

July 2001

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Jaguar Jottings is the monthly 00 publication of the Ottawa Jaguar Club. It is produced for the information of its members and welcomes your participation.

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July Meeting

Monday, July 9th

7:30 pm at Capone's Ristorante
 831 Industrial Road

Come and Join our 1000 Island Cruise Sunday, July 8th

9:00 a.m. - Meet at Pinecrest Shopping Centre
 Brunch at a restaurant TBA (depends on numbers)

12:30 - 2-hour 'Jorstadt Castle' Cruise
 (\$18.00 each, tax included)

Drive back to Ottawa via Merrickville
 for a Coffee (Shopping!) Break

Bring a Friend or Neighbour

Leave voice mail @ 592-8571 Barbara Woods
 or email herbwoods@home.com
 by noon, Friday, July 6th



Pat Mitchell
 accepts the
 Hershenhorn
 Trophy (Best
 in Show)
 from
 Concours
 Chair Frank
 Basten for the
 Mitchell's
 100-point
 E-Type
 June 16/01

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*Mike Shore displays his work on
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and the Global Auto Care 'Best in Show - Driven' Award
won by John Charman***

President's Message

Well, another Concours has come and gone. I'd like to take yet another opportunity to thank all the people who put in so much work to make it a success. In particular to **Frank Basten, Harry Brownell, Barb Woods, Bob Hiland, Stewart** and **Paddy Robertson**.

We received praise all around, I think, particularly from our friends who came from so far away and up from the US. All remarked at how friendly the Club is and how welcome they felt here.

We even did well on the weather which was initially forecast to be distinctly dodgy but which held up for almost all the period right up until the awards. Then it made up for lost time. It started with a strong wind which made us rush to take down the tents. We had no sooner got one down than the rain started in earnest and pretty soon all of us were sheltering beneath the one remaining gazebo and getting drenched in the process. I'm afraid that even our official paparazzi, **Stewart Robertson**, wasn't able to venture out

and get a picture of all of us huddled into a space less than 10 feet square!

It certainly made the event extremely intimate and memorable to all present and in particular to **Richard Codrington**, the British Deputy High Commissioner who had his awarding rapidly terminated by the downpour. Anyway, all repaired back to Capone's. Some of us had to drive there looking out the side windows as our windshields were so steamed up! Of course, as we were all drying out nicely in Capone's the sun came back out for the rest of the evening.

I'd also like to welcome and thank our Montreal members for attending and supporting our first joint Concours. Alas some ended up 'missing in action' as they had technical problems with their cars on the way to Ottawa.

All in all, a job well done, I think, and a good time was had by all.

Michael Stott
President

Technical Workshop???

Is there any interest in forming a "Technical Workshop" for OJC members?

We would focus on pre-1976 Jaguars, that is to say, non-computer, non-electrical fuel injection, non-emission stuff, just "nice and simple" early Jaguars that we can understand and work on.

The intent would be to have workshop seminars that would cover such items as:

- engine rebuild,
- valve adjustment,
- manual transmission rebuild,

- voltage regulator calibration,
- brake cylinder rebuild,
- carburetor rebuild & adjust,
- electrical fault diagnostic and perhaps welding,
- lead work,
- Bondo applications,
- anything technical on which we can share knowledge and experience with each other.

These workshops would stimulate us to do more of our own work on our pre-1976 Jaguars! It may even encourage some to take on a restoration project once they find it less intimidating. If nothing else, it would allow some of us to further understand the technical operation of our cars.

OJC Events Calendar

July 8

Brockville Brunch & Cruise
(see front page for details)

Mid-September

Niagara Winery Tour and Bronte Car Show - details TBA soon!



Wendy VanderMeulen
Associate

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Our social activities would be limited to having a pint or two, and discussing different hand cleaners to best remove grease and grime from under our fingernails.

If anyone is interested please contact me in the next 2-3 weeks.

Phil Karam
(613) 521-5100 or
karam@idirect.com

Notes from the June Meeting

*Jim Walker, Editor
(Acting Secretary)*

The unofficial opening of the meeting took place in Capone's parking lot with Andrew McLean, the Auto Dentist, plying his trade on numerous of our member's vehicles. For most of us it was a fascinating experience to see how he manipulated his tools to remove "dents" and "bumps" from just about any location on the body of the cars.

Michael Stott, our President, opened the meeting which had 38+ members in attendance and without further ado introduced **Frank Basten**, this year's Concours d'Elegance Chair. Frank had several items to discuss as the Concours was just 5 days away. He started by thanking **Harry Brownell**, Chief Judge, and **Mark Roberts**, possessor of encyclopedic Jaguar knowledge, for their contributions to the training of judges for this year's event.

Frank also pleaded for more registrations and advised that Ford Jaguar had donated \$500 US which was graciously accepted! **Barb Woods**, our hostess with the "mostess" advised that Campbell Jaguar would be providing an S-Type Jag for the day and that numerous door prizes would be drawn between 10 am and 4 pm the day of the Concours. Barb also advised the "meet and greet" would be held at Capone's on Friday night between 7 & 9 pm and invited everyone to come out and greet our out-of-town guests.

Special mention was made of the tremendous support given by the Museum of Science and Technology staff.

A highlight of Frank's talk included the showing of the "Distinctly British" trophy, a beautiful piece of craftsmanship by our very own OJC member, **Alastair Allen**, which incorporated a silver "Leaper" mounted on a piece of finished birds-eye maple. Thanks Alastair!

President Michael introduced **Bonnie & Ray Newson**, our newest members, who have just returned to Ottawa after a couple of years in Virginia. A little coaxing and they just might enter their 1996 XJS convertible in the Concours.

Phil Karam, who just returned from a visit to the U.K., asked for 15 minutes at the next meeting to regale us with the highlights of his trip. We look forward to hearing about it, Phil!

Dave Brooks advised that he has found his copy of "Manifold Destiny", a recipe book for cooking on your Jaguar engine. Anyone interested in knowing more about this should give him a call.

Michael adjourned the meeting so that everyone could get out to the parking lot to see the Auto Dentist's results.

Market Place

This newsletter accepts advertisements in good faith, but we suggest that it is in your best interest to make every effort to check offers personally.

For Sale

1986 XJ12 VDP, Gun Metal Blue with a grey and black interior. Very good condition. Second place Driven Class in the 2000 OJC Concours. 126,000 kms. Appraisal documents included, \$10,000. Contact Stephane Durette at (613) 258-0787 or email sdurette@mondenet.com.

This space is free to OJC and JOA-Montreal members. If you wish to sell parts or vehicles, contact the Editor to provide the information.



Pete Whitworth parked in the shade



Ottawa Jaguar Club's 2001 Concours

The hospitality evening at Capone's on Friday, June 15th was a great success.

Barb Woods did an excellent job and was in fine form. Almost everyone went home with a prize and we received many compliments about the evening and how our OJC members were so friendly, particularly from our US colleagues. **Mitch Mitchell** and his wife **Pat** (Who won «Best in Show» scoring 100 points for his E-type) trailored their Jag all the way from Peoria, Illinois. They also did a little sightseeing after the Concours and travelled to Quebec City and back to Ottawa. **Gary Hagopian**, the JCNA events coordinator, and his wife **Sue**, drove up from New Hampshire in a very much modified E-TYPE. Both of these couples had a good time and were very positive in their comments.

I have received many phone calls and e-mails thanking us for a good show. I am adding one in its entirety, as you will undoubtedly find it interesting. It is from Alan who

won the prize for travelling the longest distance to our Concours. Alan and his family are from Winnipeg, Manitoba.

“Frank,
We arrived back in Winnipeg on Friday night. The XJ-6 performed flawlessly the whole trip. I averaged over 25 mpg, not bad with the A/C on full and the car fully loaded, including my 232 lb. son.



Mitch & Pat Mitchell take a little extra care with their 1974 E-Type OTS - the 100-pointer

Total distance was 7,178 kilometres. Whew! Thanks very much to you and the rest of the OJC for a wonderful day. Cheryl and I enjoyed meeting you, Barbara, Wendy, Roger and all the other Jag-lovers.

The cars were nice also :-). The book is very much appreciated. I started reading it right away

on the trip home (while Cheryl was driving). I kept it wrapped up in the tissue paper all the time that I was

reading it, as I appreciate the value of it. But please, tell me the purpose of the lovely wooden ‘thingie’. It is too fat and thin for business cards. Is it for holding the car’s registration?

Once again, please express our thanks to your club members. I hope to be back again, and this time bring the XJ-S. Not next year, though. If you send me an address, I will send a CD with the digital photos I took.

Alan”

The “13th” Concours is now part of history, and it’s a good job that I’m not superstitious for as it turned out it was an extremely successful day and if the rain had held off for another half-hour we would have wrapped up the day in the sunshine. Well, with 30 minutes to go in the presentations, the heavens opened up and the deluge began. It was time to get up close and personal and about 20 of us crammed under a single 10-ft.square tent trying, quite unsuccessfully I hasten to add, to keep dry and completing the awards presentation.

We regret the museum tours did not go off as scheduled. There was some confusion with the representative from the Museum who was going to conduct the tour and the fact that the floor of the warehouse was scheduled to be painted and in no condition for a tour. I will be sending them a thank you letter for their marvellous cooperation regarding the Concours and at the same time will ask if we can have a tour arranged for a Club night or some other suitable date.

Judging -The judging went off very well and ahead of schedule. The training session for the judges certainly paid off. Compliments to **Harry Brownell** (and our mentor **Mark**

Continued on page 9

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Gordon Pape - The Moneyletter; September 1999

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Peter Brewster - Globe & Mail Report on Business; February 6th, 1997

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Larry Davis - This week in Business; January 27th, 1990

For more information or to arrange a meeting please contact:

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JOA –Montreal: Editorial

By Daniel Thompson

The June 16th trip to Ottawa for the Concours d'Elegance was a lot of fun. We had 8 cars and a similar number of Montreal club members make the trip (see full story under separate heading).

For those who are not enlightened, a "Concours" is a car show reserved exclusively for Jaguars of all models and vintages. The cars are grouped according to model (for example, Series One E-types are in class 5, Series 3 XJ6's and XJ12's are in class 12 and XJ-S' are in class 14) and then they are grouped according to "how nice they are". In the Championship division you will find the best of the best; this is where the real "show" or "trailer queens" strut their stuff.

Then you have the Driven category for those of us whose cars are very clean and original but nonetheless are driven on a regular basis. Finally you have the Club class where all the other cars can congregate. Both the Championship and the Driven classes are judged by experts and points are awarded. In the Club class there is no judging but instead participants get to vote for their favourite cars.

The Ottawa Club (our sister club!) puts a lot of effort into this event and the results show all this work. The day is a lot of fun, you get to see some beautiful (and not so beautiful) cars and you get to chat with some genuinely nice

people. In my case, I took my wife and two kids along and we had a great time visiting the Museum of Science and Technology over the lunch hour.



Ken Carlton's XK120 (sans brakes) rests while Ken absorbs breakfast

We left the Montreal area at 7 a.m. and were back home for dinner at 6 p.m. (and I never went over the speed limit!).

There is one problem with this event: NOT ENOUGH MONTREALERS PARTICIPATED!!! With 60 members in our club, we frankly should have a better turnout than 8 cars. The Ottawa Club has about 50 members and they got 50 cars out for the concours! Everybody brings their car, no matter how seedy it looks! I am taking personal responsibility for this low turnout. Our club needs to better educate the members as to what a concours is and why they should attend. Remember, this is the only JCNA certified event we hold all year, it is important that we attend.



Bill Taylor's immaculate XJ12 lines up beside Norm Carroll's ill-fated E-type at the Hudson Inn



Richard Boucher's XJ6C looking beautiful before departure for Ottawa

Montreal JOA - SPECIAL NOTE: THE "OPEN HOUSE" EVENT SCHEDULED FOR JULY 8TH HAS BEEN POSTPONED TO AUGUST 12TH. MORE DETAILS IN THE NEXT NEWSLETTER.

REMEMBER! THERE ARE NO MONTHLY MEETINGS IN JULY OR AUGUST BECAUSE OF THE HOLIDAY PERIOD. NEXT REGULAR MONTHLY MEETING IS SCHEDULED FOR TUESDAY, SEPTEMBER 18TH.

Our club has been formally asked to present its own concours in coming years. We will never be able to run a successful concours with such a low number of cars coming out.

During the course of the coming year I will try to highlight the whole concours process in order to better educate our members as to what is going on. With luck, we may be able to organize our own Concours d'Elegance in the fall of 2002.

J.O.A. Montreal



Jaguars in the park: June 16th Concours d'Elegance in Ottawa

By Daniel Thompson

It was nice to pull into the parking lot of the Hudson Inn at 7:45 am on a sunny Saturday morning and see a half dozen Jaguars all shined up and ready for their drive to Ottawa. After a hearty breakfast, we appointed **Norm Caroll** and his beautiful black E-type as group leader and we were off for the 1 hour drive to the Concours site.

Well...we made it about 1000 yards. Norm's E-type just stopped; no warning, no coughing, spitting or grumbling, it just stopped dead. Suddenly there's a long line up of Jags parked along the highway and a bunch of heads peering under the bonnet of Norm's car. Here are the symptoms:

- Engine turns over vigorously but won't "catch"
- All electricals seem to be functioning normally
- The fuel gauge indicates lots of gas in the tank

- No odour of any kind, not burning, not gas, nothing

So Norm pulls the fuel line off the fuel bowl and Daniel cranks the engine. Guess what? No fuel comes out the end of the line. Norm empties the trunk and holds his head down near the fuel pump location while Daniel switches on the ignition. Guess what? No "tick-tick-tick-tick". Finally Daniel puts his hand on the fuel pump. Owwww! It's burning hot.

Having correctly diagnosed a "fried" fuel pump, **Jacques Bernard** announces he has a brand new spare S.U. pump in his boot. Great! All we have to do is make the swap and off we go! Not so fast..... Norm's car has been 'upgraded' to a modern electronic pump with fancy fittings. No swap is possible with hand tools.

Long story short: Norm got the car flat-bedded home and spent the next 10 to 12 hours installing an original style pump. The car runs fine now and he has a spare pump ready to go in the boot. Norm mentioned that in 40 years of Jag ownership he has never had a fuel pump let him down. Lucky him!

We're ready to head out leaving Norm with his cell phone and C.A.A.'s phone number. Actually, we already lost **Ken Carlton**, who had stayed up to the wee hours fixing the fuel pump on

his XK120 only to find that the brakes were almost non-existent! He bravely drove to the Hudson Inn for breakfast with the gang (using only the hand-brake). John Kirton brought his XJ-S to the breakfast but declined to come to Ottawa.

The concours was held at the Museum of Science and Technology in the Southeast section of Ottawa. This makes it even easier to get to for Montrealers, the drive from Hudson to the site taking about 1 hour. About 50 cars were there including **Gary Hagopian** from the New England area (he is your area representative for JCNA). Gary brought his beautiful and much modified E-type slalom/racer. There was a V12 E-type wheeled off a trailer from Illinois (actually **Mitch Mitchell** from Peoria, Illinois). It was restored to an unbelievable level and scored a perfect 100 points in the Championship class.

Several Montrealers were awarded trophies for their cars and special mention should go to **Jacques Bernard** for 1st place in the driven class and **Guy Goodman** for 3rd place in the driven class. **Richard Boucher** also scored a trophy in club class for his immaculate XJ6C.

Everybody had a great time, the site was first class, the organization was first class and the museum was fun for parent and child alike. The awards ceremony was scheduled for 4 p.m. but a HUGE black cloud moved in and drenched the participants. The show still went on though.

All in all, a great event. See you there next year!

PS. There is no truth to the rumor to the effect that Hooters Restaurant will be the site for all future monthly meetings.

JOA-Montreal Calendar of Activities 2001

August 12	JOA "Open House - Open Garage" meeting at Daniel Thompson's house; there will be a British car mechanic on hand to give advice (details to follow).
September 7-8-9	"Zippo" U.S. Vintage Grand Prix, Watkins Glen, NY
September 14-16	British Invasion in Stowe, Vermont
September 18	JOA meeting at Cote St. Luc BBQ
October ??	JOA drive in the countryside and brunch
October 16	JOA meeting at Cote St. Luc BBQ
November 20	JOA meeting at Cote St. Luc BBQ
December ??	JOA Xmas party at home of JOA president

CONCOURS Continued from page 5

Roberts). Thank you to all the judges – you did a great job. Can you all volunteer for next year? We don't want all that training and experience to go to waste.

The preliminary entrant statistics (courtesy of Paddy Robertson):

Champion class -

13 judged including 1 preservation and 2 modified

Driven class - 20 judged

Club class

8+1 (John Charman paid for champion class but, at his request, was not judged.)

Total of 42 cars. Other cars were on site but not as entrants.

Gary Hagopian, JCNA Events coordinator, stated that our show compared favourably with those of similar size in the United States.

We had television coverage from 4 stations, NEWRO, ROGERS, CBC and CJOH. I caught one the next day and recorded it. I hope other members managed to do better as we want to put all the coverage onto one tape to show members of the club and also will send a copy to Ford/Jaguar in the US when we apply for sponsorship next year.

The after-Concours dinner at Capone's was a very nice way to finish up the day and the surroundings were far more civilized than last year.

I would like to thank everyone for coming to the Friday night "meet and greet" at Capone's and for participating in the Concours. In particular I want to thank the Concours committee, **Barb Woods, Paddy Robertson, Bob Hiland, Harry Brownell, Paul Davis**, photographer **Stewart Robertson, Mike Stott** and all those that gave their assistance on "the day" to help make it a very enjoyable and successful event.

Frank Basten
Concours Chair

**Hats off, or
should we say,
"Hats On!" to
all the hard
workers and
participants at
the
2001 Concours**



Thank You ...

The Sponsors of the 2001 Concours d'Elegance were:

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E-Type: Evolution of an Icon

MAHWAH, New Jersey - It began quietly enough. Four freshly completed Jaguar E-types slipped secretly and silently out of the company's factory in Coventry, England, on February 28, 1961, one full month before the fifth New York International Automobile Show. The four cars - two coupes and two roadsters - were the first examples of the revolutionary new 150 mile-per-hour sports cars.

The four E-types slept quietly for the next month, cloistered deep within Jaguar's New York City service facility. It was still quiet at 10:59 AM on Friday, April 1st, 1961, as the four E-types sat in position on stand number 16 of the New York Coliseum's main floor.

One minute later began one of the most sensational automotive launches of all time. Within one hour, nearly 8,000 spectators had entered the Coliseum's gates. Press photographers unlucky enough to have been late were forced to climb ladders to even see the cars. Eager enthusiasts were twenty deep in every direction.

Three of the E-types were lost in the crowd. The fourth, an opalescent bronze coupe, rotated slowly on an elevated turntable. Statuesque actress Marilyn Hanold - *Playboy's* Miss June 1959 - posed with the car, gesturing with her gloved arm toward the curvaceously low roofline as together they spun slowly, repeatedly, around and around.

By day's end, 47,000 people had seen the new E-types, setting an attendance record for the New York Show. Peter Ustinov, Dick Van Dyke, and Paul Whiteman were among the celebrities who posed for photographs with the bronze coupe during the show. More orders were taken for the car during

the show than the entire total for every manufacturer combined at the previous year's event. The first showing of this revolutionary car in Jaguar's largest market was an unqualified success!

Jaguar can be said to have dominated endurance racing during the 1950s with the C- and D-type sports racing cars. With experience gained from five outright victories at Le Mans within the decade, Jaguar brought technological advances such as disc brakes from the racetrack to the street. The E-type was developed directly from the D-type, using a monocoque body and frame design, like the racer. The body shell itself provides the structural stiffness, with large box-section sills creating rigidity. This construction - common on the majority of road vehicles today - was unprecedented for a road car in 1961.

The 3.8-liter straight-six XK engine, with dual overhead cams riding in an alloy cylinder head, developed 265-horsepower. The E-type's triple two-inch SU carburetors and 'straight port' head had been introduced on the last of the XK-150s. This same basic XK engine design remained in production for almost 40 years.

The all-new fully independent rear suspension on the E-type was revolutionary for an affordable street car. Providing high levels of grip and a compliant ride, this design became a long-standing Jaguar tradition, used virtually unchanged until the 1990s. Fifteen-inch 'knock-off' chrome wire wheels were standard and braking was by Dunlop discs all around, mounted inboard at the rear. Rack and pinion steering completed the package.

E-types were initially built in two body styles, a closed, or 'fixed head' coupe,

and an open roadster with optional removable fiberglass hardtop. This first series of E-types had racy glass-covered headlamps and delicate taillamps mounted above slim and elegant bumpers. For the 1965 model year, the engine displacement was increased to 4.2-liters, but horsepower remained at 265. A new all-synchro gearbox was introduced, and redesigned seats, a more effective brake servo, and the substitution of an alternator for the previous generator, rounded out the improvements for the 4.2. The exterior of the car remained essentially unchanged.

In 1966, a 2+2 with small rear seats was added and an automatic transmission was offered. The 2+2 roofline was also higher.

By the end of 1967, strict U.S. regulations forced the disappearance of the E-type's lovely covered headlamps. The covered headlight, triple-carburetor cars through 1967 came to be called 'Series One' and the 1968 model is referred to as 'Series 1 1/2'.

1969 saw the 'Series Two' E-type, which retained the 4.2-liter engine, as well as the addition of exterior styling changes, notably a bigger 'mouth' in the bonnet, and larger rear lights mounted below the bumper.

In 1971, ten years after its introduction, the E-type evolved even more. The resultant 'Series Three' cars were all built on the longer 2+2 wheelbase. Visually, the bonnet mouth now had a grill in it, the wheel arches were flared, and the windshield had more rake. Otherwise, the look was almost identical to the last six cylinder cars, and still, ten years out, the cars were every bit as modern as the day they were launched.

Tip of the month

The most significant change to the Series Three E-types was mechanical, with the introduction of a 5.3-liter SOHC V-12 under the long bonnet. Horsepower was roughly unchanged from the earliest 3.8-liter cars, though the feel of the heavier, more refined V-12 E-types was quite different. This V-12 motor went on to become the highest-volume V-12 produced by any manufacturer, and with the addition of fuel injection, powered XJ-S and XJ-12 sedans for many years.

Each series of E-type has its own particular strengths and weaknesses. The Series Ones are considered the purest versions and are the most sought after by collectors, while the Series Two cars are a more practical choice for frequent use. Series Threes make excellent grand touring cars, with the added excitement, exclusivity and sound of the twelve-cylinder engine.

In all, nearly 72,000 E-types were built before production finished in 1974. Looking back, 40 years later, the E-type defined the term 'sports car' for a generation of enthusiasts. It remains one of the most recognizable and respected automobiles ever made. Many of the engineering advances seen on the 1961 cars are found frequently on today's cars, and E-types are still usable and fun to drive even by more modern standards.

Jaguar Public Affairs



Frank Basten gave a number of interviews to various television reporters

Fall off Mirror Covers XJ-40

On the XJ-40 cars, the chrome (stainless steel) trim cover on the outside mirrors come loose and can fall off. To see if it's about to fall off, take hold of it and see if it moves independent of the mirror.

This loose condition is easy to repair by using double stick tape such as body shops use to attach emblems and mouldings. You can also use windshield seal urethane caulking to re-attach the cover.

New mirror covers are also available if yours is lost.

Good luck!

Walt

This weekly Tip Service is provided by Walt Osborn and his company, Vintage Jag Works, 1390 West Hwy. 26, Blackfoot, Idaho 83221 USA
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The **Hagopian's** 1962 E-Type is a head-turner indeed



Distinctly British - Dave Boon's XK-150

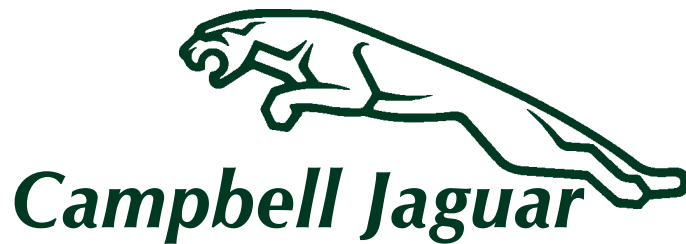


Chief Judge **Harry Brownell** (l) in discussion with **Herb Woods**

Tallying the scores takes a lot of concentration - **Barb Woods** hard at work



Even the photographer couldn't stand straight in the wind - **Mike Stott** was blown away as **Richard Codrington**, British Deputy High Commissioner presented **Dave Boon** with the *Distinctly British* award only seconds before the heavens opened up!



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