

The Ontario JAGUAR

Bimonthly Newsletter of The Ontario Jaguar Owners' Association

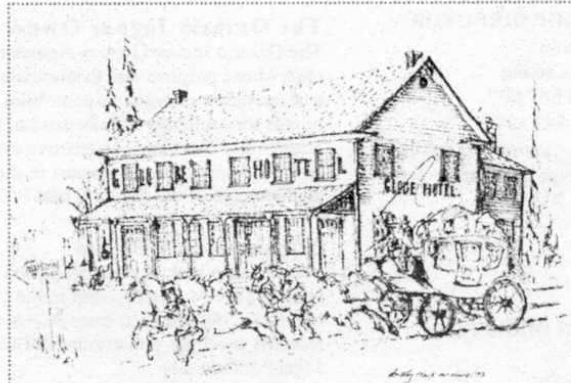
October, 2002

OJOA Summer Drive and Lunch

Sunday, August 18th. Thirteen stalwart members met at the usual coffee shop to participate in a leisurely drive through the no longer so quiet byways of Peel and Dufferin counties. Eventually, and without a single mishap, they arrived at The Globe Restaurant in Rosemont where three others joined up for the feasting.

The Globe provided a large room on the second floor, ideal for our hungry group where we could all be accommodated at one long table. Perhaps the major challenge of the entire day was sorting through and selecting from the vast array of regular and specialty selections offered by this fine dining facility. With this arduous task completed, various conversations ranged from summer holidays taken or proposed through the state of the world to the latest innovations in geriatric care. As would be expected in such an intelligent and informed group, experts abounded to take all sides of every issue. Most took the time to peruse their placemat, reproduced at the right, and a discussion ensued about possible use of the room we currently occupied. A consensus was that it likely served as a communal dormitory, providing sleeping space for perhaps 25 or more guests on a busy night.

Once our food arrived the buzz of conversation ceased abruptly. Unfortunately, a few had to slip away early, unable to partake of the delightful dessert selections but thankful for an opportunity to consume delicious entrees. A dip of the bonnet expressing our thanks to Betty and Peter for organizing this memorable outing.



In the early days, Rosemont boasted four hotels, one of which was the Globe. One night, a fire broke out in the hostelry built where the Anglican church now stands. The Globe owner's wife rose from her bed and grabbing her husband's shotgun, ran outside in her nightgown and mounted guard over the well, the main source of water for the village, but located on her husband's land. She stood there, daring anyone to fetch water to aid her chief rival for business until the building was past saving. The pump she guarded so valiantly is still to be seen outside, a tribute to the competitive instincts of our forebears!

Coming Events

See Page 3 for details

October 5 & 6
Cinderella's Classic Car Show

Sunday, October 6
OJOA Fall Regularity Run

Wednesday, October 9
OJOA Monthly Meeting

Monday, October 14
Octoberfest Car Show

October 25 to 27
Fall Classic Car Auction

Wednesday, November 13
OJOA Monthly Meeting

Our Membership Director would be pleased to accept payment for 2003 memberships.





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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 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 Burkhardt	519 763 1611
	Betty & Peter Harris	416 233 2677
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Fall Regularity Run Organizer	Web Vance	416 231 4918
Merchandise/Regalia Sales	Arthur Goeldner	905 842 3340
Referral Service	Karen Millar	914 221 0293
Jaguar Archives (JDHT)	Robert Stevenson	734 455 5039
JCNA Regional Directors (North Central Region)	Dick Howe	847 392 8664

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

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

Coming Events

October 5th & 6th

Cinderella's Classic Car Show

Car show in conjunction with the annual Pumkinfest in Port Elgin, ON. Separate show each day - entry \$10 at gate.

Info: 800 387-3456 or from Internet at:

www.thesignmaker.com/community.html

Sunday, October 6th

OJOA Fall Regularity Run

Don't forget to mark this date on your calendar. This year's Fall Regularity Run will start from Chefields Restaurant which is located on Highway 7 (east of Guelph and west of Rockwood). For those who attended the May 2001 Spring Fun Run, it is the same restaurant where that event ended, but under a new name.

Registration will be from 10 to 11 am, with the first car away at 11. Please confirm your participation with Linda and Murray Smith at (519) 853-1499, on or before Thursday, October 3, so the restaurant can be notified about how many people to expect.

Wednesday, October 9th

OJOA Monthly Meeting - 8:00 pm

Montgomery's Inn

Dundas & Islington, Toronto

Monday, October 14th

Octoberfest Car Show

King & William St. in Waterloo, ON.

Vehicle entry - \$6.00, spectators - free.

Info: (519) 896-1886

October 25th to 27th

Fall Classic Car Auction

International Centre, Airport Road, Mississauga, ON.

Info: (905) 206-1500

Wednesday, November 13th

OJOA Monthly Meeting - 8:00 pm

Montgomery's Inn

Dundas & Islington, Toronto.

Awards Night



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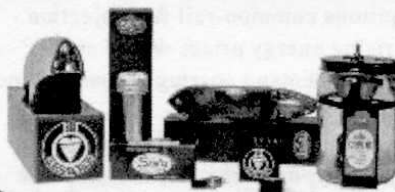
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Is Jaguar heading for a spin?

By Richard Feast

(The Telegraph: 03/08/2002)

JAGUAR sold nearly 100,800 cars around the world last year, its fourth consecutive record year. With demand well up again this year, there seems little doubt the company will soon hit its target of 200,000 sales a year. Ford, which bought Jaguar in 1989, has certainly been good for the Coventry car maker, which could never have survived as a small, independent company. Its competitors were - and remain - giant engineering powerhouses such as Mercedes-Benz, BMW, the Audi division of the Volkswagen Group and Toyota's Lexus. The days of the gallant underdog are dead. Only the serious financial, engineering and marketing muscle of a major car group can keep pace with the world's top marques.

Ford made that commitment with Jaguar - at least initially. Today, there are doubts. Ford more than doubled the £1.6 billion it paid for Jaguar through investments in new models and factories. As a result, Jaguar today has two additional model lines (S-type and X-type) and a proper replacement for the ancient XJS. The sole V8 engine was broadened with six- and four-cylinder engine ranges. Early next year, the current XJ8 will be replaced by a version with an ambitious, all-aluminium-alloy chassis and body.

Equally important, Jaguar's former Third World quality and reliability standards were eliminated by Ford disciplines. Owning a Jaguar these days is no longer a social embarrassment.

So far, so good. Jaguar is fine today, and will be tomorrow. But what about the future? With Ford burdened by financial and quality issues of its own in North America, there are concerns about how much the trickle-down will be felt in Coventry. Will it be impossible to escape Ford's cost-cutting zeal?

For example, the Jaguar transformation left it with three assembly plants, which is at least one more than a 200,000-a-year car producer needs. Land Rover,

now a sister company of Jaguar within Ford's Premier Automotive Group, manages to produce a similar number at one factory. Volvo, another PAG sister company, plans a future in which 600,000 cars are made in only two factories.

In addition to the manufacturing costs that will have to be addressed, some of Jaguar's product decisions raise doubts about the wisdom of its past planning.



Officially, the F-type roadster scheduled for 2004 is postponed. This is a serious blow to car buyers - and to morale within Jaguar after extensive personnel changes and uncertainties about the company's role within PAG. Remember, the F-type was the Porsche Boxster-category model that Jacques Nasser, the previous president of Ford, said the group would be "stupid not to make". No one inside the company expects the programme to be resurrected. When, or if, it is, consumer tastes will have changed, which effectively means Jaguar has canned its second F-type sports car in two decades.

This issue of changing consumer preferences is already haunting Jaguar in much more substantive ways. It signally failed to invest in diesel engines early enough, though it was clear years ago the combination of new technology - the ubiquitous common-rail fuel injection - and rising energy prices would send diesel car demand soaring across Europe.

It is still not possible to buy a diesel Jaguar, in spite of the fact that in some parts of Europe this type of power unit accounts for 60 per cent of sales. So, while competitors already offer diesel portfolios from three to eight cylinders, Jaguar buyers will have to wait until 2004 for a diesel X-type (using Ford's 2-litre TDCi) and for a 2.7-litre V6. The V6 is being developed in conjunction

with Peugeot-Citroen, along with a 2.2-litre four-cylinder for 2006 - we understand that early testing on the V6 is not going well as the unit appears to have a terrific thirst.

Then there is the matter of what car companies call market fragmentation. While they could once fob off buyers with just saloons - a single model means lower manufacturing costs - customers today expect coupe, convertible, estate and cross-over versions. The German companies and Lexus responded positively but, with the exception of the XK8 coupe, Jaguar is stuck in a saloon-car time warp. The good news is that an X-type estate is scheduled for next year.

The company maintains that its size could not justify all the investment in diesels and model variety. Today, one wonders how it could have afforded not to make the investments if it wanted to be a serious long-term player. The parallel with the decision about the F-type is uncanny: if it can't make a quick buck, kill it.

Another aspect raises questions about whether Jaguar pays enough attention to what is happening around it. Its latest major model, last year's X-type, looks like a scaled-down dead-ringer for the XJ8, a model introduced in 1994 but with design cues dating back to 1968. Now spy pictures of the XJ8 replacement, due to go on sale next spring, suggest the newcomer is a (high-tech) replica of the old one.

Jaguar has a dose of design constipation. It seems content to be the Morgan of the prestige car business at a time when rivals such as Audi, BMW and Mercedes-Benz are pushing more progressive designs. Make no mistake: the German trio will change consumer tastes with their new models, and not just because of their reputations. Each of them sells four times more than Jaguar. As a result, the XJ that we cannot yet buy will look very dated by the time it nears the end of its life cycle around 2010.

Last year's appearance of Jaguar's more radical R-type concept coupe adds to the confusion. If this is the future design direction of Jaguar, as was suggested at

the time, it is evidently many years from the showrooms. The dilemma for Jaguar is that its (ageing) customers like the gentlemen's club look. But those traditional Jaguar customers are nearing the ends of their own natural life cycles and the company has to appeal to younger buyers. These were the reasons behind the X-type and proposed F-type.

The company is in danger of emulating Cadillac, which has a similar demographic problem in the United States. Once the country's most respected luxury cars, Cadillacs are now comfortably outsold by BMW, Mercedes and Lexus. So, canning the F-type looks like Jaguar selecting reverse, just as its competitors are powering ahead with even broader model programmes spanning MINIs to Maybachs.

Jaguar's stretched engineering department and its contractors will undoubtedly do a fine job - within the somewhat limited budgets they have. Over the next four years 18 new products are promised, though most are scheduled

replacements and overdue diesels rather than genuine additions to the range.

And, if money is so tight, why does Jaguar insist its lavish Formula One programme will continue? It seems a particularly perverse way to remind the world every two weeks that its products are inferior to those of the competition.

The claim by Jaguar officials that its own management, not Ford, makes the strategy decisions sounds like dissembling. The decisions may be made in Coventry, but they are done with the awareness of budgets and financial targets set by the parent company.

What is happening at Jaguar - and what is not - together with glimpse at the model variety already offered by competitors, indicate the difficulties of the task...

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Hydrogen - Fuel of the Future?

Hydrogen, the first element on the periodic table, is the most abundant substance in the known universe and may also be the fuel of the future. Potential advantages are:

- i) hydrogen has a renewable life cycle so the same atoms can be used again and again;
- ii) hydrogen, whether burned directly or fused with oxygen in a fuel cell to create electricity, produces only water as the end product;
- iii) hydrogen is clean, prompting predictions that a switch to hydrogen-based transportation could lead to a 65 to 95% reduction in greenhouse gas emissions.

It is the carbon in gasoline and other petroleum-based fuels that is the leading suspect in global warming. The combustion of carbon-based fuels emits carbon dioxide and/or carbon monoxide which many climatologists and environmentalists suspect is trapping solar energy in our atmosphere, leading to a rise in global temperatures. If current emission levels remain unchecked, the results could be catastrophic, including increased health problems, coastal flooding if the polar ice caps melt and unending droughts in some of earth's agricultural heartlands.

Smog and other forms of pollution, particularly from the sulphur in fossil fuels, are additional concerns. Yet, despite the best efforts of the environmental lobby, demand for energy is only going to increase. Even if fossil energy consumption in affluent countries could be stabilized or curtailed slightly, billions of people in developing nations are beginning to demand greater shares. More research and development to create energy-efficient, less-polluting and alternative fuel vehicles is certainly necessary.

As yet, governments, auto manufacturers and fuel suppliers have not agreed on the type of fuel, or refuelling infrastructure needed for environmentally friendly automobiles. Compressed hydrogen gas is preferred because it creates no

emissions when used in a fuel cell but does require large, onboard storage tanks. Also, there is no existing infrastructure for refuelling.

Other fuel types include methanol, ethanol, and gasoline with onboard reformers that extract hydrogen from the fuel. The advantage of these types of fuels is that they could use the existing refuelling infrastructure. The disadvantage is that reformer technology is not yet fully developed and cars using these fuels would not be zero emissions vehicles. Fortunately, the race to build commercially-viable fuel cell vehicles is being taken seriously by the world's major automobile manufacturers.

Honda has a long history of being 'first' in the development of 'clean' vehicles. In 1975, the CVCC was the first vehicle to meet the US Clean Air Act standard. Honda was the first to sell a gasoline-electric "hybrid" car in Canada, the Insight, and earlier this year added the Civic Hybrid. The EPA has recognized the Civic GX natural gas vehicle, not sold in Canada, as having the cleanest internal combustion engine ever tested. Honda started fuel cell research in 1989 and has been road testing prototypes in the United States and Japan since 1999. The Honda FCX-V4, unveiled at the Greater Los Angeles auto show in January, 2002, is an improved version of earlier fuel cell prototypes. The four passenger FCX-V4 features improved range and quieter operation, better driving performance, maximum speed, and acceleration when compared with the earlier V3 model. The FCX-V4 combines an advanced fuel cell power system with a compact electric drive motor and an electronic control system.

Honda says the FCX-V4 offers 15% more torque than previous models, improvements in mid-to-high range power output characteristics and acceleration, and an increased driving range of approximately 355 km (220 miles), an 11% increase over the previous model. It now achieves a top speed of 140 km/h (87 mph) with an electric motor that has a maximum power output of 80 horsepower (60kW) and 176 lb.-ft. of torque. Takeoff and acceleration are aided by a powerful

discharge from the ultra-capacitor. The ultra-capacitor also contributes to high fuel efficiency as it regenerates energy normally lost during braking. Unlike Ford's recently-introduced Focus FCV fuel cell car, the Honda FCX-V4 is not a 'hybrid' that uses a large, heavy battery to assist the electrical power generated by the fuel cell.

BMW is pushing hard to move the world to hydrogen. Their slogan, "The hydrogen age has begun," is perhaps premature, but they present compelling arguments to suggest it is not unreasonably optimistic. Company executives argue that since our supply of fossil fuels will one day run out, though it's unclear when, and their combustion contributes to atmospheric pollution, those two points indicate the need to explore alternative fuels now. BMW's goal is to move to a green fuel source without limiting individual mobility. And they want to accomplish this in a manner that will still be the source of the driving excitement BMW is known for.

Hydrogen has already been tagged as the fuel of choice for fuel cells which generate electricity by fusing hydrogen and oxygen into water. BMW now has a fleet of 15 hydrogen-powered, 7-series sedans using hydrogen as their fuel. In conjunction with Magna Steyr, an Austrian subsidiary of Canada's Magna International, and Linde AG, BMW has developed the ability to store hydrogen on board, deliver it to filling stations and transfer it to cars. BMW is now lobbying governments around the world to designate hydrogen as the fuel of the future and to support the creation of a "hydrogen economy," where an infrastructure is developed to distribute hydrogen to end-users.

The demand for a move to hydrogen or some other eco-friendly fuel is growing in different regions of the world but for different reasons. Europeans propose that reducing pollution might be the principal advantage whereas Americans see ending their dependence on foreign petroleum as a major benefit.

New Anti-pollution Initiatives

Air pollution and smog are major problems in Ontario. Our large population and proximity to many populated regions in the US, make us vulnerable to smog, acid rain and persistent organic pollutants.

The principle cause of air pollution is human activity. Transportation is the number one contributor, followed by various industrial sources; including fossil fuel-fired power generation, manufacturing, petroleum refining, pulp milling, base-metal smelting and chemical processing. These generate substantial quantities of nitrogen oxides, sulphur dioxide, carbon monoxide, volatile organic compounds, toxic metals and ozone, plus many persistent hydrocarbons, dioxins and furans. Residential wood stoves are also a significant source of air pollution in the form of particulate matter (soot).

Air quality is often worse near the shores of the Great Lakes. Studies by the

Ontario Medical Association and the Toronto Board of Health estimate hundreds of Ontarians die prematurely from air pollution problems. Smog also leads to more hospital admissions, emergency room visits and absenteeism.

The Government of Canada's Cleaner Vehicles, Engines and Fuels Agenda combines a series of measures to be implemented over the next decade that could reduce air pollution significantly. Cleaning up engine fuel not only lowers pollutants but also helps vehicle and engine manufacturers develop new generations of cleaner-burning, more fuel-efficient vehicles. New regulations should result in a substantial reduction of smog-causing pollutants and "air-toxics". Without these measures, vehicle emissions will continue to rise.

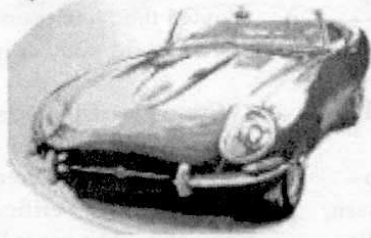
Sulphur occurs naturally in petroleum products, causing sulphur dioxide and sulphate particles in vehicle exhaust. Sulphur also decreases the efficiency of emission control systems, resulting in higher outputs of other pollutants such

as nitrogen oxides, sulphur dioxide, carbon monoxide and volatile organic compounds. Thus, refineries must reduce sulphur in gasoline to 150 ppm by July 2002 with a further reduction to 30 ppm in January 2005. Diesel fuel must also improve so that by June, 2006, there will be a 95% reduction in sulphur from 500 to 15 ppm.

In addition, our federal government is working with provinces and territories to develop multi-pollutant emission reduction strategies for key industrial sectors. These include electric power, iron and steel, base-metal smelting and others that are major emitters. The findings should complement and support the development of emission-reduction actions for transportation and provide the basis for a national projection of each sector's potential contribution towards meeting ambient air objectives as set out in the latest Canada-Wide Standards.

Text condensed from several, recent Government press releases.

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Subtle Changes for 2003 S-type

As expected following the introduction of the new 4.2 litre V8 in the revised S-Type, Jaguar announced some significant improvements on the 2003 range starting with a new drive-train.

The new 4.2 Litre V8 is not just larger than its 4.0 predecessor but also features a revised and improved cylinder head. Power is now 300hp DIN in the base version and a massive 400hp DIN in supercharged models.

The 5 speed automatic transmission is being replaced by a new 6 speed ZF unit providing closer ratios with the same silky smooth shifting. Jaguar retains its trademark J-Gate, slightly improved as well, which provides semi-manual control of second through sixth gear.

Top speed is still electronically limited to 155 mph and the S-type R accelerates from zero to 100 km/h in 5.6 seconds.

Electronics have also been modified and enhanced including revised dynamic stability and traction control, revised CATS (Computer Active Technology

Suspension), emergency brake assist, adaptive cruise control and more.

Inside the car, the dash and console are mostly unchanged, except for new 12-way power seats and a new sporty leather shift knob. The unique and elegant wide veneer dash is retained with deeply sunken primary instruments. The seats are now available with contrasting leather.

Outside, with such an elegant design there was very little to improve and the only differences are Xenon headlights, sculptured badging and new wheels.

In addition to the R Performance options (handling and wheels) a new 'Aluminium Pack' is now offered comprising instrument bezels, J-Gate surround, door release levers, pedal pads and tread plates, and all-leather steering wheel rims and gearshift knobs. Brembo, four-piston calliper brakes, previously optional, are now standard on the XKR and the S-type R. Adjustable pedals are also featured on the S-type R. The same button that controls the tilt/telescoping steering wheel allows both the brake and throttle pedal to be adjusted closer or farther away.

MSRP for the S-type R is \$89,950.

Star Wars Star Buys S-type R

Toronto, Ontario - Hayden Christensen, the young Canadian actor who starred in the recently released movies Star Wars Episode II, and Life as a House, as well as the West End play "This Is Our Youth" in London, England, has bought a new 2003 S-Type R.

Christensen took delivery at Budds' Imported Cars in Oakville, Ontario,

where owner and dealer principal, Terry Budd, handed over the keys personally.

"It's exciting for us to have such a young, well-known star like Hayden driving the S-Type R," said Budd. "This shows that our cars are appealing to a broader spectrum of customers. It's a real pleasure to have Hayden as a Jaguar owner."

The 400 horsepower supercharged S-Type R model is the most powerful production car ever to be produced by the Coventry, UK, manufacturer.

Jaguar Cars Moves Testing Site to Thompson, Manitoba

Bramalea, ON, July 31, 2002 – After twenty years of operation in the city of Timmins, Jaguar Cars will be moving its cold weather testing site to join the Ford family in Thompson, Manitoba starting the winter of 2003/2004.

Ford Motor Company has been conducting cold weather testing in the Thompson region since the mid 1980's. The site, located on the grounds of the Thompson Airport, was chosen for its predictable extreme cold temperatures and airport accessibility.

Volvo Cars and Land Rover have already adopted the Thompson site for their extreme cold weather testing.

"We are pleased that Jaguar is moving their test site to join us in Thompson," said Robert Mull, Director, Vehicle Evaluation and Verification, Ford Motor Company. "The consolidation of these brands under one roof will provide operational and cost efficiencies, and will allow the brands to share best practices."

Jaguar Cars will also join Volvo cars in Kiruna, Sweden, to conduct additional testing starting the winter of 2003/2004.

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Correction

The Championship Class score reported for Mona Julian's 1969 XJ6 was incorrect. The vehicle scored 97.36.

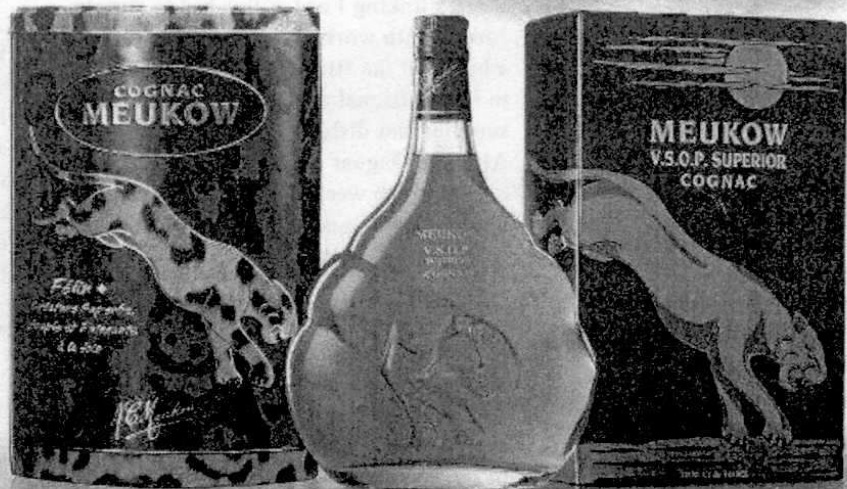
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Racing News

German Grand Prix - July 28. The revised Hockenheim circuit proved too much for Jaguar Racing as both Eddie Irvine and Pedro de la Rosa suffered, albeit in different ways. Eddie and Pedro started the German Grand Prix from 15th and 20th places respectively but Pedro was forced to retire with a transmission problem before the end of the first lap. Eddie suffered traction control problems and spun twice in a race that saw a total of twelve retirements. Eddie's two spins forced him to rejoin the race towards the back of the running order, but it was all in vain. On lap 57, his car developed a brake fluid leak, forcing retirement.

The race was much like most other F1 contests this season with Michael Schumacher crossing the finish line a full ten seconds ahead of the pursuing cars.

Hungarian Grand Prix - August 18. The race began well for the Jaguar drivers who qualified in 15th (Pedro) and 16th (Eddie) positions. Eddie made an excellent start and climbed two places by the end of the first lap. His race, however, was short-lived as he retired with a misfire problem on lap 24. Pedro drove a determined race finishing in 14th place, several laps behind Rubens Barrichello who won his second race of the season. Surprise, surprise, Michael was only second!

Belgian Grand Prix - September 1. Michael Schumacher simply left all his rivals trailing in his wake after he blasted away into the lead at the start of the race. The five-times world champion did not put a wheel wrong all afternoon as he broke the record held jointly by himself and Nigel Mansell for the most number of wins in a season with his tenth victory of the year. He led home yet another Ferrari 1-2 finish.

Perhaps the happiest team in the paddock after the race, with the obvious exception of Ferrari, was Jaguar. Eddie Irvine drove an excellent race to grab sixth place, gaining the team's first world championship point since he finished fourth at Melbourne last March. Eddie finished on the same lap as the leaders, a timely reminder of his abilities as he looks to secure a seat in F1 for next

season. Pedro De La Rosa managed to finish in 14th place but was seven laps down at the end.

Storm Clouds Gather at Jaguar (or is it just the August Silly-Season?)

Report on ITV-F1.com, August 9th - Jaguar's future in F1 has been called into doubt by Ford's chief financial officer, Allan Gilmour. There has been speculation in recent weeks about Ford's plans for Jaguar Racing and whether the motor giant would continue to back the ailing team.

Stories linking Ford with a bid to supply Jordan with works engines were taken as a hint that the Blue Oval would go back to its traditional role in F1 as an engine supplier and disband Jaguar Racing. Although Jaguar personnel were assured earlier in the week that the team would remain Ford's main focus in F1, this looks only to be a short-term guarantee.

Gilmour's comments in this month's F1 Racing magazine suggest Jaguar's continuing lack of success is causing headaches for its parent company's senior management. Gilmour said: "If you want to raise the blood pressure around here, discuss F1. The 'pro' view is: this is a high-visibility sport related to automotive products. The other view is: no, we don't need to be doing this. Interesting and exciting it may be but it's terribly expensive."

Jordan are still likely to end up with Cosworth V10s next year but they won't be badged as Ford engines and the team will have to pay upwards of \$15million for the deal.

In a statement earlier in the week Ford's group vice-president Richard Parry-Jones said: "There has been a great deal of media speculation in the past few days concerning the supply of Cosworth engines to F1 teams next year. "As an engine supplier, Cosworth Racing is in discussion with teams about the possible supply of engines for next season. This is perfectly normal practice and in the event of any agreement, an official statement would be made through Cosworth Racing at the appropriate time."

However, unless Jaguar begin to show signs of dramatic improvement soon Ford could pave the way to pulling the team out of F1 by supplying Jordan with engines in 2004.

Subsequently, on August 19th, ITV-F1 reported that despite earlier flat denials from Ford/Jaguar, it's been revealed that Jordan **HAVE** signed a shock three-year deal to run works Ford engines from 2003.

The team will be known as Jordan-Ford and the deal marks a superb coup for Eddie Jordan as his team will go head-to-head with the works Jaguar Racing team.

Ford have always maintained that Jaguar would be the manufacturers main focus in F1 and the Blue Oval would not re-appear in grand prix racing as a brand in its own right. However, Jordan's deal directly contradicts this and must call into question the future of the Jaguar F1 team.

According to a report posted August 22nd on the ITV site, the Jaguar team could be sold to Red Bull boss Dietrich Mateschitz following Ford's link-up with Jordan.

Mateschitz, has reportedly held talks with the senior management of owners Ford about buying the team. This follows hot on the heels of Ford's deal with Jordan, announced in Hungary last weekend.

The BBC say that Mateschitz has offered £50 million for a 70% stake in Jaguar. The team would continue to use Ford engines but would be renamed Red Bull Team USA.

Later the same day, Ford Group VP Richard Parry-Jones denied rumours about a possible sale of the Jaguar Racing Formula One team. "Ford Motor Company management is not in negotiations and is not planning on the sale of Jaguar Racing," said Parry-Jones.

If things continue as they seem now, we could be in for some interesting Jaguar vs. Jordan competition within the various F1 races next season.

Trans-Am Series Update

Butch Leitzinger capitalized on the misfortunes which befell his chief rivals on Sunday, August 4th, driving to his second straight Trans-Am Series victory at Le Grand Prix de Trois-Rivieres. Randy Ruhlman (Chevrolet Corvette), a 12-year veteran making his 121st career start, capped a one-two finish for the Tom Gloy Racing Team while third place went to Tomy Drissi (Jaguar XKR), whose podium visit was his first in over two years.

Paul Gentilozzi (Jaguar XKR) finished a creditable fifth following a wild ride. Gentilozzi overcame an early pit stop for a tire change following contact with Stu Hayner (Chevrolet Corvette) on Lap 4, then came back from subsequent penalties for violating the pit lane speed limit and passing under the caution flag to record his sixth top-five finish of the season. Although he qualified on the pole, Trans-Am points leader Boris Said (Panoz Esperante) was plagued by brake problem in the latter stages of the Trois-Rivieres race, ultimately finishing ninth. *[Gentilozzi was subsequently penalized for the contact and dropped one place in the final standings]*

Two weeks later (Saturday, August 17th) at Road America, Said responded to his misfortunes at Trois-Rivieres in the most convincing way possible, driving to his fourth victory of the season. He took the lead following a mid-race restart and managed to stay just ahead of Gentilozzi for all of

the remaining laps. Leitzinger entered the weekend second in the championship standings but battled a series of misfortunes, culminating when his car detoured into a gravel trap on the 19th lap. He ultimately finished 21st, three laps down, and fell behind Gentilozzi in the points standings. Johnny Miller (Jaguar XKR) finished third, his third podium result of the season and his first since taking runner-up honours at Mosport in Round 2. He and Leitzinger were involved in the most entertaining racing of the day before Miller finally took third place on the lap before Leitzinger's off-track excursion.

Said continued to dominate the series at the Shell Grand Prix of Denver (Sunday, September 1st), finishing ahead of the Corvettes driven by Leitzinger and Hayner. There were lots of Jaguars on the track but none managed to make the official podium. However, had there been a secondary one, it would have been all XKR's with Gentilozzi finishing fourth, Lewis fifth and Millar sixth.

The championship leaders (unofficial, following 9 of 12 events): Boris Said, 264; Paul Gentilozzi, 224; Butch Leitzinger, 217; Johnny Miller, 197; Stu Hayner, 181; Randy Ruhlman 175; Tony Ave, 158; Michael Lewis, 152; Tomy Drissi 149; Simon Gregg, 125

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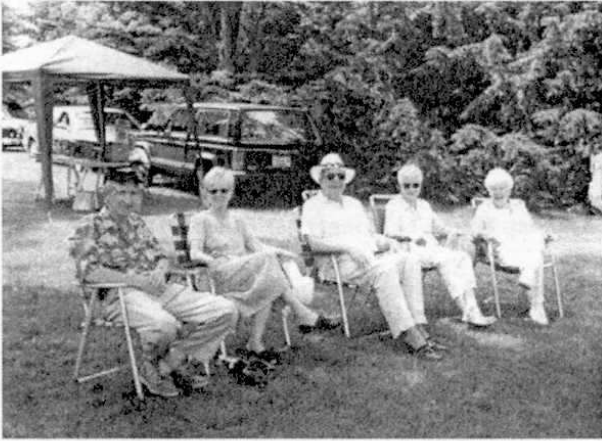
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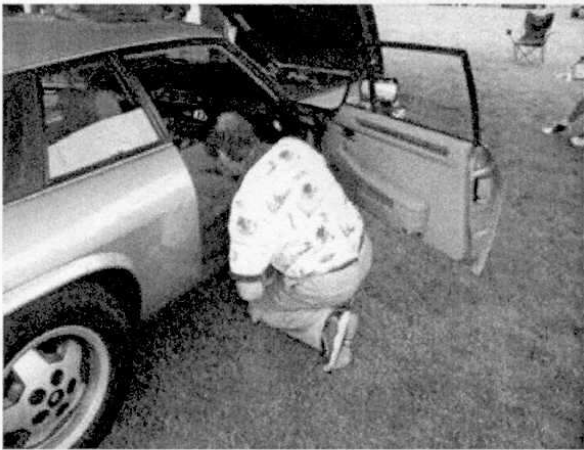
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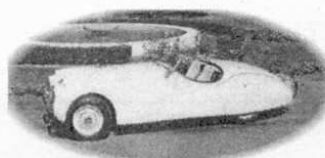
A special thanks to all those members who provided photographs for the newsletter!

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

1953 XK 120



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

1961 Mk II



A good driving 3.8L sedan. Automatic. Interior redone but needs a paint job. Also, a parts car included. \$5,000. Robert Ellis: (705) 454-1745.

1968 E-type 2+2



Engine/mechanical completely overhauled. Automatic, Air-conditioning. \$28,000. Call Bruno at 416-247-8974 email: squatt@sympatico.ca

1968 Mk II 340



Original condition - Automatic. Serious inquiries only - \$19,000. Gil Fraser: (905) 828-9176.

1971 E-type 2+2



Signal red with new Connolly, black leather interior. Automatic, PS, PB. Michelin tires on Chrome wires. Original tool kit. 60,000 miles. \$18,000 or offers. Roy Lovell 905- 331-9252.

1987 VDP Serries III



Sage green, 12 cylinder, new tires, sun roof, no winters, immaculate condition, emission tested, certified, 104K, \$7,000. N. daSilva: 416-592-4286, 416-528-1829 (cell) n.dasilva@opg.com

1994 XJS convertible



Jade with tan leather, six cylinder, CD, rust checked, garaged, never winter driven, immaculate condition. \$27,750. David Martin, 416 865 3334; dmartin@cpinvest.com

Parts for Sale

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

Pirelli P5 tires, P215 70 R15. Used, in Good condition - 5 tires available - perfect for show/concours - I would not recommend they be used for daily driving - there are not many of these tires left in useable condition - taking offers. Contact: Kevin McCann at 416 417 9669 or macmccann@rogers.com

Perspective?

Sir William was known for his love of great beers and in particular his fondness for Guinness. So after the inaugural presentation of the first E-type at a North American automobile show, the presidents of General Motors and Ford decided to take the honourable gentleman to a nearby pub that served a variety of beers.

Still wanting to show some patriotic spirit, the president of GM says to the bartender, "I'd like the best beer in the world, give me 'The King Of Beers', a Budweiser." The bartender gives him one.

The president of Ford likewise says, "I'd like the only beer made with Rocky Mountain spring water, give me a Coors." He gets it.

When the bartender turns to Sir William for his order Sir William replies "Give me a Coke." The bartender is a little taken aback, but gives him what he ordered.

The other two look a little surprised and ask, "Why aren't you drinking a Guinness?" and Sir William replies "Well, if you guys aren't drinking beer, neither will I."



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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

Annual Membership Fee: \$50.00

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