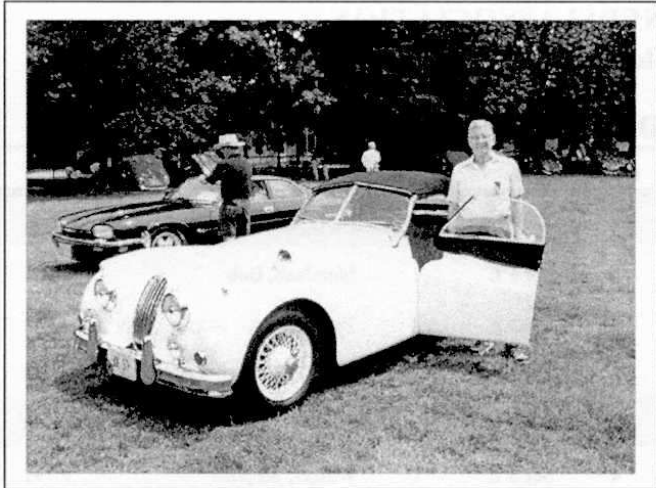
John Tysall of Toronto  
1962 E-type, series 1 – Driven Class



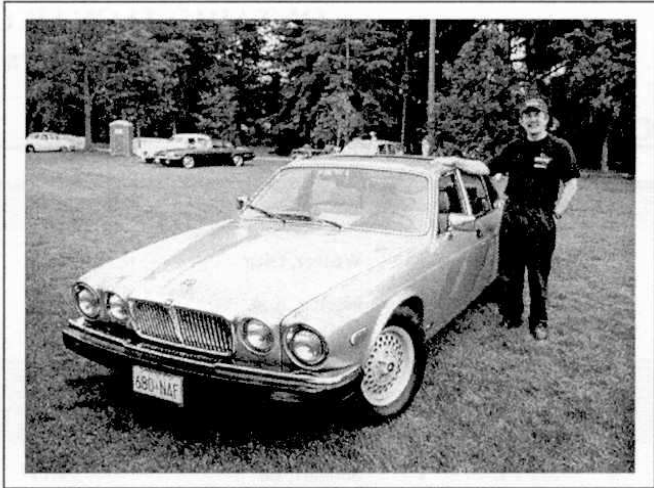
Stephen Walker of Toronto  
1963 Mark 2 – Championship Class



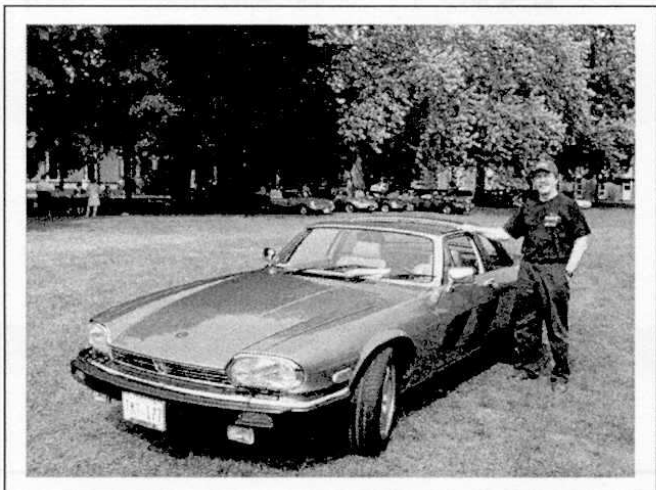
Stephen Walker of Toronto  
1974 E-type, series 3 – Driven Class



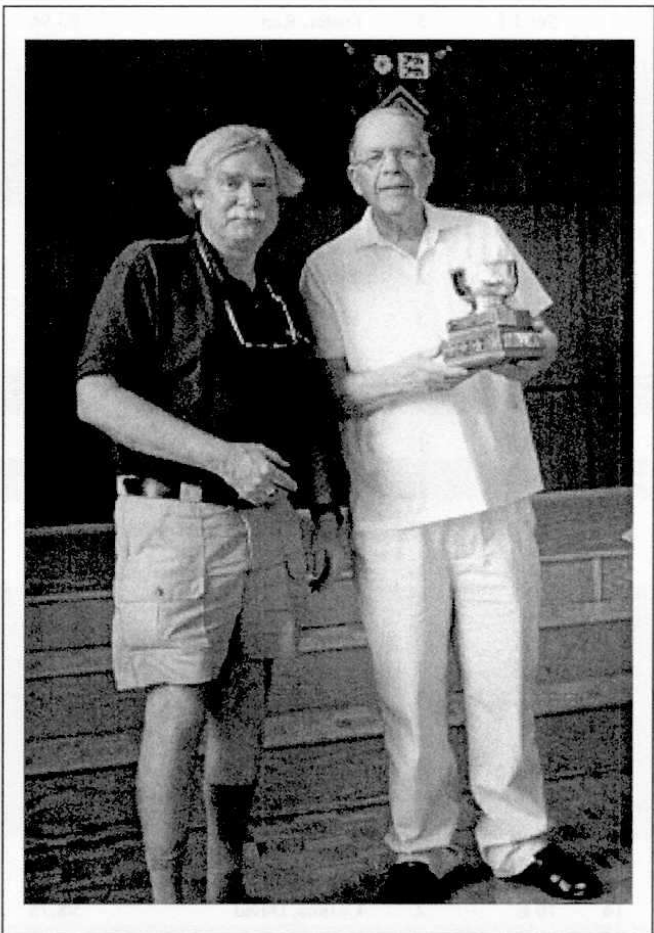
Glen Weaver of Don Mills  
1957 XK140 – Championship Class



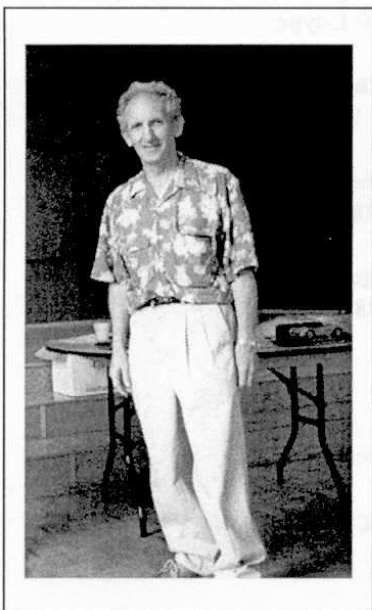
Michael Woodman of Toronto  
1985 VDP – Driven Class



Michael Woodman of Toronto  
1987 XJSC – Driven Class



Bob Barrett (l) receives the *Robert Motors Trophy* from club president Peter Harris for the highest score in JCNA Championship Class (99.71) for his 1970 E-Type. Bob dedicated the award to Cy Carrick.



This year's fantastic OJOA Concours would not be possible without the organization and efforts of Concours Chair Brian Jamieson.

**ONTARIO JAGUAR OWNERS' ASSOCIATION  
2002 Concours d'Elegance Results**

**Championship Classes**

Class	Model	Place	Owner	Score
1B	Mk V	1	Smith, Walter	98.69
3	XK140	1	Weaver, Glen	99.23
3	XK140	2	Morton, Ron	96.75
3	XK140	3	Minz, Lorna	95.96
4	XK150	1	Dow, Hugh	99.45
4	XK150	2	Rizner, Fred	96.44
5	Ser 1 E	1	Schnarr, Ed	99.71
5	Ser 1 E	2	Carstensen, Eric	98.80
5	Ser 1 E	3	Scopis, John	98.76
5	Ser 1 E	4	Brown, Monty	98.70
5	Ser 1 E	5	Foster, Ron	95.96
6	Ser 2 E	1	Berret, Bob	99.71
6	Ser 2 E	2	Laramie, Brian	99.64
6	Ser 2 E	3	Sanders, Ted	99.55
6	Ser 2 E	4	Smith, Marlene & Paul	98.69
9	Mk II	1	Brosseau, Julien	98.46
9	Mk II	2	Walker, Stephen	98.34
9	340	3	Milne, John & Jharna	97.91
9	Mk II	4	Cramb, Doug	95.92
10	69 XJ6	1	Julian, Mona	67.36
11	76XJ6C	1	Dow, Hugh	99.13
12	84 VDP	1	Hendry, Robert	97.19
13	98 XJR	1	Stokes, Graham & Margaret	99.53
13	94 XJ6	2	Andrews, Dave & Edna	97.02
14	94 XJS	1	Hill, Fred	99.52
14	95 XJS	2	Jamieson, Brian	99.38
14	86 XJS	3	Elmitt, Michael	98.57
14	93 XJS	4	James, Bill	98.30
14	89 XJS	4	Lambert, Charles	98.30
14	86 XJS	6	Foley, Drew	96.58
16	68 E	1	Nocera, Jean	99.21
16	70 E	2	Collins, David	98.75
18	340	1	Milne, John & Jharna	99.70
18	62 E	2	Gannicott, David	98.12

**Driven Classes**

Class	Model	Place	Owner	Score
1	XK 140	1	Hall, Mark	9.296
2	Ser 1 E	1	Marsland, Bob	9.781
2	Ser 1 E	2	Tysall, John	9.752
2	Ser 1 E	3	Lee, Scott	8.962
3	Ser 2 E	1	McLean, Mike	9.708
4	Ser 3 E	1	Walker, Stephen	9.791
4	Ser 3 E	2	Gilmore, Tony	9.497
5	65 Mk II	1	Erskin, John	9.534
5	62 Mk II	2	Cramb, Geoff & Nicky	9.523
5	59 Mk I	3	Turootte, Paul	9.489
5	420	4	Brand, Alan	9.332
6	88 XJ12	1	Jaffray, Paul	9.976
6	77 XJ6L	2	Campbell, Bob & Pat	9.959
6	85 VDP	3	Woodman, Michael	9.939
6	76XJ6C	4	Lyon, Dan & Jennie	9.805
7	90 XJ6	1	Reed, Michael & Anne	9.979
8	88XJSC	1	Markoff, Joe	9.985
8	87XJSC	2	Woodham, Michael	9.977

Trophy Winners

**Robert Motors Trophy** (Highest Score in Championship)  
Bob Barrett - 1970 E-type

**Jaguar Canada Judges Choice Award** (Championship)  
Stephen Walker - 1963 Mark II

**Budd's Import Cup** (Highest Score in Driven)  
Joe Markoff - 1988 XJSC

**John Mackie Trophy** (Judges Choice in Driven)  
Paul Jaffrey - 1988 XJ12

Another lucky one for the weather - almost too good. <<Should Peter be praised?>>

Thanks to all who helped and to the entrants for preparing and showing your cars

Brian Jamieson - Concours Chair

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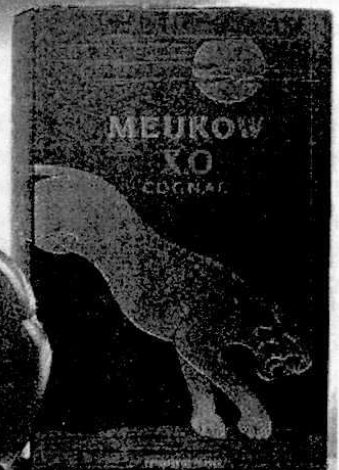
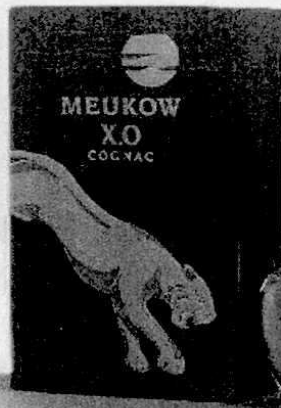
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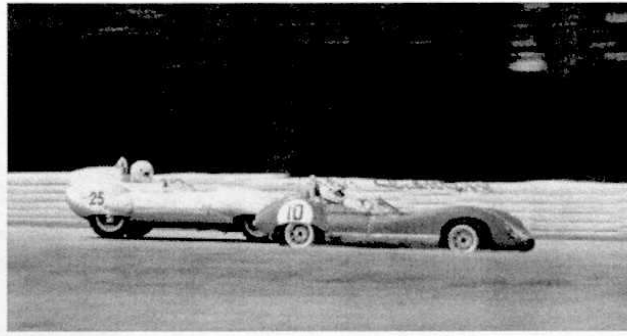
## 23<sup>rd</sup> International Vintage Racing Festival

Mosport International Raceway

By Murray and Linda Smith

Several OJOA members attended the qualifying races on Saturday June 29.

It was a typical Mosport day with warm, sunny, breezy weather. While no Jaguars were racing several E-Types, an XK-150 and a variety of sedans were spotted in the pit area and throughout the grounds. Competitors from as far away as Kentucky, Illinois and Missouri, along with ones from neighbouring states and Quebec and Ontario, put on an excellent display of cars and racing. More than 150 cars competed. Fortunately, there were few prangs on the track, although Lew MacKenzie's #96 Van Diemen FF was spotted missing a wheel and suspension on the back of a tow



A Lotus XI (#25) and a Lola Mk 1A (#10) duelling on the track.



truck. In the last race of the day, the one-hour endurance race, Jim Kenzie of the Toronto Star shared driving duties with owner Bob DeShane in his #96 Cooper S.

Wondering around the paddock area, one marvels at the concours condition of virtually every car at the event - quite a feast for the eyes. MGA Twin Cams looked almost common. MG TD's and TC's were represented in good numbers, as were of course Mini Coopers, Lotus, Datsuns and Porsches. Volvo was also well represented, including a very nicely prepared Volvo Special.

If you want to see cars that you recognize racing, or just to ogle the paint jobs, this is the event for you. When taking pictures in the paddock, the driver of one Lotus Cortina insisted that I wait while he move his tool box out of the way so that I could get a clearer shot of his car. I assured him that was not necessary and then we proceeded to talk for about five minutes about the 1960's Comstock Cortinas. It's a relaxing event, at least for the spectators.



Much like a Concours d'Elegance.





## The country the world forgot - again

By Kevin Myers

UNTIL the deaths last week of four Canadian soldiers accidentally killed by a US warplane in Afghanistan, probably almost no one outside their home country had been aware that Canadian troops were deployed in the region. And as always, Canada will now bury its dead, just as the rest of the world as always will forget its sacrifice, just as it always forgets nearly everything Canada ever does.

It seems that Canada's historic mission is to come to the selfless aid both of its friends and of complete strangers, and then, once the crisis is over, to be well and truly ignored. Canada is the perpetual wallflower that stands on the edge of the hall, waiting for someone to come and ask her for a dance. A fire breaks out, she risks life and limb to rescue her fellow dance-goers, and suffers serious injuries. But when the hall is repaired and the dancing resumes, there is Canada, the wallflower still, while those she once helped glamorously cavort across the floor, blithely neglecting her yet again.

That is the price which Canada pays for sharing the North American Continent with the US, and for being a selfless friend of Britain in two global conflicts. For much of the 20th century, Canada was torn in two different directions: it seemed to be a part of the old world, yet had an address in the new one, and that divided identity ensured that it never fully got the gratitude it deserved.

Yet its purely voluntary contribution to the cause of freedom in two world wars was perhaps the greatest of any democracy. Almost 10 per cent of Canada's entire population of seven million people served in the armed forces during the First World War, and nearly 60,000 died. The great Allied victories of 1918 were spearheaded by Canadian troops, perhaps the most capable soldiers in the entire British order of battle.

Canada was repaid for its enormous sacrifice by downright neglect, its unique contribution to victory being absorbed into the popular memory as somehow or other the work of the "British". The Second World War provided a re-run. The Canadian navy began the war with a half dozen vessels, and ended up policing nearly half of the Atlantic against U-boat attack. More than 120 Canadian warships participated in the Normandy landings, during which 15,000 Canadian soldiers went ashore on D-Day alone. Canada finished the war with the third largest navy and the fourth largest air force in the world.

The world thanked Canada with the same sublime indifference as it had the previous time. Canadian participation in the war was acknowledged in film only if it was necessary to give an American actor a part in a campaign which the US had clearly not participated - a touching scrupulousness which, of course, Hollywood has since abandoned, as it has any notion of a separate Canadian identity.

So it is a general rule that actors and film-makers arriving in Hollywood keep their nationality - unless, that is, they are Canadian. Thus Mary Pickford, Walter Huston, Donald Sutherland, Michael J Fox, William Shatner, Norman Jewison, David Cronenberg and Dan Aykroyd have in the popular perception become American, and Christopher Plummer British. It is as if in the very act of becoming famous, a Canadian ceases to be Canadian, unless she is Margaret Atwood, who is as unshakeably Canadian as a moose, or Celine Dion, for whom Canada has proved quite unable to find any takers.

Rather like Cyrano de Bergerac, Canada repeatedly does honourable things for honourable motives, but instead of being thanked for it, it remains something of a figure of fun.

Moreover, Canada is every bit as querulously alert to the achievements of its sons and daughters as the rest of the world is completely unaware of them. The Canadians proudly say of themselves - and are unheard by anyone else - that 1 per cent of the world's population has provided 10

per cent of the world's peace-keeping forces. Canadian soldiers in the past half century have been the greatest peace-keepers on earth - in 39 missions on UN mandates, and six on non-UN peace-keeping duties, from Vietnam to East Timor, from Sinai to Bosnia.

Yet the only foreign engagement which has entered the popular non-Canadian imagination was the sorry affair in Somalia, in which out-of-control paratroopers murdered two Somali infiltrators. Their regiment was then disbanded in disgrace - a uniquely Canadian act of self-abasement for which, naturally, the Canadians received no international credit.

So who today in the US knows about the stoic and selfless friendship its northern neighbour has given it in Afghanistan? Rather like Cyrano de Bergerac, Canada repeatedly does honourable things for honourable motives, but instead of being thanked for it, it remains something of a figure of fun. It is the Canadian way, for which Canadians should be proud, yet such honour comes at a high cost.

This weekend four shrouds, red with blood and maple leaf, head homewards; and four more grieving Canadian families know that cost all too tragically well.

From The Daily Telegraph, (21/04/2002)

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## Racing News

### *All is not well on the F1 front*

The Associated Press (London) reported that Britain's leading Formula One teams have joined forces to form a company that could threaten Bernie Ecclestone's dominant position in the sport. Five teams, McLaren, Williams, Jordan, Arrows and BAR, have formed GPT Ltd, a company which hopes to bring back lost sponsors and prevent millions of television viewers from turning away from the sport.

The British teams appointed Neil Johnson, a former marketing director of Jaguar, director at Rover, chief executive of the RAC and well as being a former vice-president of the FIA, Formula One's ruling body, to head up this new venture. Ecclestone has run F1 for nearly three decades but some feel that the exhibition is no longer progressing under his leadership. The Prost team went bankrupt with debts of £22 million, Jordan lost £10 million in sponsorship and BAR have recently laid off more than 100 staff. Johnson told London's *The Times* newspaper "There has been a concern that Formula One has not been managed well and things are out of control. Even on the track things have been getting repetitive and boring and that has reached such a pitch that everybody realizes something has to change."

GPT's formation shows the teams' determination to win a bigger share of the huge sums of money the sport generates. Ecclestone's decision to sell 75% of Formula One's commercial interests last year to the collapsed Kirch Group in Germany angered the five big F1 manufacturers, Ferrari, Jaguar, Mercedes, BMW and Renault. They are planning to organize their own breakaway racing series from 2007.

GPT, however, wants a new deal quickly, which could mean buying back the commercial rights from the bankers managing Kirch's debts. Johnson wants to convince the manufacturers and the six other teams to join GPT and set up a company that would exercise long-term control over Formula One.

### *Major chassis manufacturer crashes*

The image of the UK as the flourishing home of motorsport has been dented by the collapse of racecar manufacturer Reynard Motorsport, one of the industry's best known and most respected names. Reynard Motorsport was founded by Adrian Reynard in 1973 and established a track record as a successful builder of US Champ and Cart series chassis plus many others for the F3 and F3,000 series. The firm, which is believed to have debts of more than £10 million outstanding, was placed in receivership after attempts to recapitalize it failed.

The company continues to operate under the management of receivers but it is understood that its assets will be broken up for sale. Gareth Roberts, one of the team overseeing the sale, said that there had been a flood of enquiries from potential buyers of company assets.

Perhaps Jaguar racing could use some of the Reynard expertise.

*[Extracted from: Professional Engineering, April, 2002. Courtesy of Doug Cramb]*

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### **Formula One News**

A successful one-stop strategy gave Michael Schumacher victory in the Canadian Grand Prix (June 9<sup>th</sup>), holding off David Coulthard (McLaren) and team-mate Rubens Barrichello to secure Ferrari's 150<sup>th</sup> Grand Prix victory.

Local hero Jacques Villeneuve (BAR) was the focus of everybody's attention but the unfortunate Canadian became the first retirement of the race when he lost power and pulled over very early. The two Jaguars suffered similar fates with Pedro's race ending on lap 33 and Eddie lasting only another nine laps. "We weren't really in it at all, just hanging about at the back waiting for something to happen," said Irvine. "Until the new package arrives we can just twiddle our thumbs and hope to pick up some scraps."

The "Hapless Cats" fared no better at the European Grand Prix, held at the Nurburgring, on June 23<sup>rd</sup>. The high down-force demands of the German

circuit did not suit the current behavioural characteristics of the R3 so both drivers found themselves struggling during qualifying and throughout the race itself. Not long after the only scheduled pit stop, Eddie lost hydraulic pressure so he was forced to retire. Pedro, however, drove a determined race, finishing in 11<sup>th</sup> place.

A superior two-stop strategy decided the race in favour of a dominant Ferrari team. Schumacher made his second stop on lap 43 with Barrichello pitting a lap later and rejoining several seconds ahead of his team-mate. Although Schumacher narrowed the gap to close up to the tail of his team-mate over the final few laps, the Brazilian held firm to claim his second Grand Prix victory with the Ferrari duo coasting home almost one minute ahead of third placed Kimi Raikkonen (McLaren).

Michael Schumacher and Ferrari prevailed again at the British Grand Prix at Silverstone on July 7<sup>th</sup>. The German did have a lucky break, though, when team-mate Rubens Barrichello failed to get off the grid on the warm-up lap, sending him instantly to the back of the pack and elevating Schumacher from third to second place. The Brazilian came up through the field brilliantly, however, moving from last to third place in just 19 laps. A 'splash and dash' for Schumacher on lap 42 removed over half of his impressive 48 second lead but left him plenty to play with. Barrichello came second after a thrilling move up the inside of a sliding Montoya, 14 laps from the end with the Colombian holding on to finished half a minute behind in third.

What happened after the rain began to fall around mid-race, can only be described as a tyre lottery. Bridgestone intermediate tyres dominated for about 20 laps as the Michelin runners swapped between full wets and dries, as soon as a dry line appeared, in a desperate attempt to match the competition. The French rubber supplier admitted its 'inters' were its weakest link last year and it looks as though there is still work to do on them. For many, the final outcome was forged in this crucial period of the race, with Michelin runners such as David Coulthard and Jenson Button returning to

the pits a frustrating total of four times apiece, while the Bridgestone clad Ferraris, BARs and Saubers made fewer stops and climbed up the order.

Jaguar Racing's performance could hardly have been worse and not all of the problems could be blamed on Michelins. The revised aero package introduced at Silverstone made little impact so neither driver could obtain a decent qualifying time. After a good start Eddie Irvine crashed out of 16<sup>th</sup> place on lap 24. Team-mate Pedro de la Rosa fared little better, although he did manage to get his car home in one piece. Another 11<sup>th</sup> place was little to celebrate even though he finished just behind David Coulthard's McLaren.

Perhaps BAR was the real winner on the day, with Jacques Villeneuve finishing in fourth and Panis in fifth place, recording their first team points this year!

Michael Schumacher captured a record equalling fifth drivers' championship at the French Grand Prix (July 21<sup>st</sup>) after Kimi Raikkonen stumbled within sight of a maiden Grand Prix victory. With only laps remaining, the young Finn fell foul of an unseen oil slick to allow the Ferrari through. In capturing his 61<sup>st</sup> career win, the German maestro wrapped up the championship in a record time and joined the legendary Juan Manuel Fangio as a five time world champion.

A disappointing end to what began as a promising outing for Jaguar Racing as Eddie Irvine retired and Pedro de la Rosa finished in 9<sup>th</sup> place. Eddie and Pedro lined up on the grid in 8<sup>th</sup> and 14<sup>th</sup> places respectively and despite a very strong performance from Eddie, he was robbed of a potential point when his rear wing failed and came off on lap 53. The high speed incident happened as Eddie was in 7<sup>th</sup> place and with Jenson Button having to make a third pit-stop in front of him. Eddie was disappointed not to have been rewarded with a championship point today. Pedros race didn't fare much better either as he lost two places at the beginning and found it difficult to make an impression on a track that is notoriously difficult to overtake on. His planned two-stop strategy was unexpectedly turned into a three-stopper

as he came in on lap 57 to have his rear wing checked following Eddie's incident a few laps earlier.

#### **Trans-Am Results**

Boris Said (Panoz Esperante), who took the lead in the Trans-Am Series for the BFGoodrich Tires Cup championship with a victory at Mosport in early May, extended this by capturing the next race held at Lime Rock Park on May 27<sup>th</sup>. Teamate Tony Ave was second and Butch Leitzinger (Corvette), a rookie driver, was third. The defending Trans-Am Series champion Paul Gentilozzi (Jaguar XKR), who led a race-high 34 laps, finish fifth with Johnny Miller, driving the second Rocketsport Racing prepared XKR, finished sixth.

At the next race (June 29, at Lexington, Ohio), Butch Leitzinger started from the pole and led 41 of the race's 45 laps, but his victory was not as dominant as that might suggest. Following a late-race restart necessitated by a Chevrolet Camaro's off-course excursion, Leitzinger was forced to hold off the victory bids from a trio of Trans-Am veterans. The final three laps saw Leitzinger, Gentilozzi, Boris Said and Johnny Miller run nose-to-tail through several of the track's 13 turns before Leitzinger finally generated enough breathing room to finish 0.540 seconds ahead of Gentilozzi. Said finished third, 0.975 seconds back, while Miller was fourth, 1.441 seconds off the pace.

On Saturday July 13<sup>th</sup>, Said and the Panoz Esperante continued their early-season dominance of the series when he drove to his third victory of the campaign at Burke Lakefront Airport, Cleveland. Said took the lead from Tony Ave, driving another Panoz Esperante, on the 32<sup>nd</sup> of 48 laps and maintained it for the balance of the event, ultimately finishing 0.266 seconds ahead of Leitzinger (Corvette) in the fifth round of the championship. The unfortunate Ave was headed for another possible podium result

until tangling with the crippled car on the 39<sup>th</sup> lap and ultimately finishing in 12<sup>th</sup> place. Stu Hayner (Chevrolet Corvette) rounded out the podium by finishing third, a season best.

The Rockersport Jaguar XKRs qualified well with Gentilozzi in second and Johnny Miller in fourth place. Unfortunately, the race results were not quite as rewarding with Gentilozzi finishing fourth, 7.5 seconds behind the winner, and Miller sixth, another seven seconds back. Paul did, however, manage to record the fastest lap during the race.

More exciting racing at Round 6 on July 20<sup>th</sup> in Washington, DC. Rookie Butch Leitzinger and veteran Paul Gentilozzi waged a stirring battle over the final dozen laps before Leitzinger came away with a victory in the inaugural Capital Trans-Am 100 held on the temporary road circuit at RFK Stadium. Leitzinger started from the pole and led Gentilozzi by a seemingly comfortable 2.232 sec following 50 of 61 laps. Over the next six laps, however, Gentilozzi managed to whittle his deficit to just 0.695 sec. At the outset of Lap 59, the XKR made a daring run into the first turn but put all four wheels off track and was unable to execute the pass. Paul got no other chance, finishing a full second behind the Corvette, but again managed to record the fastest lap during the race. Boris Said was third, maintaining his lead in the championship standings.

The Trans-Am Series continues at the Grand Prix de Trois Rivieres on Sunday, August 4<sup>th</sup> at Trois-Rivieres, Quebec. This event will air live on SPEED Channel, beginning at 14:30 ET.

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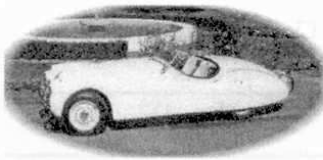
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## Classifieds

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.

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Roadster, white with blue interior. Same owner for 31 years. Very original car - looks great and runs very well. Solid wheels, fender skirts, excellent top, tonneau cover, side screens, tools, works manual. \$45,000 obo Chris Allen; (905) 468-4449

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#### 1989 Series 3, VDP, XJ-12



Excellent condition, never winter driven, 185,000 km. Dorchester gray/grey interior, stored indoors. New windshield, brakes, alternator, battery, exhaust pipes, rear grease seals, A/C compressor. Passed clean air emissions in March 2002. \$9,900 or best offer. Leave

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### Dry Leather

First, clean the leather. Follow any instructions in your car handbook for cleaning the leather. Otherwise a mild soapy solution (dish soap) applied with a soft cloth works well. Do not flood the leather. Wipe clean with a plain water rinse and rub dry with a soft dry cloth.

Secondly, to soften and condition the leather, use Hyde Food or Neatsfoot oil. Hyde Food and similar products are used for maintaining the oils and suppleness in the leather while Neatsfoot oil is for more dried out leather. (Other products are available that work, but Neatsfoot oil is a natural product that also can strengthen the leather as it softens.)

For dried out leather, brush the Neatsfoot oil on the surface of the leather with a 1" bristle paintbrush. Put enough on so that you leave a thin film on the leather but not a heavy coating. The Neatsfoot oil seems to penetrate better if the car is warm (Heated Garage or outside on warm day). As the surface sucks the oil in, reapply. Reapply until the penetration seems to stop. Wipe off the excess and wait a day or so. Reapply and check for penetration of oil. When the leather reaches equilibrium, the oil will sit on the surface and not absorb into the leather. Wait another day and then clean as per above directions. Clean the leather yearly and feed with Hyde Food or similar product.

Now, if you have already "been there, done that" and the leather is still stiff. Remove the seat covers and feed them from the backside. This will be especially challenging in the pleated areas due to the additional material involved in the pleats.

A side bar on Neatsfoot Oil. Neatsfoot Oil is not a brand name but a definition of a product. The American Heritage Dictionary gives the following definition and spelling: "neat's-foot oil, A light yellow oil obtained from the feet and shinbones of cattle, used chiefly to dress leather." There are a variety of brands and formulations of Neatsfoot oil. Ask at your local leather repair/sales store for their recommendation.

By Walt Osborn, Vintage Jag Works  
[www.vintagejag.com](http://www.vintagejag.com)





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3				<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/> Parts car	<input type="checkbox"/> Daily driver <input type="checkbox"/> Pleasure driving <input type="checkbox"/> Rarely driven <input type="checkbox"/> Under restoration <input type="checkbox"/> Don't ask

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