



The Ontario Jaguar

Quarterly Magazine of the Ontario Jaguar Owners' Assoc.

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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 Jaguar and Daimler automobiles. The OJOA is an affiliate club of the Jaguar Clubs of North America (JCNA).

Membership Benefits:

OJOA Membership includes subscription to "The Ontario Jaguar" Magazine: Classified Adverts for Free, in the magazine and on the web site <http://www.ojoa.org>, OJOA Referral service; JCNA Membership, Journal magazine and eligibility to enter JCNA sanctioned Concours d' Elegance and events as well as 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 December) at 7:00pm. They are held at our new location -Symposium Cafe, Mississauga. See our website for details.

Membership, Address Changes, Renewals

Membership in the OJOA costs \$80 (\$90-Family) for one year (January thru December). Save on a three year membership, with advance payment of \$220 (\$245-Family). 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 magazine. Conveniently use PayPal / credit card via our website.

Merchandise

The OJOA has regalia for sale at all monthly meetings and events: Contact **Allan and Carol Lingelbach**, 519-656-9398, to order any or all of these items.

Advertising

The Ontario Jaguar welcomes commercial advertising. The current rates are:

Size of Ad	2 Issues	4 Issues (1 Year)
Business Card	\$ 50	\$ 95
Quarter Page	\$ 75	\$145
Half Page	\$110	\$215
Full Page	\$180	\$350

Contact **Mark Smith** for information on placing ads. Phone: 905-570-3968



The Ontario Jaguar

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Allan Lingelbach
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Steve Sherriff**

The Current Year

Club events include the Spring Tour, A Tour of the Great War Flying Museum & our OJOA Concours D'Elégance

The **OJOA** has been involved in such events as **British Car Day, Watkins Glen Classic Car Show, Jaguar's Art of Performance** and others.

Many event photos are available on our website at <http://www.ojoa.org>. Please visit.

If you have events that you would like to include in this year's activities, please contact

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If you know of any member who is ill, in the hospital, has a special anniversary, or who has passed away please email the club secretary, Karen Carlson

k.carlson@sympatico.ca

Cover Photo: 1973 Series 3 E-Type owned by Brian and Margaret Jamieson

Members are encouraged to submit articles or photographs to the newsletter editor for possible inclusion in subsequent issues. Submissions should be in the following format to guarantee the best results:

The format requirements for the newsletter are basic ... the rule is "Please keep it simple" ... Text is preferred in plain text - MS Word or similar submissions will be passed through Notepad to strip any formatting before importing it to the desk top publishing software, though we'll try to reproduce your layout if it is important to you - experience has shown that documents created in MS Publisher cause considerable grief Images are preferred in .png or .gif or .jpg format - We will reduce images to 300dpi and 800x600 maximum before inserting them into the newsletter to keep the file size down on the on-line version.

Deadlines - Any articles, notices or advertisements for inclusion in the OJOA newsletter must be received by the editor no later than the fifteenth day of the month preceding publication.



The Benefits of Sponsorship 2018 and Beyond

Due to an error, recognition of our Concours sponsors was omitted in the Concours summary article in our last magazine. That faux-pas will actually give me an opportunity to expand upon that important sponsorship necessity for our club events.

The Ontario Jaguar Owners Association operating revenue is derived in large part by the membership fee, with some assistance from advertising and regalia income. The single membership fee is \$80, of which approximately half is submitted to our host organization, Jaguar Clubs of North America (JCNA). The OJOA is then left with about \$40 per member, from which a whole year worth of expenses must be covered.

Over the past couple of years, our top two non-event expenses are for insurance and our magazine publication/distribution. These two expenses are critical to the viability of the OJOA, but do consume most of the \$40/member income. There are precious few resources left to absorb other operating costs.

This delicate fiscal balancing act has traditionally been thrown into a sea of red ink by the costs of one key annual event.....the Concours d'Elegance. The entry fees themselves accomplish little more than pay the costs of the awards. Consider that at this year's Concours, 35 awards plus 5 trophy plaques were required! (The OJOA is allowed very little input on the high number of awards required for a JCNA sanctioned show.) In prior Concours, the American sourced awards (JCNA) cost \$50 CAD each, at today's exchange rate. 35 times \$50 yields a significant total, and yes, we looked elsewhere this year to find some savings. However, site rental costs, printing, judge's training session, gift bag material, door prizes, etc., are all expenses searching for revenue that doesn't exist.

There is no complexity to the long term solution: Increase the event fees to the participants, or source non-membership financial assistance, or cancel the event. This is where sponsorship, both corporate and other, can be a lifesaver for our heavy overhead events, if we are troubled by the other two options.

Until recently, very little sponsorship was solicited, with the resulting shrinkage of club financial assets. Lately, the Concours committees have attempted to address this situation by reaching out.....hat in hand! This year was particularly rewarding as two new corporate sponsors had stepped up with substantial assistance.

As the 2018 Concours chairperson, and on behalf of the OJOA, I would like to individually thank this year's Concours sponsors listed below in no particular order:



Jaguar Land Rover Canada

JLR Canada has been a supporter of our show for decades, but has really upped their game starting in 2016. They've displayed a cutting edge display Jag each year, donated substantial value regalia items, and underwrote some very significant costs.

Jaguar Land Rover Waterloo

2018 was year four for their sponsorship of an OJOA event in Wellesley. Three of the four years they supplied a display model, and provided increasing financial donations as time progressed. They also were very helpful providing food, drinks, and a starting point for one of the drives originating in Waterloo a few years ago.

Exotic Motorworks

This was one of our new contributors, but new did not mean insignificant. As the lead sponsor of British Car Day, this restoration and repair facility in Newmarket knows how to step to the plate. For all of you who won a placement at our Concours, you will see the words "Exotic Motorworks" on your award.



Jaguar Clubs of North America

For the first time, our club has tapped into our “host” club for assistance, and they obliged willingly. They provided a very generous financial donation with the only caveat that we run a JCNA sponsored Concours. After 50 years of experience at that, it was easy for us to comply!



Hagerty Insurance

Hagerty has donated gift bags, some gift bag contents, and silent auction Cobble Beach Concours tickets to our club for a couple of years now. Their sponsorship has also led to a Hagerty representative joining our club and judging team....Wow!



Phil & Wendy Miller

Phil and Wendy represent non-corporate sponsorship through their donation of items for gift bags, and more than we actually requested. I have known them for a while, and this is typical of their generous nature.

Silent Auction Donors

Each person who donated something to our silent auction was a Concours sponsor. This directly led to \$715 earnings (more came in since \$685 was published in the prior magazine), that we would otherwise not have benefited from.

Keep in mind that the corporate donors to our Concours do not have funds that they are somehow forced to give away, without any expectation of a benefit down the road. Reality is such that they hope that their sponsorship will be rewarded from our membership when a product or service is needed.

It is interesting to note that all of our donors offer auto related products and services, but none compete against each other. What is also evident is as our Concours d'Elegance is growing in attendance and reputation, existing sponsors are reaching deeper into their coffers, and more sponsors are willing to come onboard. If we nurture this, it will be an ideal recipe for the OJOA to improve the quality and quantity of our activities without prohibitive costs to the membership. So please, if you have a need for something that they offer, give them due consideration when you are shopping. And please mention your club affiliation.

Allan Lingelbach



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Watkins Glen Tour de Marque Journey A Jaguar Owners First Experience

In early 2017, Activities Director, Pete Moffett addressed the membership at one of our monthly meetings and invited us to join him at Watkins Glen Classic Car Show as Jaguar was going to be the marque car for 2018.

Fast forward to this past September, you would have found Chris and I heading across the border to join countless others on their journey to Watkins Glen. On the morning of the 6th, our first day of events, Jag clubs & drivers were invited to display their cars in Lafayette Park, which is located in the centre of town.

Our OJOA contingent consisted of the Carol & Allan Lingelbach in their XKR-S, Lynn & Ken Hatton and David McKeown in their E-Types, and Chris & I in our F-Type. We also had Pete & Lynda Moffett driving a borrowed MG because a few days prior to leaving, the clutch on their E-Type gave out. We were organized according to club affiliation and Pete set up our OJOA banner to proudly identify us.

The weather was perfect and the park was filled with every conceivable type of Jag. Halfway through the day everyone's attention was drawn by a very rare, 1953 C-Type entering the grounds. It was driven by the son of the original owner and was in an impeccable condition. We were later told that it had an estimated value of 7 million dollars.

As ambassadors of our club we reached out and networked with as many folks as we could. Everyone was very welcoming and quite a few expressed interest in our 2019 Concours. I'm curious to see if any of the seeds we planted will bear fruit with next year's attendance. I did see Allan having a long chat with the C-Type owner. What a coup it would be to have that car show up!

The display portion of the day ended on a high note for our little group. Allan & Carol's XKR-S was voted Best Modern Car and our delegation tied for first place with the folks from Pennsylvania for Best Club Display.

The organizers put a lot of thought into planning a successful event. They marshaled us for a tour of the area with the first stop at winery and then finally dinner. We were given three possible routes for us to get there. Our core group chose the scenic drive through 70 miles of the Finger Lakes arriving at Lakewood Vineyards in time to enjoy wine samples and collect a complimentary bottle of wine. Then it was time to head out to have dinner at The Top of the Mountain restaurant. What a view! Once again we were winners, as out of a possible 10 door prizes the Canadians cleaned up with 3 of them. What are the odds of that?

Our second day at Watkins Glen was 16 years in the making. In the history of the event, this was the first time that Jaguar was the featured marque. Our brand rose to the occasion with over 100 Jags meeting up to register at Le Chateau Lafayette Winery. With the wave of a flag our Tour de Marque started with a road rally through 1 ½ hours of the beautiful hill country of the Finger Lakes.

Midway, we stopped for lunch at the Watkins Glen International Race track. With lunch over the highlight of my day began. We were escorted onto the track for two laps of the race course. The only rules were 'no passing & **keep up with the car in front of you!**' For those OJOA members who took part in Mosport Day, two years ago, it was reminiscent of that day except the WGIR track is bigger & we went faster.

You might think that the day couldn't get any better but our next two laps were on the "old" racing course, which happened to be through the town of Watkins Glen. Imagine coming down the hill into town and the sight before you is of the main street lined with spectators waiting to cheer you on. Later, I was told that schools are closed that day and maybe some folks were allowed time off of work because there were thousands of people lining the streets. We got cheers every time Chris made the engine "growl" so needless to say a few growls were let loose.

..cont'd pg 8



They lined us up along Franklin St and with a wave of the starter's flag we were once again off. Even when we left the downtown there were still lots of people lining the route to wave as we literally flew by. It was really nice to see how well those E-Types kept up with the group. Once our last lap was completed we were led back into our designated display venue in Lafayette Park. This was our last chance to meet up with our US Jag "cousins", exchange club info and broker peace between our two nations.

At some point that afternoon, each of the wives in our group, lost their husbands along with the way. Mine disappeared for almost two hours, returning with news of the really neat Concours I had missed out on. I in turn was able to point out the XK-140 "Barn Find" selling for \$75,000, that we ladies saw plus the fun shopping expedition we went on. So there was something for everyone.

Rounding out our spectacular day, some of us met for dinner to celebrate Carol & Allan's 27th wedding anniversary. Flavourable food, fine wine and fantastic friendships was a fitting end to a day filled with fun firsts for Chris and I.

As part of our Tour de Marque package we were given free weekend passes to the Watkins Glen International Track to watch the races. With no other plans the Lingelbach's and the Kailan's decided to enjoy the "full" experience. Saturday dawned with Mother Nature abandoning us to cooler weather, so bundled up with whatever warm cloths we had, we set out to enjoy our last day. As part of our celebrity status we "found" special parking close to all the action. Either that or they figured we were with the Jaguar "Art of Performance Tour" group. As the kids would say, "Whatever!" -we got great parking!" We watched a few races, wandered through the car displays, took part in the Land Rover Virtual Simulator Experience and test drove a Velar on Land Rover's "Above and Beyond Tour" all terrain course.

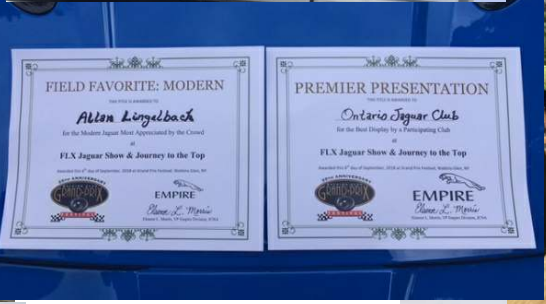
This was our first time at Watkins Glen and we had a great time. I would definitely recommend it to anyone who's considering it. Hope to you see you there in 2019!

Tracy Kailan





This is what's like standing next to 7 million dollars.



WATKINS GLEN
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Evolution of the E-Type

The E-Type is, of course, Jaguar's most iconic car, "most beautiful car", and probably the most exaggerated car that ever emerged from Coventry. In this short piece, I intend to trace its gestation, development, and resurrection while giving some feel and information on its drivability, performance, and service reputation. Let me say up front that I have never owned an E-type, nor have I ever driven one. In fact, I've never even sat in one, so this story is not resting on my experience but rather it relies on others impressions, mainly from Road & Track.

The heart of the first E-type beats as a 6-cylinder twin overhead cam engine with triple 2" SU carburetors displacing 3,781 ccs and rated at 265 bhp at 5,500 rpm, and 260 lb-ft of torque at 4,000 rpm. It is, of course, a development of the famous XK engine which first made its appearance in 1948, and was the state of Jaguar's engine art in 1961. One must bear in mind that in its day, engines for press cars were dyno metered at the output shaft, and were cherry-picked off the production line when a really good one was found. In fact, Jaguar was suspected of blue printing engines which were in pre production press cars to ensure that performance figures were as impressive as possible. It is more likely that under today's output rating protocols the XK engine of 1961 would not likely exceed 200 bhp at the drive wheels. Nevertheless, the engine was at the top of its class for a production car of the early 60's, and a major selling feature for the car. The best early pre production examples of the car, equipped with the archaic and infamous Moss Box (although some claim they love the thing and can get around without crunching the weakly synchronised gears by slow and deliberate shifting) could dash to 60 mph in a mere 7.6 seconds, and top out at 136 mph – a respectable performance even by today's standards.

For comparison, the immediate predecessor to the E-type was the XK150S, which usually made do with a 3,442cc version of the XK engine, but which had three SUs compared to the more standard XK150. Power went up from the twin carbureted engine of 210 bhp at 5,500 rpm in the 150 to 252 bhp at 5,500 rpm in the three carb version housed in the 150S. The S debuted in early 1958 and was reported in "Autosport Magazine" in June 1959 as accelerating to 60 in 7.4 seconds and topping out at 132.3 mph, which certainly suggested it was the performance equal of the 1961 E-type. In October 1959, the 150S acquired the 3.8 litre version of the XK engine with a power output the equal of the 1961 E-type, and interestingly, "Autosport" reported a 0-60 time of 7.6 seconds in its June 1960 test. The E-type was, however, in a completely different category with its monocoque cum tubular chassis construction, and of course, independent rear suspension and disc brakes on all four. And clearly, the aerodynamic aspect of the Sayer shaped body was much improved, even though by today's standards it is somewhat woeful, as was made clear in the E-type's higher top speed.

Those who are familiar with driving both the XK150S and E-type report that the driving experience is in much greater contrast than the performance figures would indicate. Beside the E-type, the XK150S feels to have its origins in a decidedly earlier era, felt immediately when seated, being the steering wheel position and the sighting lines over the bonnet. The big dynamic differences were due to the E-type's more rigid chassis and redesigned suspension, although these improvements were somewhat mitigated by the 150S's optional front disc brakes. As one might expect, the E-type showed its handling superiority on all but smoothest of surfaces.

I would observe at this juncture that contemporary pictures of E-types at speed on a track seem to show the car on fast cornering sweepers squatting on its rear suspension and lifting its nose in what must have had a lightening effect on its steering while planting the drive wheel for good traction. I wonder if this tendency was by design, or if the rear anti-rolle bar and damper combination were somewhat inadequate for the job.

In 1957 work began at Brown's Lane to design a successor to the XK150 which would rely on the construction principles and design of the D-type in that the main tub was steel monocoque with a tubular frame extending from the fire wall to support the front suspension and engine. The prototype was dubbed the E1A, and its light-alloy body bore a resemblance to the D-type as well. It was co-developed with the similar E2A, which was a racing car designed to replace the D-type; however, after a short career it was withdrawn from the racing scene. Both cars featured the monocoque and tubular chassis with IRS and the 3.8 litre XK engine. The E1A was running by the spring of 1958 and served as a test bed for the E-type. The tubular elements of the E1A's chassis more closely followed the D-type's design in that it was not detachable from the monocoque like the front section of the E-type.

By 1959 the early pre production prototype Es were being tested at Brown's Lane. The design had been essentially fixed, and all that remained was to establish proof of concept, test component endurance, and fit body details. The first production line cars appeared in the spring of 1961, and it is well known that they created great excitement among auto journalists and the public alike. That other worldly design and the almost mystical performance figures were enough to make a strong man swoon. Orders quickly outstripped production capacity as they had done with the XK120 thirteen years earlier.



Nevertheless, once the stirrings of love at first sight subsided into a view by a more critical eye, shortcomings in the design and execution began to show. The still worthy XK 3.8 litre engine was prone to overheat in hard use or in traffic on a warm summer's day.

The seat backs were non-adjustable and thinly padded, while the large steering wheel limited movement in the cockpit. Perhaps most tiresome, however, was the lack of leg room and shallow perch of the flat floor. These design flaws were exacerbated in the fixed head due to the lack of height from the seats to the ceiling. Not surprisingly there were gripes about the Moss box with its non-synchro first gear and pathetic higher gear synchronizers which limited fast and satisfying shifts, especially coming down through the gears. But perhaps the worst of it was the potential of all wheel disc brakes was unrealized as the power assist was inadequate as were the brakes themselves. Vigorous high-speed driving for any distance would reveal serious fade, showing the car's performance to exceed its stopping ability.

Such criticisms are from hindsight, so let's look at early impressions of the car through contemporary eyes of 1961. Road & Track published a detailed technical description of the car they dubbed the "Type E". They implied that a replacement to the thirteen year evolution of the XK was overdue and suggested that replacement model would be "a car to be reckoned with". By September of that year, James R. Bond recorded his driving impressions for Road & Track. He concluded that the car exceeded his expectations in every way. His test car, he noted, had topped 150 mph (a speed which Paul Skilleter has said was never achieved by an E-type taken off the production line), and one wonders if Bond had the advantage of a Jaguar dyno selected and blue printed engine. While Bond's car got to 100 mph in 16.7 seconds, he confessed that the Corvette would "nip" the Jaguar in acceleration times; however, the Jaguar would outrun the Corvette at top speed. Acceleration figures from the UK were quoted, recording 0 to 60 mph times for the roadster of 7.1 seconds (Motor) and 6.9 for the coupe (Autocar).

Both magazines recorded a hair over 150 mph as their top speed. Road & Track's own test record 0 to 60 mph for the Roadster of 7.4 seconds, perhaps a more realistic time for a car just off the production line. Bond commented on the sweet engine, and the sedan like ride of the E-type. The chassis was well balanced and showed no tendency to break loose on dry tarmac. He concluded that the E-type "is one of the most exciting cars ever produced", and at the same time lamented that a strike at the factory would delay the car indefinitely.

By April 1964, Road & Track was ready to test the E-type again, this time with a coupe. On this occasion, Henry Manney III coined the famous phrase "the greatest crumpet collector known to man". (This sounds disrespectful and wholly inappropriate now, and the writer apologizes for remembering himself as a twenty-two year old quoting that phrase when dreaming out loud about having an E-type). In any event, a concern is found in the article, which had been repeated many times in American reviews of the E-type, that while it was a beautiful car in roadster or coupe form, the slender bumpers made it all too vulnerable in city conditions. If one remembers the railroad-track-like protective hardware on American cars of the day, perhaps this was a valid point.

Manney described the smooth and tractable engine and disagreed with some commentators that Jaguar needed a new engine, citing the fact that it was a very advanced design in 1948, and that it had been extensively developed since. In fact, he makes the point that the car has top gear performance which compared favourably to a big V8. But he went on to say that Jaguar certainly needed a new transmission. Failure to have synchromesh on first, and synchromesh worth the name on the other gears, was unacceptable in a \$6,000 car. (By the way, the writer remembers picking up a brochure on the E-type from a Toronto dealer in 1966, when the Canadian price was \$7,000. According to the Bank of Canada inflation calculator, the equivalent price today would be \$52,000 – an obvious bargain.) Aside from the transmission, Manney viewed the car as having advanced engineering, referring to the monocoque construction, a safe IRS (i.e. not a swing axle design), disc brakes, and rack and pinion steering. It's worth remembering that most of these advances had not yet been widely applied in American cars.

In the article, Manney admitted that the E-type (and all other Jaguars for that matter) are complex designs which can lead to servicing problems if not maintained by highly trained Jaguar specialists. He believed, however, that recent Jaguar models were now more suited to American conditions, although correspondence from owners complained about the excessive cost of servicing. So, if you could afford to buy an E-type, he cautioned that you must have sufficient resources to look after servicing issues which are bound to arise. In short, the handling and performance of the test car were "formidable", but also docile and tractable enough that it would be "well within the capabilities of the average woman driver" (oh dear!). Again, the 0 to 60 mph time was recorded at 7.4 seconds, but the top speed was not tested.

The 3.8 litre E-types spanned the period from March 1961 to October 1964, during which time it underwent numerous refinements and changes too numerous to catalogue in this article. Nevertheless, the essential character of the car remained in-tact during its first five years.



Obvious short-comings in the earliest production examples were soon addressed, for example: the master brake cylinders and brake pad material were modified in January 1961; the bonnet hinges and floors under the seats (which were given better travel) were redesigned in February, 1962; minor body changes to the FHC were implemented in May 1962; a higher pressure coolant tank was fitted in March 1963; and as late as June 1964, the distributor was modified for engines with the 9:1 compression ratio. These are just random examples, but they clearly demonstrate that the specification of particular cars must be referenced to engine and chassis numbers as well as to the V.I.N. Certainly the 3.8 was refined over its production period, and one might even say development tested by the owners themselves. Paul Skilleter sums up the 3.8 in these words "... the production E-type was far quicker than anything save the lighter Ferraris and the muscle-engined Chevrolet Corvette, and scored over both these cars in ride comfort and noise suppression. ... minor failings like a slow gear change, sometimes nominal brakes, high oil consumption and rather cramped accommodation simply didn't stand a chance. To most people, the E-type was the ultimate sports car ..."

We next jump forward to October 1966 after the E-type (colloquially known as the Series 1 ½) had in late 1964 acquired the 4.2 litre XK engine and Jaguar's own designed and built all synchromesh (but still not on reverse, if I have it right) four speed transmission. Road & Track tested the Series I "4.2 Jaguar XKE 2+2" quoting Grace and Pace, but now more Space. (I bought this edition 1966 of R&T at the time – I was to be married the next month, but somehow the E-type was more on my mind. The magazine pictured four American youths behind an E-type parked on a California beach. Seeing the picture again still causes pangs of envy as my buying such a car in 1966 was pure fantasy. My affordable sports car of the day was a 1965 MG Midget with a 1098cc push rod four and a non-synchro first four speed manual.)

The article speaks of the polarized opinion among Jaguar owners: either you sing their praises or curse their failures. By 1964, the SU carburetors were considered an anachronism, the in-line six was "practically prehistoric", and the coupe body on the 2+2 should never have happened. But there quickly followed the assertion that the XKE was mechanically interesting, very pleasant to drive, had a better engine than most cars, and was one of the "sexiest" shapes on the road. The 4.2 litre engine had raised the torque at the 4,000 rpm from 260 ft-lbs to 283 ft-lbs over the 3.8 litre. The nine-inch platform stretch had made it a true 2+2, and the two-inch rise in the roof line was a welcome change for taller drivers, although curiously the windows would now not wind fully down. The hinged rear door opened to a generous storage space.

In their 2,500 mile test, there were no failures and even the clock "kept reasonably accurate time". The telescopic steering column was welcome, and the seats were the among the best they had ever tested. The speedometer was dead accurate at 100 mph, but the mechanical tachometer would jump every once in a while. The automatic transmission in the test car made driving simple, and although the 0 to 60 time had increased from 7.4 seconds with the manual to 8.3 seconds, the trade-off was considered worthwhile. The car's top speed was 128 mph for a two-way average. Their test car was not fully broken in and the engine was therefore kept under the maximum of 5,500 rpm; however, Autocar had taken a 2+2 to 139 mph equipped with a manual transmission. Slowed in LA traffic on a hot summer day saw the engine coolant temperature go to 100 C, but it never got to the 110 C maximum (obviously the coolant was kept under relatively low pressure by today's standards). Nevertheless, during those hot days the coolant fan ran constantly, even at highway speeds. Disappointingly, the test car had sheet metal flaws, interior trim not properly fitted, and a body full of squeaks and rattles. Nevertheless, short comings aside, the authors concluded that at the price the XKE 2+2 offered great value for such an enjoyable car.

After a number of modifications and improvements, the 1968 model was known as the Series II, and this nomenclature effectively resulted in the earlier cars becoming known as the Series I (similarly to the MKI and MKII saloons). As 1967 came to a close, and 1968 production began, there was a gradual transition from the Series I to the Series II, and while these transitional cars are sometimes referred to as Series 1 ½, there was no official designation as such. In effect, the changes were progressive, and hence the transitional cars vary in detail preventing a homogeneous Series 1 ½ designation.

By 1969, Road & Track was ready to carry out driving impression and testing of the Series II E-type, which was now compliant with US safety and emissions regulations. In June of that year, a comparison test of four GTs available in America was carried out. Present were the E-type Coupe, the Corvette Stingray, the Mercedes 280 SEL, and the Porsche 911T. As the article mentioned, the E-type was the "detoxed" version which dropped the horsepower to 245, took away the headlight covers, and added new side and rear lights. Of course, this car wore two Stromberg carburetors instead of the triple SUs; however, in spite of this travesty, the E-type was the quickest of the four cars assembled through the quarter mile covered in 15.7 seconds and managed 0-60 mph in 8 seconds flat.

Notably, these results were achieved with the three speed Borg Warner automatic. Braking was rated equal to the other makes. While the Jaguar got kudos for ride and noise abatement, it rated low on seating comfort, heating and ventilation, and outside appearance!!! (Does familiarity breed contempt?) Essentially, the E-type seemed somewhat dated in this comparison, and was rated either below average, or very low in resale value, dependability, ease of repair, and in the customer's opinion of the dealer. And yet, the Jaguar magic shone through with loyalty to the Marque being rated as high.


...cont'd on pg 15



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The findings of the GT comparison test no doubt peaked interest at Road & Track as to how the E-type fared in road use, and in July 1969 the magazine published the results of a survey of an even 100 owners. The years covered in the survey were from MY 1963 to MY 1968. Only 27 were "only cars", and 70% were bought new. Annual mileage ranged from 10,000 to 15,000 miles and the highest odometer reading was 82,000 (131,000 km). Daily transportation usage accounted for 85% of the cars, and 31% were used in rallies. Owners who reported driving "very hard" made up 5% of the respondents, 51% said they drove "hard", and 44% drove "moderately". Sixty-three percent followed the manufacturer's maintenance schedule, and 24% did their own maintenance, which according to R&T was an unusually high number for the E-type's price bracket.

Owners loved the performance, handling, braking, and the flexible and torquey engine. The expensive looking cockpit was a recognized desirable feature, as was the good ride, the road trip comfort and carrying capacity, and, of course, the styling.

For the first time in an R&T survey, owners were most dissatisfied with the cost and frequency of maintenance and repairs. The ventilation system, including the heater and defroster, was singled out for criticism. Next came the engine's propensity to overheat, but surprisingly for a British car of the period, complaints about excessive oil consumption were few. The pre-1965 models came in for criticism of the Moss "crash" box. A full 49% of owners experienced instrument failures or troubles. Oil and coolant leaks were frequently reported, and insufficient charging capacity vexed Series I owners (due to the DC generator which was replaced by an alternator in 1965). And lastly, rapid clutch wear was mentioned by 13% of the owners (which I suspect was due to clutch slipping and riding by their drivers).

Despite the complaints, which exceeded those reported in domestic contemporary brands, there was a willing "grin and bear it" attitude among E-type drivers as a full 83% said they would buy another one. The 17% comprising the remainder of the survey were decidedly against the idea of another E-type, and perhaps even another Jaguar. As a parting note, Road & Track speculated that a replacement model was expected under BLMC's ownership (having bought Jaguar in 1966) in the next year or two, which was expected to answer many of the current car's short comings (the Series III?).

By August 1969, US emissions requirements had set their grip on the aging E-type, and it was time to find out their effect. R&T selected new Series II Coupe to put through its paces. The new regulations were given as the reason for the raised open headlights, larger tail lights, and side lights. These additions and changes were seen as negatively affecting the purity of the original design, and suggesting that a new model was overdue. Of course, lopping off one of the carburetors and replacing the SUs with two Strombergs did no good to the horsepower rating, dropping it to 246 from 265. A heated induction manifold may have allowed the engine to run leaner in colder temperatures, but it probably didn't help in throttle response or power output once warmed up. The car was described as being "rather dated" as entry and exit were awkward, the heater controls had no temperature setting (!), and the coolant temperature gauge had no calibration. The test car had factory installed air conditioning (made by GM) which worked quietly and effectively.

The Coupe had gained 120 lbs. (emissions equipment and air conditioning?) compared with the 1964 model to weigh in at 3020 lbs. (By comparison an F-type V6, depending on the equipment fitted of course, would tip the scales at just over 3,500 lbs. without fluids.) The final drive ratio had been increased from 3.31:1 to 3.54:1; even though, the 0 to 60 mph time was 8.0 seconds increasing from 7.4 in 1964, but was still considered to be respectable acceleration. The engine was torquey and smooth, and yet it seemed strained at higher rpm when taken above 3,300 which gave the equivalent of only 71 mph. The six-speed (new in 1965) shifted smoothly although it was a bit noisy. Steering was considered accurate but heavy at slow speeds and the chassis provided good handling despite its narrow track when compared to contemporary competitors' vehicles. The four-wheel disc brakes were effective and no longer emitted squealing noises at slow speeds. A new engine had been rumoured (the V12, no doubt) but the basic car was expected to continue for several years yet. While the testers liked the car, they felt it was overdue for replacement.

By May of 1971 R&T had information on the Series III V12 roadster for analysis. The new engine was described as being of advanced design with considerable development potential and was expected to have a long life (in fact the V12 endured on Jaguar's production line until 1997). A lengthy technical analysis of the engine followed, in which questions were presented to the Jaguar engineers who answered them quite honestly and fully. In conclusion, the article pointed out that the 5.3 litre V12 was modestly tuned when compared to its competition. Ferrari's 4.4 litre V12 put out 320 bhp at 6,600 rpm, while Lamborghini's 4 litre unit managed 350 bhp at 7,500 rpm. The Jaguar 12 cylinder was rated at 314 bhp at 6,200 rpm but had good low-end torque of 349 lb-ft at only 3,800 rpm.



Changes to the E-Type in Series III form included a longer wheelbase, structural chassis modifications for the engine, anti-dive geometry for the front suspension, a larger more sloped windscreen, longer doors, and more luggage space. The wheel arches had been flared for a wider track, and a new handsome grill was evident. Paneling changes at the rear of the body were necessary to accommodate a larger fuel tank, and a new engine sub-frame enabled the turning circle to be significantly reduced from 41 to 35 feet. In cabin features had been generally improved, and all of this was available for about a 20% price increase over the Series II model.

It wasn't until October 1972 that Road & Track got a convertible Series III E-Type to test State side, although the car had been driven by the magazine in Europe. The 12-year-old E-Type seemed to be "new wine in an old bottle" in order to keep the model going for another few years. The old car had been stretched and bulged to fit the new V12 engine and to provide additional space; however, the beauty of the original car had been lost. The cockpit was as aged as the body being cramped and without sufficient position adjustment and the seat cushions were not sloped enough there by giving the driver the feeling of sliding under the steering wheel when rapidly braking. Another concern was the ventilation system, and in particular their controls which were "laughable" being almost indecipherable. If one did get to understand them, air could only be directed at the feet, and as usual with British cars, and the defrosting system was ineffective. The GM designed air conditioning, however, worked very well and was worth the added expense.

Power assisted steering was now standard and was good in some ways and not so good in others, being too light and slow. It was appreciated, however, and its control was precise but it was short on road feel and could be overwhelmed by rapid steering inputs. The wider track had not led to more space in the footwells which were considered to be cramped, and the heavy clutch (requiring 42 lbs. pressure) was tiring in stop and go traffic. The brakes had been improved giving good stopping power but the rear wheels could lock up in heavy braking. Fade resistance was, however, excellent. The manual all-synchro four speed was a delight to use, and provided a top speed of 136 mph with the 3.54 final drive and a relaxed cruising speed of 110 to 115 (in Nevada).

The new chassis had eliminated most squeaks and rattles; however, the suspension was somewhat softly sprung and the car had a slower skidpad speed in testing than the XJ6. Nevertheless, the handling balance was considered to be good and car's positioning was predictable. There was high speed front end lift noticed and rear torque steer was evident under rapid acceleration. The Dunlop tires were prone to squealing (the recommended pressure being 24 lbs. front and 28 lbs. rear); however, better results were obtained by increasing these pressures. (By contrast, my 2017 XF recommends 44 lbs front and 48 lbs rear to provide minimal rolling resistance.)

The engine was considered "worth the price of admission" and more than compensated for minor short-comings such as rain leaking through the top of the windshield and the side windows. The engine was praised for its smoothness and tractability throughout its usable range. The fact that it had four Strombergs rather fuel injection was surprising to the testers (of course, it wasn't known by Road & Track at the time that Jaguar had experimented with various suppliers', including Bosch and Lucas, fuel injection for the V12 and had found these early systems to be unsatisfactory). Nonetheless, the engine started easily from cold on the manual choke and it did not have the initial flat spots associated with other carbureted engines of the time. In short, the engine never seemed stressed even at 6,000 rpm. One potential problem which never manifested on the test car was its "much maligned" Lucas transistorized ignition and breakerless distributor. The engine could require excessive cranking to start when hot and it did overheat during a drive in city conditions at 108 degrees Fahrenheit (42 degrees Celsius), but the V12 had generally been reported to have overcome the XK engine's tendency to overheat.

The magazine concluded that the V12 Series III was an interesting car to own and could be satisfying on the road; however, they did feel that when compared with Jaguar's outstanding XJ6, the sports car was somewhat disappointing. It seemed that there were just too many compromises to make the redesigned E-type deliver the standard of design and dynamics that Jaguar was capable of at the time.

Performance test data on the convertible resulted in 0 to 60 mph. in 7.4 seconds, and the quarter mile in 15.4 at 93 mph. Normal driving delivered 14.5 miles per US gallon (16.3 litres / 100 kms pre-May head, of course). According to R&T's reader experience with Jaguars generally, the new Series III was expected to have below average reliability.

In February 1974, Road & Track reported on a five "open" car comparison test. There were the E-type V12 (\$9,665), the Corvette (\$6,869), the Dino (\$18,195), the 450SL (\$16,748), and the 911 Targa (\$12,775). In spite of the wide price differences, these cars had the same remit, namely to provide rapid transportation and driving enjoyment for the pilot and a passenger. On straight performance, the Corvette's 7.4 seconds to 60 mph bettered the second place 8.0 seconds recorded by both the E-type and the Dino. Likewise, the quarter mile was covered by the Corvette in 15.8 seconds, while the Jaguar and Ferrari required 16.2 seconds, just beating the Porsche's 16.4 seconds. Interestingly all the cars had four-wheel disc brakes. The Corvette could manage to stop in 129 feet from 60 mph while the E-type's second place needed another two feet.



The cars were tested in New England on bumpy country roads where the Jaguar's radials (Dunlop's) did not measure up to the radial tires of the competitors due to their harshness and tendency to squeal on the corners. As a result, the E-type trailed the others by a "wide margin" on the back roads except for the Corvette which seemed to hop clumsily from one bump to the next. The Dino won this ordeal by a wide margin, its suspension being able to keep the tires in touch with the pavement and its 500 lb. weight saving giving it superior agility. On a slalom course, the E-type was simply out gunned by its competition. It was prone to excessive understeer and its too light steering, which gave little idea what the front wheels were doing, was too slow in responding to corrections. Again, the car would tend to rear wheel torque steer under power.

The highest rating of the group for comfort and controls went to the 450SL. It had superior controls layout, HVAC, and outward vision, and seats. The perceived quality of construction bested the other contenders and it scored best for ease of entry, outward vision, and general packaging. In stark contrast was the E-type's out dated design resulting in a cramped cockpit, inadequate ventilation, and a "maddening" controls layout. There was no left footrest, the seat cushions slope forward giving the impression of sliding under the steering wheel, and the poor fit of the doors and poor seals of the convertible top further detracted from the E-type's drivability.

So, inclusion the writers gave the Dino, closely followed by the Porsche, top marks for a sports car, and the Mercedes won as the best GT by a wide margin. Both the Corvette and the Jaguar failed to excel in either category, with the Jaguar being further marked down due to its questionable reliability. The E-type was summed up as an obsolete car with an excellent engine.

Obviously, Jaguar had kept the E-type well beyond its best buy date, and its fourteen-year evolution had not brought it to a competitive standard. While the car still had appeal, there were too many shortcomings to overlook when going head to head with its peers, and its chassis clearly had been surpassed by its contemporaries. Fit, finish, and modern design requirements (under the emerging US regulations) had been cobbled together in a truly short-cut BLMC fashion to wring the last dollar out of a once leading sports car. Investment in a replacement car had been needed years earlier than the late sixties when design work began; however, early 1975 would see the E-type out of production, never to be built again – or would it?

In September 2017, Jaguar Cars Ltd. announced that it will build and deliver to order, starting in 2020, authentic 1968 specification in the new E-type Zero to be powered by an electric motor. The car will weigh 46 kg less than its petrol counterpart, and can be easily retrofitted with a six-cylinder XK engine. The car is to be made exactly as the original 1968 model, using laser and cad-cam techniques to measure original cars, as well as referencing original drawings and photographs. The chassis will also retain the authentic 1968 design. The electric version will have a 170-mile (270 km.) range and will accelerate to 100 km ph in 5.5 seconds. The cockpit and dashboard will be a contemporary design and will have a touch screen capability as an option. Lighting will, of course, be the latest LED technology. Speculation is that the car will be priced in excess of 1 million GB pounds (\$1,725,000 Canadian).

So the E-type is destined to live on for another few years to boost awareness of JLR's electric technology and to fill an apparently undying demand for a contemporary E-type. It is truly an icon, which current designers and engineers will probably try in vain to equal in the future.

John Myers

References:

*The Jaguar E-Type, Paul Skilleter
Road & Track On Jaguar – 1961 to 1974*



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OJOA YEAR END DINNER

On Friday, December 7th our members celebrated the end of the 2018 driving year with a dinner at the Concordia Club in Kitchener. The turnout was great as we filled our room to maximum capacity with a total of 52 participants. It was an evening filled with laughter, friends and good food. At the end of the evening some folks were recognized for their outstanding achievements with awards being presented to them. *Tracy Kailan*

This year's award recipients were:

- A) Award of Nine - John Myers
- B) Freeman Cup - Mike Parry (*Absent*)
- C) Thornhill Cup - Steve Sherriff
- D) Carrick-Barrett Memorial Cup - Chris & Tracy Kailan
- E) Canadian Capers Connubial Cup - Tony Burgess & Josephine O'Brien
- F) Rampant Crank - Pete Moffett
- G) Most Active Member - Mark Smith
- H) Most Active New Members - Walter & Elspeth Molloy



Thank You for a Thank You

The OJOA Christmas Dinner and Awards Night seemed to be enjoyed by most, given the din of conversation. However, this ceased temporarily, specifically between dessert and the trophy presentations. John Myers became the focus of attention, but it didn't take long for Carol and I to realize that his humorous anecdote would soon throw the spotlight on us.

Moments later, we became the recipients of a stunning creation by Pete Moffett, an extremely talented OJOA member. As you can see from accompanying pictures, the close representation of our two concours-competitive Jaguars share space with our pair of Bernese Mountain Dogs. One dog is pulling a cart, which in reality, actually took place at each of the three concours that we hosted. And who can refrain from smiling at miniature copies of an OJOA magazine sitting on the dash on one car, and the back seat of another. I mean seriously, even the license plates are correct!

Beyond our awe of Pete's skills, we want to thank those responsible for planning this tribute to us, and above all, the membership for embracing this idea of a concours-in-the-country. Carol and I are unanimous in the opinion that this award was unnecessary, given that we shouldn't be rewarded for contributions that we enjoyed making. It's a very understood line, that the more you put into something, the more you get out. And this applies in spades to the OJOA club. Our club experience keeps improving as our involvement increases. We strongly encourage others to step up and get more involved, and be rewarded by the consequences of a more vibrant club.

Thank You Everyone!

Allan Lingelbach



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JAGUAR HUMOUR



A student decides to hire himself out as a handyman. The first customer offers him \$100 to paint his porch.

“I have the paint and the rollers in the garage,” the customer says. The student agrees and goes to the garage to get the paint while the customers goes back inside.

A couple of hours later, the student knocks on the customers door. “All done,” he boasts proudly, then adds, “I think you ought to know, it’s not a Porsche, it’s a Jaguar. It says so on the truck lid.”





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WORD SEARCH

by Tracy Kailan

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S	E	S	K	A	Y	I	S	E	A	B	Y	P	R
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AT LONG LAST - AUTHENTIC TUBE RADIO MUSIC TO MY EARS

There is something about the sound of an old tube car radio which even musically challenged incompetents like me can appreciate. There is a distinctive mellow, warm sound which wafts from these contraptions. It is a bold and rich sound which subsequent transistors and modern electronics do not replicate. Even my untrained ear can instantly tell the difference. The character and quality of this unique sound is undoubtedly why musical amplifiers continue to be manufactured with tubes.

When initially turned on, the hum of the vibrator in such a radio creates a certain suspense until sound bursts forth about fifteen seconds later, just when you were ready to give up. Your patience is then rewarded. This suspense is just like starting a slow cranking six volt collector car which invariably starts just when hope is almost lost.

If your collector car originally had a vintage tube (*British term is “valve”*) radio, or a more modern, but still old radio, this article is intended to inspire you to get it operational and keep it operational, rather than replace its internals with solid state and other wizardry. Such a project can be easier and the result more durable than you may think. The antique and vintage radio hobby is alive and well. There is plenty of amateur and commercial advice and restoration assistance out there, radio hobby club support, and parts can surprisingly be readily found.

My razor edge 1937 Rolls-Royce 25/30 Sports Saloon (GHO-1) with coachwork by Hooper, is the only collector car I have ever owned which never had a radio installed from new. After owning this fine car since 1992, at long last I decided to rectify this situation. As this is a Concours car, for several years I searched in vain for an authentic radio. As you might expect, operational car radios from the thirties are by now quite rare. Car radios only made their debut in 1930. Indeed, very few Rolls - Royces of the thirties featured car radios when new. I knew I was jumping into the deep end, although not quite exploring the pyramids of Egypt. If you have a newer car, the mission will be correspondingly easier. Part of the fun and the challenge with older cars is to keep them authentic. In the process of finding and restoring a correct radio you become a mini historian. This process can feel like an archaeological dig for artifacts.

My fairly thorough initial search was unsuccessful. Locating authentic radios for other cars will be much easier. In desperation, in around 2012, I installed a brand new Crosley “cathedral style” retro radio (still made by Crosley very close to the original style of their table top home radio) in the rear of my chariot. (*picture attached*). I cut this inexpensive replica in two, reducing width to a reasonable size, and then trimmed with ebony veneer to exactly match my woodwork. A friend got rid of the 110 volt plug and powered this AM/FM transistor radio with a nine volt battery. It cost about seventy dollars all in, and performed and looked great. However, it was a fake in a car which was the real deal. The FM was great (FM was not developed until around 1938) but there was severe engine interference on AM. I had no metal radio antenna at that time, simply the tiny flexible FM antenna which comes with the Crosley unit.

However, my conscience began to get the better of me, especially when Classic Car of America (CCCA) judges at the Gilmore Museum in Hickory Corners Michigan in 2013, asked me if this rear mounted radio was real. I responded that I was a Canadian, but that I understood that anyone could “take the fifth” while in the USA and that I was taking the fifth. The judges thanked me for my candor and one added that it was a superb fake.

Indeed the quality of the fake caused a well intentioned novice Rolls-Royce Owners Club (RROC) interior judge to want to give me bonus points for the Crosley radio at an RROC Annual Meet until the Judging Team Captain politely set her straight.

My reformation started when I was back again seeking my CCCA Senior Award in 2014 at the fabulous Gilmore Museum in Hickory Corners Michigan. The same judge expressed his regret that they would have to deduct points once again since the radio was still there. I pretended to have ignored this issue, but by this time the radio was mounted with velcro. When this judge moved on to other inspections, I quickly removed the radio and put it in my cooler.

When he returned and discussed the proposed radio deduction, I offered to give him some water to counter the effects of the very hot day since I now claimed there was no radio. To his surprise the radio had vanished. After some light heated banter, the judges agreed there would be no deduction if I revealed my secret which I did. The car duly received its CCCA Senior Award with a very high score.

..cont'd pg16



But by now I was determined to do things right. I soon posted a parts wanted notice on the Rolls Royce Owners Club (RROC) website. At least three years later, after I had forgotten all about it, an RROC club member E Mailed me asking if I still wanted a period correct Rolls radio because he had one. My brief reply was " you won't have it for long." This fine gentleman struck a very fair deal with me, advising he didn't know whether the radio could operate, or even if it was all there internally, but that it was a correct 1934 Philco for a Roll-Royce. The photos looked promising. He told me that it used to be mounted in a 20/25 which had been restored by someone else, without putting the radio back in. It was simply unknown when it had last played. Having previously searched in vain, I did not hesitate, reasoning that a bird in the hand was worth a flock in the bush. Yes, it was a 1934 radio, but the original owner of my 1937 car had previously owned a new 1934 20/25. In any event, beggars cannot be choosers.

I thought it unlikely that a fair minded judge would punish me since it was a period correct Rolls-Royce radio which Hooper & Co. Coachbuilders could readily have installed at my original owner's request in 1937. Was I going to wait until eternity for a 1937 radio or act now? I am glad I dove in. At the very fair price I had little to lose.

The good news was that when it arrived, it was indeed the correct Rolls Royce model, a twelve volt 1934 Philco Transitone Model 10 T, with an internal step down transformer reducing the voltage to six volts so that Philco could use the same tubes etc. in twelve volt Europe, as they did in six volt North America. The ' T ' was the designation for the Rolls - Royce model. American made Philco and Motorola were the principal Rolls Royce radios in the thirties. They were the primary manufacturers for many cars in the era. They had remotely mounted cable driven tuners with a dial. This handsome looking tuner was connected to the bulky case via rather long cables. When it arrived, this heavy unit looked complete and very fine externally.

I read a fair bit in Valve Radio and Audio Repair Handbook,(by Chas. E. Miller, published in 2003 by Newnes and available from Amazon), easily obtained a schematic from an online source, and importuned a knowledgeable friend who brought his other knowledgeable friends to this archival event. They knew electronics, but not thirties radios. I knew nothing. We opened the case, and lo and behold everything appeared intact. Gradually feeding up to six volts, but not daring twelve volts, we got many tubes (sometimes called "valves" or "heaters") to light up, but it remained as quiet as a tomb with no signs that appropriate power existed to motivate the relic.

I resigned myself that easy success was not to be, and buttoned it up but at least mounted it in the car. I continued with my fake Crosley in the rear which I now called a speaker (it sure looked the part) and installed a proper 1935 Motorola tuner on the face of this fake rear speaker. I hooked the transistor power from the replica Crosley in the rear to the Philco radio in the front and it played well through the original front Philco speaker and / or the rear Crosley speaker. In fact the authentic Philco actually has authentic internal provision for a rear speaker with a switch.

However, I remained guilty as charged since the original Philco radio could not play. All the sound was coming from the rear Crosley transistor radio. Although almost any judge would be deceived by the sound coming from the front Philco speaker which is part of the original radio, I refused to lie if asked any direct questions. In the end, I was not asked by any judges to turn the radio on.

This story of deception and treachery would have ended there, until another friend advised that his brother in law knew vintage radios. Sure enough this superb gentleman got the Philco to play after several hours of diligent analysis. . The first tune was appropriately from a fifties soap box opera. This guru dismantled and repaired the vibrator (apparently vibrators do require service over time) and I was in business. The least I could do, and did, was to take this fine gentleman and his wife out to lunch in the Rolls together with my friend and our wives.

Now I was getting greedy, and wanted a correct antenna. I was about to throw out the somewhat unusual looking telescopic antenna which arrived with the Philco, until I learned in Roberts' Book of Firsts that Philco invented the telescopic antenna in 1934. To my surprise I was looking at the correct antenna. Moreover, the antenna worked after I installed and wired it, enclosing the cable in conduit pretending to be a Hooper Coachbuilder's craftsman. I am aware that some period antennas of the early thirties are elaborate structures with long metal rods mounted under the car. However, this correct antenna nicely tucks between the side mount and the bonnet looking like it has been there forever.

However, I still feared engine interference, and was not keen on installing all manner of capacitors and resistors on and around my pristine engine. However, by this time I was plugged into multiple gurus. No problem they said. Take your twelve volt power directly from the battery under the rear seat via a fusible link. In the result, all my connections went nowhere near the bonnet.



To my relief, this worked. Now there was no engine interference at all. The only fault was that the Philco tuner was nowhere near the correct frequency. To my utter amazement this changed over time as if by magic. The more I played the radio, the better the sound, and the more precise the tuner. Soon the mechanical tuner was bang on frequency. This remains a miracle to me, although I am sure there is a mechanical explanation. Indeed the whole escapade remains miraculous.

Moreover, the sound was high quality with very good volume. I have no musical aptitude whatsoever, but it does sound pleasantly mellow. There is only a very faint inoffensive vibrator hum which is the way they were when new. You don't notice this. It takes about fifteen seconds to start playing. Now at last I have a radio functioning as new for the past six months with no sign of looming peril. In fact, it sounds better to me than a modern car on AM radio.

The experts scoffed at my last remaining fear - replacing the tubes. One of these experts has 10,000 tubes. Another knows where there are 150,000 tubes locally in Ontario Canada let alone in North America. I checked and you can buy these numbered tubes on E Bay for heaven's sake. Since they are vacuum packed, apparently tubes don't deteriorate from sitting the way I expected they would.

It turns out that restoring old radios is a popular hobby, with vintage car radios a smaller, but not insignificant segment. There will be commercial vintage car radio restorers near you who are fairly easy to find. Their prices are likely to be reasonable since they will not be the only show. You can ship these radios if necessary.

The newer and less exotic your car, the easier it will be to find and purchase an antique or vintage car radio from reputable dealers via their websites. There are also clubs that provide helpful advice to members (eg. Philco Radio Club). In retrospect, I was mesmerized by what I thought was an impossible project. It turned out to be fairly easy, inexpensive, and fun. If you have dreamed about an authentic radio playing in your collector chariot, I learned it does not need to remain a dream. You are probably talking hundreds, not thousands, of dollars.

If I can drive with an operational 1934 car radio, those of you with newer cars, and greater knowledge than I (likely all of you on the knowledge score), can do it too. All you need is patience and enthusiasm. Good friends are also an asset. Since we collectors restore everything else on our cars, why not the radio as well? It sure sweetens the satisfaction of the ride to listen to authentic sound.

PS: Thanks to expert help from Tim Jayne an RROC guru in Pennsylvania, I also successfully installed an authentic operating tachometer (*picture enclosed*). This was rebranded from a Bentley 4 ¼ litre during the long period both Rolls and Bentley were under the same roof. I have documentation and physical evidence on the firewall proving that a tachometer could have been installed from new on my car. I have no evidence it was ever done. This was a somewhat complex project, subsequently assessed correct by topflight judges at two Invitational Concours. I knew I had to be scrupulously accurate because the judges would zero in, perhaps missing other flaws in their zealous pursuit of what they believe to be a rogue tachometer.

I am now planning for an operational rear seat speedometer. I have an authentic speedometer again from a Bentley 4 ¼ duplicating my existing cable driven front unit, but am currently daunted by the prospect of running cable drive to this rear unit. However, based on past experience with similar projects, armed with the right attitude of patient enthusiasm, I plan to prevail. I refuse to use a GPS cable drive which would make it easy.

If you would like any further information on any of these projects or have any ideas for an authentically cable driven rear seat speedometer, please contact me at sesherriff@gmail.com.

Steve Sherriff



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Then click on Classifieds

2000 XK8 Conv

[09-18]



Great Driving Car with 190,000 km
Emissions passed 2018
Transmission just 4 km (Metro)
Front End Restored in 2013 / Floorboards Replaced in 2017 by Jag Doctor
All electrical working, Interior/Wood Excellent

Price: \$10, 800

Contact: John Hood at 905-492-4444 in Pickering

Email: jchood@rogers.com

1987 XJS Coupe

[08-18]



British Racing Green/Tan Interior
Solid Running V12, MFG Coventry, England, SER# SAJNK5047HC143231
172,000 km approx
Generally in good shape but some service work required, currently having new alternator installed
This car was previously owned by Canadian Icon Gordon Pinset

Price: \$7,500 obo

Contact: Rick

Email: rick@zytaruk.com



2017 F-Type SVR

[08-18]



Ultra Blue/Jet Black
Gloss 20" Rims,
Carbon Fibre Package
Only 2,200 km
Accident Free & Super Clean
Price: \$125,000
Contact: Andrej
Email: akopac@sympatico.ca

2002 XKR

[07-17]



British Racing Green with Tan Leather Interior.
Rare Coupe in very good to excellent condition. 370 bhp supercharged 4.0 ltr V8.
Car has been very well maintained. Looks GREAT! Runs GREAT!.
Needs absolutely nothing to be enjoyed immediately.
Selling as is but was certified in June 2017. New tires.
Serious inquiries only. Will deliver in GTA.
Contact: James at 416-428-3933
Email: james.chalmers@bell.net



PARTS FOR SALE

MK2 Body Parts

[11- 18]

Price: \$175 obo

Right hand rear wheel spat. This is a New Old Stock part (#17011)
Still in original factory primer. It has a couple of small spots of light surface rust. Otherwise like new!

Also available, a right side front wheel arch repair section. This is an aftermarket part, un-primed with some light surface rust.

Contact: Jeremy Sinek at 905-271-9971

Email: jeremy.sinek@sympatico.ca



XF Winter Tires and Rims

[10- 18]

Price: \$1500 obo

Four P24/45R 18 Bridgestone Blizzak LM60 with 5/32 of thread remaining. The rims are 18" Silver Alloy with a bolt pattern of 5 x 108

Located in Barrie, ON

Contact: Kristin at 416-910-9826 for details on where to see them

Series 11 E-Type Roadster Dash Pad by BAS

[10- 18]

Price: \$150

Brand New / Never Installed

BAS list price \$225

Contact: Dan Garry at 226-929-4055

Email: j.dan.garry@gmail.com



PARTS FOR SALE



Full Set of Real Tail Lamps for a 1994 XJS
Price: \$850

[05- 18]

Rear Chrome Corner Extension Blade Right/Left for Series 111
Price: \$300

Contact: Clinton Hibbert at 613-475-1821
Email: clintonjag@sympatico.ca



Jaguar Parts from a Series 1,4.2 E Type Roadster for Sale

[06- 17]

Windshield, Top Chrome, Lower Chrome, Tension Rod, Rear View Mirror
All in very good condition

Left & Right Tail Light assemblies complete with mounting gaskets, some deterioration on the chrome but not bad, Left & Right front marker lamp lenses only

Contact: John deMercado, 905-392-2061

Email: johndemercado@gmail.com



Jaguar Parts

[06- 17]

Many quality parts mostly Saloons from Mark 5 through 420
Trim, Interiors, Gauges...
From Mark 5 transmission to E Type metric speedo
All photographed
Send list of needs or call Jeff Hanning at 416-588-5864
Email jeffery.hanning@gmail.com



JAGUAR PARTS WANTED

Jaguar 1968 E Type Series 1 1/2 OTS Parts Wanted

[06-17]

Roadster Top Front Metal Canopy & Chrome pieces above windows
Chrome Strip Front & Rear of Roadster Top
Chrome Hardtop Mounting Brackets
Door Interior Chrome Strips (4) Series 1 door panels
Call Jeff Hanning at 416-588-5864 or
Email jeffery.hanning@gmail.com

JAG MEMORABILIA FOR SALE

Manuals for 1995 XJ6 & XJ12

[04-18]

Complete set of Genuine Workshop Manuals
Price: \$200 for the full set
Contact: Roy Stevenson at 519-574-9867
Email: platinum.limo@hotmail.com



Jaguar & Classic Car Calendars 1986, 1987 & 1991

[02-18]

Their time has passed, but the images are too gorgeous to throw out. Calendars measure 21 x 21 inches each with six beautiful images of historic Jaguar production and race cars.

Price: UPDATE* \$10 for the set

Contact: Jeremy Sinek at 905-271-9971

Email: jeremy.sinek@sympatico.ca



Club members and other interested parties may advertise personal cars, parts and services for sale or wanted in the newsletter and on the website. Ads should be no longer than 50 words and may be edited for space considerations. All classified ads run for a minimum of two consecutive issues and can be renewed if requested. Members of OJOA and other JCNA affiliated clubs offering reciprocal free advertising may advertise at no charge, the fee for others is \$25 for 3 issues / \$60 for 4 issues. Contact the Advertising Director to place or cancel ads.



FALL TOUR: A DRIVE TO COLLINGWOOD

Steve Sherriff & John Myers were the architects of this year's Fall Tour, which began at the the Brampton Flying Club on the morning of Sunday October 14th. Our group consisted of 39 folks who met for breakfast before embarking on a 3.5 hour journey to Collingwood. The Fall leaf colours were amazing and the bright sun more than made up for the chill in the chill in the air.

The first part of the tour which was designed by Steve took us through the twisty and scenic Forks of The Credit Road where our drivers got a chance to showcase their skills. After a brief stop of coffee/snacks we continued our journey under the direction of John. This is where our navigators and their skills took over. We all arrived for lunch within 30 minutes of each other, still smiling and all relationships in good standing so I would say that Steve & John's directions couldn't have been too bad!

Lunch was enjoyed by all at the Gustav Restaurant located in the Georgian Bay Hotel. The food was very good but it was the fellowship of friends that made it even better!

Tracy Kailan

Photos by Josephine O'Brien



Ontario Jaguar Owners Association


Director: Membership
Mike Parry
(647) 472-3465, mikeparry617@gmail.com
437 Lakeshore Dr,
Port Perry, ON. L9L 1N7



2019 Application Fee (January 1 – December 31)

ONE YEAR MEMBER: Single **\$80** or Family **\$90** - circle choice, or,

THREE YEAR MEMBER: Single **\$220** (save \$20) or Family **\$245** (save \$25) - circle choice

Paid by: Cash _____ Cheque _____ No. _____  _____ - check choice
Cheques are payable to the Ontario Jaguar Owners Association.

Name (Last) _____ First _____

Family Member #2 _____ First _____

Address (No./Street) _____

City _____ Province _____ Postal Code _____

Email _____ Phone (primary contact) _____

My Jaguar

#1 year	Model	colour
#2 year	Model	colour
#3 year	Model	colour

A portion of your fees are forwarded to **Jaguar Clubs of North America** (JCNA) to which we are affiliated as well as more than 50 Jaguar clubs across North America. You will also be receiving your official JCNA membership card and the Journal (The Jaguar Journal).

Newsletter – Delivery (check one)

- Electronic Delivery – download from Web (easy and convenient) - Yes _____
- Canada Post - Yes _____

OJOA Book Interest: Surviving with Grace and Pace

The History of the Ontario Jaguar Owners' Association From 1959, With An Eye Towards The Future

- If more copies of the OJOA Book are arranged, I would be interested in ordering a copy - Yes _____

Disclosure Statement

My signature indicates approval to publish my name and phone number and e-mail on the club roster which will be available only to members and not disclosed to any commercial enterprises.

Date _____ Signature _____

Were you a previous JCNA member? _____, JCNA# _____, Returning from 2018? _____,

What year did you first join OJOA _____



Upcoming OJOA 2019 Events

Concours d'Elegance

Sunday, August 11

Location: Canadian Warplane Heritage Museum

60th Celebration

Friday, September 13

Location: The Old Mill

Check out the Events Calendar page on our website: www.ojoa.org
for more details on these upcoming events as well as our Events Photos
page for photos of past events

