



Jaguar Jottings



August 2003

August MEETING Monday, August 11 7:00 pm sharp at Campbell Jaguar

Use either the main show-room or Jaguar entrance
Parking: Find a place anywhere out front (don't park in back—you'll just have to move later)

What's Inside ...

Book Review: Kennedy.....	12
Events Calendars	3
Market Place	6
Obituary: Cunningham ...	7, 9-11
OJC Meeting Notes.....	2
Off with its Head!	5, 13
Warm Welcome	1, 3

Photos: Stewart Robertson, pp.
1,3,5,13

Editor: Jim Walker
(613) 692-0220 Fax 692-1009
manotickwalker@yahoo.com

Co-Editor: Paddy Robertson
(613) 729-8859 Fax 729-4984
stewart@travel-net.com

Jaguar Jottings is the monthly publication of the Ottawa Jaguar Club and the Jaguar Owner's Association - Montreal. It is produced for the information of its members and welcomes your participation. Deadline for contributions is the 23rd of each month.

A Warm Welcome from Campbell Ford Jaguar

Last month's regular OJC meeting kicked off what hopes to be a mutually beneficial inauguration of a growing relationship between our local Jaguar dealership, Campbell Jaguar (C-J), and the Ottawa Jaguar Club. Special thanks to one of our members, **Phil Karam** who, always on the lookout for a 'deal', approached Jaguar General Manager, **Russ MacDonald** with the idea of using a vacant area within the dealership for our OJC monthly meetings. Phil had originally thought that the cafeteria area would be perfect, but Russ went a step further and offered the Executive Board Room as a more appropriate meeting place.

I must digress a little here and pass on an interesting tidbit of information. Did you know that it was **Phil Karam** who introduced the OJC to Capone's as well as suggesting the now extremely successful relationship with the **Canada Science and Technology Museum** for our annual Concours?

Our first meeting at Campbell Jaguar was scheduled for July 14th. Emails had gone out to Club members advising them to arrive a little early, find a parking spot, kick some tires, and be ready to

begin the meeting a half-hour earlier than usual. This was because we had to vacate the building by 9:00 p.m. so the security system could be activated.

I arrived early and the first things I noticed were the small poster-sized signs posted on the several entrances to CJ. The signs welcomed Club Members to the



dealership and I thought, boy, is this ever a nice "touch". The second bonus was being greeted by a very pleasant receptionist and, after identifying myself as a club member, escorted to the Executive Boardroom. In front of the Boardroom entrance there was a large, elegant, sandwich-board sign, again welcoming OJC members. So how much better could it get, you ask?

Inside the boardroom there were

Cont'd on page 3

OJC Meeting Notes — 14 July 2003

Acting chair, **Frank Basten**, called the meeting to order at 7:00 p.m. at Campbell Ford with 45 members in attendance.

Russ MacDonald from Campbell Ford welcomed everyone, conducted a tour of the facilities and provided refreshments.

Michael Shore from Global Auto Care was presented with a certificate "for outstanding technical service and customer support to the members of the Ottawa Jaguar Club."

Paddy Robertson handed out the Concours score sheets.

Frank Basten is making arrangements with **Al Stigter** of ASE Motor Sports to have a Club Tour of his restoration facility.

Paddy Robertson received an award from the *Jaguar Journal* for the Best Club Newsletter Layout for the year 2002.

Guy Larabie is still working on the Club outing to a baseball game. Details will be sent to everyone by email. He is also making arrangements for a Colour Drive to the Picton area in late September/early October.

The Club welcomed seven new members; **Don and Nell Hobbs** ('68 E-Type), **Alan Graves** ('94 XJS Conv.), **Alec Caldwell** ('71 E-Type), **Robert Gravelle** ('92 XJS V12 Conv.), **Peter Kenny** ('94 XJ6), and **Marc LeBlanc** ('02 X-Type).

The following events are coming

up:

20 July – Car Show at the Royal Military College, Kingston

27 July – Ottawa/ Montreal Rally starting and finishing in Alexandria

3 August – Volkswagen Show in Embrun, Ontario

10 August – Aylmer Car Show, Aylmer, QC

18-21 Sept – British Invasion, Stowe, Vermont.

The meeting was adjourned at 8:50 p.m. and the usual informal discussion and socializing took place.

John T. Smiley
Secretary

NOTE: The Robertson's would like it known that, even though it appeared in "official print" (the



Wendy VanderMeulen
TPI Rivendell Travel

ACCREDITED CRUISE COUNSELLOR

DIRECT TEL: 613-833-3543

WENDYV@SYMPATICO.CA

Since 1905

www.erfisher.com

E.R. fisher

- Men's Clothier -

113 Sparks Street Mall
232-9636

199 Richmond Road
829-8313

erfisher@attcanada.net

Welcome—cont'd from page 1

fresh Tim Horton doughnuts and a wide selection of canned drinks and juices, including fresh water bottles. And in case anyone missed the signs on the exterior doors, or the sandwich-board, there was another handwritten welcome on the room's white-board.

Frank Basten, in his inimitable style, chaired the meeting on behalf of Yann Robin, and began by introducing **Russ MacDonald**. Russ filled us in on the housekeeping rules as well as a short talk on the history of Campbell Jaguar. He then lead a tour of the facilities which included the showroom, the mechanics working area, the paint shop, the collision shop and the parts department, and gave a running commentary that was both interesting and informative. Russ also introduced **Rick Brown, Jeff Jardine's** replacement at the Jaguar Service Desk. I had the opportunity to thank Jeff on behalf of the OJC and wished him well in his future endeavors. He was given a round of applause from the members. Frank then carried on with the meeting, as outlined in the Secretary's report. With 45 members in attendance the boardroom was just about at its capacity and we will be keeping the option open for use of the cafeteria if the large turn-out continues.

My objective in these few notes was to articulate a special thank you to **Phil Karam** of the OJC and **Russ MacDonald** of CF-J for bringing us together. I sincerely hope that our relationship develops even further and that it becomes mutually satisfactory to all concerned.

Jim Walker, Editor



Rob Dunlop (l) and Frank Basten (c) present a well-deserved certificate of appreciation to Mike Doherty of Global Auto Care

JOA-Montreal 2003 Events Schedule



Contact Guy Goodman (see last page) for more information.

August ??, 2003 - technical seminar at Greg Ross' garage: clutch bleeding

September 16th, 2003 - Regular monthly meeting

September 18-21st, 2003 - Stowe, Vermont British Invasion and JCNA Regional Concours/Slalom

October ??, 2003 - Fall drive

October 21st, 2003 - Regular monthly meeting

November 18th, 2003 - Regular monthly meeting

December, 2003 - JOA Xmas party

OJC 2003 Events Schedule



If you have any suggestions, or want to help organize an event, contact Guy Larabie (info on last page).

- | | |
|-------------------|--|
| August | Boots 'n Bonnets Show in Kingston, Ontario

Aylmer Car Show, Aylmer, QC, Aug. 10

JANE's 31st Annual JCNA Concours d'Elegance, Aug. 8-10, Sturbridge, MA |
| September | British Invasion, Stowe, Vermont featuring JCNA-NE Concours, Sept. 19-21 |
| October | Colour Drive to Picton, Ontario |
| November | Visit to local engine shop (about rebuilding). |
| December | Christmas Party |
| April 2004 | Jaguar Clubs Cruise to the Caribbean—more news to come from Wendy VanderMeulen |



723-8717
PARTS AND SERVICE

***"WE THINK THE WORLD
OF OUR CUSTOMERS"***

Michael Shore

- * Jaguar Canada "Master Technician"
- * Jaguar Canada "Service Manager Fellowship" Award Winner

Michael Doherty

- * Jaguar Canada "Member Technician"
- * Extensive Factory Training

Complete repairs—Minor to Major
Pre-Emission Test Service (99% Success Rate)
Special Labour Rate Discount to OJC Members
Parts Available

1796 Woodward Drive at Maitland

***Sponsors of the Ottawa Jaguar Club's 2003 Concours d'Elegance
and the Global Auto Care 'Best in Show—Driven' Award***

Off with its Head! Rebuilding a V-12

June 5

We thought the timing chain was a challenge, but it turns out the engine was just warming us up for more challenging issues!

Conventional wisdom, or at least as conventional as the collective knowledge of all those standing around the engine can be, concluded that once we broke the head free of the gasket, it would slip right off. Despite several weeks of incontrovertible evidence to the contrary, we remained committed to this belief.

The tool fabricated by Phil Karam was based on the false assumption. It consisted of a hardwood board drilled to receive the studs that hold down the tappet block. Beneath this was placed a steel bar that protruded over the front and back ends of the block. After the tool was bolted to the tappet block studs a small bottle jack was used between the engine stand and the steel bar at the back of the engine. In theory, this was suppose to break the seal by pushing the head away from the

block. The head moved only fractionally at the back end. The bottle jack was switched to the front of the engine and placed between the crankshaft and the steel bar. A lot more care was used on this end to avoid damaging the crankshaft. Again, the head moved only fractionally, and only to close the gap opened at the back of the engine we had opened moments earlier. It was immediately apparent this wasn't a solution.

Falling back on the faint hope that the seal was now broken, we tried again to knock the head away from the block using a small sledge and wood block. After a great deal of heavy swinging, it was clear this head wasn't about to move even fractionally.

We finished the evening with a feeling of absolute certainty that the head could not be removed with the engine still in the car. We had to come up with another method for decapitation.

12 Jun 03

Over the next couple of days, **Ron Sierolawski** designed a tool to act as a head puller. We sent the drawings to Engtech Automation in Newmarket, who made the tool from aluminum blocks and delivered it in time for the next session.

It looked effective when it was in place on the head, and when we tightened up the nuts the head started lifting right away. We were very pleased. Within a few minutes the head lifted by two cm, which was all the travel the tool would allow. At this point



we were certain that the head would slip off the rest of the way, but once again found that it wouldn't budge any further.

We were forced to conclude that the head wasn't seized to the block at all. The problem seems to rest in the 28 studs that have become coated in contact-cement-type grunge over the years. Each one fights to hold the head in place, and collectively they are very effective. We decided we had to modify the tool to draw the head off another three inches.

Mobile Air Industries Ltd.
Les Industries Mobile Air Ltée
Automotive Air Conditioning Specialist
Distributeur d'air climatisé pour autos
General Mechanic ♦ Mécanique générale

267, Ave. Dunbar
Montréal, Québec H3P 2H4

Jean Altendorfer
Tel: 731-6672

Continued on page 13

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.

1986 Series III VDP Saloon for sale. Worked on recently by Global Auto Care, and Mike Doherty has provided me with a list of the things that need doing to make it a great daily driver. [I have just bought an 88 VDP V12 in excellent condition that I would prefer to finish because of its colour and interior and very low mileage.] The 86 has 149,000 kms, and needs minimal mechanical work. I have spent \$2000.00 getting the engine to run well [cats, o2 sensors, plugs rotor cap, filters, fuel filters etc] . It requires some minor body work but is not rusted at jacking points and trailing arms nor in



the trunk. The interior is free from rips or tears but needs cleaning and the leather should be re-dyed. \$3,700.00 firm You may see much more on my website at <http://www.achilles.net/~va3mgt/86jag> Mike O'Brien.

1988 XJSC Cabriolet for sale. Vehicle is black with tan interior, cabriolet with all tops, TWR package, ps, pb, ac, am/fm/cd, alarm, BBS wheels, 80,000km. We are the second owner; first owner was the mother of our close friend. To our knowledge only about 1,500 of this model were exported to North America and most of those did not have the TWR package. Vehicle is in excellent condition. Sam Halpern 416-498-8613, or antique-shows@rogers.com

Lovely 1988 Jaguar XJS V12 Coupe. British racing green with tan leather interior. Car is in tip top condition and has never been winter driven. 125,000 original kilometers. Examined top to bottom and serviced by renowned Jag mechanic Chris Jackson at time of purchase. Climate control, excellent interior, heated seats with power lumbar support. Took second place in "Driven" class at the 2001 Annual OJOA Concours D'Elegance - Appleby College. It breaks my heart to sell it but I have no time to drive it due to my vintage car racing. Certified and eTested, of course. \$11,500.00 FIRM. Contact Nick Pratt via e-mail (npratt@ca.ibm.com) or weekday voicemail (905-316-4166).



Brand new NOS 1968 E-type engine - complete! Yes, this is correct. A brand new, off the shelf complete 4.2 liter E-type engine for Series 1.5 or Series 2. All parts are new: crank, cams, pistons, rods etc. etc. Engine was resealed recently by a professional engine builder and is ready to bolt into your Jaguar and go! Price USD\$4,000. Compare to the cost of rebuilding a tired engine. Daniel Thompson dthompson@gbg.ca Ph: 514-848-0716

Triple Weber carbs for E-type Practically brand new, these carbs complete with intake manifold, filters and linkage were purchased from XK's Unlimited and installed on a Series 2 E-type where they ran perfectly. They were removed after only a few hundred miles in order to return the car to stock for concours work. Asking USD\$2,000 complete. Buyer pays shipping. Daniel Thompson dthompson@gbg.ca 514-848-0716

4 Pirelli tires 205-70VR15 mounted on chrome wire wheels for Series II E-type. Lots of tread left & wires are in good shape. Make an offer. Norm Carroll, 514-684-1132.

Wanted: 3.8 litre XK engine, preferably rebuilt, for MKII with manual transmission. Please contact Peter Whitworth at 613 692-2270 or email pwhit@sympatico.ca

1984 XJS For Sale. White; 42000 km; Last time shown got 99.16 pts. at Concours. Contact Bruce McCracken, 825-2441.



For Sale: 1987 Sovereign, 185,000 kms, black exterior, tan interior. Well maintained and in good working order, including AC which has been converted to R134. No rust, exterior and interior finish excellent. Headliner needs some attention. \$8500. Call Grant Edwards at 613 254-5611.

1979 XJS V12 for sale. We are asking \$8,000, negotiable. Wine red exterior with tan leather interior. Never been winter driven, storage every year and the last six years in storage all year round. 47,000 km, mostly highway and woman-driven. Absolutely no rust. Additions to the body include a skirt kit, spoiler, momo steering wheel and shifter (automatic transmission), racing pedals and Boston acoustics CD stereo system. Contact via e-mail at shana.rotstein@mdsps.com or by phone at 514-935-5999.

This space is free to OJC and JOA-Montreal members, \$5 to others. If you wish to sell parts or vehicles, contact the Editor. Ads run for 3 months; please let us know if you want your ad cancelled or extended.

Obituary: *Briggs Cunningham*

*By Michael Frank
Jaguar Touring Club*

On July 2, 2003, Briggs S. Cunningham II passed away at the age of 97 at his home in Las Vegas from the complications of Alzheimer's disease. I thought it might be appropriate to take a moment to reflect on the life of the greatest car guy of them all: someone who was instrumental in the development of the E-Type.

The Cunningham and Swift family stories are the story of the American dream. They trace their family trees back to the beginnings of English colonization in this continent. By the end of the 18th century, they had settled around present day Cincinnati. As the country moved west, the family's made their fortunes by operating fleets of riverboats, and by supplying provisions to settlers moving westward. The 19th century patriarch, Briggs Swift Cunningham I, was born into a family that was already quite well off. Pursuing a career as a banker and sometime entrepreneur, he enlarged the family fortune by investing in such budding young enterprises as Proctor and Gam-

ble, Cincinnati Bell, and the Pennsylvania Railroad. By the time the junior Briggs S. Cunningham arrived, they were more than comfortable.

The elder Briggs Cunningham died while, the junior Cunningham was just a tyke. The family businesses were operated by his remarkable mother who was, by all telling, quite astute at business. But Briggs and his sister were both encouraged to make something of themselves, rather than relying on the family wealth. The hope was that he would become a lawyer or banker, and follow in his father's footsteps. But Briggs had different ideas. He studied engineering, to the dismay of his family and friends. It's said that when Briggs married Lucie Bedford, his first wife, in 1929, they were the wealthiest couple in history. The combined heirs to family fortunes worth something like \$1 billion. Both of them had a flair for sports. While on honeymoon in Switzerland, Briggs took the opportunity to learn how to toboggan. When he came back from the slopes, Lucie asked how he had done...he said not too well, he was only third

fastest. It turned out that he had been practicing with the Swiss national toboggan team.

They settled in Greens Farms, CT (near Westport), in a remarkable house on the Sound. How does the richest couple in the world spend their time? They had three children, and dealt with their respective family businesses and philanthropies. But in their spare time they raced. Lucie Cunningham was an accomplished yacht racer, the first successful woman in that sport. Briggs wasn't quite as successful at yachting, at least not at first. But together they won the Bermuda's Cup in 1936.

Their involvement with automobiles began as an interest in concours events. Now, if you've been to an automobile concours recently, that may not sound remarkable. But in the 30's concours was the sport of wealthy gentleman. Today, we may prepare cars for concours, in those days the cars were built expressly for concours. The cars were usually displayed in the context of haute couture fashion, with Lucie doing the modeling.

But Briggs sought something more dynamic. His friend Miles Collier would invite Briggs and a few other friends to his estate in Briarcliff Manor, and would hold car races on the property. Thus was formed the Automobile Racing Club of America. In 1939, ARCA sponsored the first and last New York Grand Prix, held on

CSV

CONSULTANTS INC.

22-202 O'Meara Street
Ottawa, Ontario
K1Y 4N6
564-8118 fax 729-3362

Anthony Pearson MRAIC

ARCHITECTURE
FACILITIES MANAGEMENT
HERITAGE CONSERVATION
PROJECT MANAGEMENT

Cont'd on page 9

PORTFOLIO MANAGEMENT

Over 33 years of experience investing in
Canadian and American Growth Equities



with
and

PML
Pembroke Management Ltd.

Every portfolio needs growth. Why not turn to one of Canada's most experienced and respected managers for your personal portfolio? Listen to what the industry has to say:

"What do you call a team of fund managers that virtually ignores valuations, follows a thirty-year-old investment strategy and is virtually invisible in the Canadian fund industry? If you're *Investment Executive*, you call the company Mutual Fund Manager of the Year."

James Langton - Investment Executive; December 1999

"Top prize in the small-to-mid-cap sector goes to a fund that has a long record of producing great results in a difficult sector of the market. Small-cap stocks are notorious for their volatility and cyclical nature. Making money with them year after year requires a great deal of discipline and skill. The folks at Pembroke Management have demonstrated they have those qualities"

Gordon Pape - The Moneyletter; September 1999

"It's easy to make my buy list every year. All you have to do is be like Ian Soutar and the gang here at Pembroke Management: beat your peer group by a mile in three out of every four years. Earn top grades in both rising and falling markets and for that extra measure of safety charge lower fees than the rest of the pack."

"How do they manage to accomplish all this? Easy. They do it the old-fashioned way. They work hard to uncover dynamic growth stocks, research them enough that they know more about the company than any Bay Street analyst, diversify into lots of names, and avoid making commodity bets."

"Oh yeah, then they put their own money in the fund, right alongside yours."

Duff Young - FundMonitor 1998

"You won't see any of this company on TV this RRSP season. You won't find glossy brochures in your mailbox extolling their virtues. They don't care if you see them as an athletic team, or as world travelers, or possessing the strength and cunning of a wild animal. But we think there is plenty in it if you get acquainted with this company. And with a stable corporate philosophy, proven investment capabilities and participation by management in the ownership of the company, we expect that will continue for years to come."

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

"These days the investment horizon of the typical portfolio manager is about 15 minutes. In an era of computer-driven trading, it is a refreshing change to find a portfolio containing stocks which have been held for more than a decade and one now trading at almost twenty times original cost. Patient birds do get the worms after all."

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

For more information or to arrange a meeting please contact:

Daniel Thompson
President and C.O.O.
GBC Asset Management Inc.
514-848-0716 or toll free at 1-800-667-0716

Important information about the GBC Funds is contained in a simplified prospectus. Obtain a copy from GBC and please read it carefully before investing. For The GBC Money Market Fund the yield will fluctuate and there is no assurance the Fund can maintain a fixed net asset value. For all other funds unit value, yield and investment return will fluctuate.

Obituary—cont'd from page 7

the World's Fair grounds in Flushing. Briggs didn't win, but it wasn't for lack of trying. The die was cast, although war would interfere.

When war broke out, Cunningham immediately volunteered for the Air Corps. But at 33, he was too old. So he did the next best thing, he formed the Civilian Air Patrol, along with other interested but disqualified aviators. Using his own plane, he spent the war patrolling the East Coast, spotting submarines, and coordinating sea rescues. After the war, Briggs took up racing again, scoring a second place in the first post war run at Watkins Glen. But all of this was just prelude to a remarkable career.

In 1949, Alec Ullmann, the entrepreneur who brought road racing to Sebring, attended the first post war running of Le Mans. This was a big thing to the Europeans. Le Mans had been used as an airfield by the Luftwaffe, and had been thoroughly destroyed by Allied bombers. Restoring the track was hardly a priority in 1945. But now, just four years later, it was a symbolic rising from the ashes. Ullman had an idealistic notion that in the future, nations would defend their valor in the sports arena rather than the battlefield. Auto racing was important to national prestige and world peace but how to get America involved? Ullman approached Cunningham, and the rest is history. Taking on the task, Cunningham contacted his college friends, who had risen to important positions at GM and Chrysler, and spent

some time touring showrooms and factories. He concluded that there were no cars being built in America capable of winning Le Mans. He had found his life calling: he intended to change that.

Working with Frick Motors on Long Island, he came up with the idea of dropping a Cadillac engine into a light Studebaker body. The authorities at Le Mans were horrified, and refused to homologate the car. Back to the drawing board, it was clear that the best motor made in America was the Cadillac V8, but what to do about the body? More careful this time, he purchased two Coupe De Villes. One was given the most basic race preparation...at least that one would be up to Hoyle. For the other, he disposed of the body. In its place he had a lightweight framework built up, and clothed it in an aerodynamic aluminum skin. The body was designed and built by Grumman engineers, working in their spare time. They were just barely ready in time for the 1950 race. In the event, the "stock" Coupe De Ville placed tenth. The aluminum-bodied special came in eleventh, because it had been involved in a minor accident. Cunningham had done well enough to know that victory was possible, but it would take a new car.

So it came to pass that in 1950, at the age of 43, Briggs S. Cunningham II took the first job of his life...President of Cunningham Motors. The company was formed with one purpose in mind to build a car capable of winning Le Mans for the US. Now, in order to run at Le Mans, a car has to

be made by a bona fide manufacturer, one who makes a certain minimum number of cars each year. Cunningham obliged by turning out both the C2R sports car and the C3 Vignale coupe, and selling them to the general public.. just enough to meet the rules. Today, those cars are among the most collectible US production vehicles.

By 1951, the Cunningham factory team was in high dudgeon. Cunningham had begun to assemble a remarkable collection of race drivers to pilot his cars. The cars themselves, C2R's in that first year, were also remarkable. The power was provided by a Chrysler Hemi. Cunningham had pulled all the strings to get the best engines out of Chrysler development. The chassis was excellent, as well. Cunningham introduced a little innovation: by Le Mans rules, each car was supposed to display a national roundel, similar to the markings on war planes. But Cunningham did something much bolder: he painted the wheels red, the cars white, and finished them with a blue stripe from nose to tail...the first racing stripe. It was a sensation. But 1951 was to be Jaguar's year. The Cunninghams made a creditable fourth place showing, but just couldn't win.

For the next four years, the story would be the same. Despite a remarkable effort, which included the development of a new car every year, Cunningham just couldn't best Jaguar, Ferrari, or Mercedes. The best showing

Cont'd on page 10

Obituary—cont'd from page 9

would be 1953, when the remarkable John Fitch would drive a C4R Cunningham to third place.

The end of the beginning came in 1956. The IRS noted that Cunningham Motors had consistently failed not only to win Le Mans, but to make profits. The declared it a hobby rather than a business, and closed it down. But this wasn't widely known, and Sir William Lyons of Jaguar, sensing that he could eliminate a nagging challenge, invited Cunningham to close shop and join Jaguar. A combination of pull and push left Cunningham with little choice but to become the Jaguar distributor for the US East Coast. And so he became a car dealer, and can be credited with much of Jaguar's marketing success in this area during the 50's and 60's. As a reward, Jaguar gave him the newest and best D-Types for his racing stable.

By this time the team included master mechanic Alfred Momo and a who's who of 1950's race drivers, including the fast and furious Walt Hansgen. The Cunningham team travelled up and down the East coast, showing them how it was done. For Cunningham, all this must have been a confusing time. He had set out on a mission, and he now was employed by the opposition. His own cars had dominated racing everywhere, except for the one venue that counted. Now he had capitulated, and was driving D-Types, someone else's and some other country's car. What's

more, Jaguar's factory fire in 1956 killed the D-Type (indeed, it nearly killed Jaguar), which meant that his agreement with Lyons left him without a supply of new racers.

The Cunningham team turned to Lister, as the most credible supplier of Jaguar powered race cars. But the whole XK concept was aging. So in 1958, he took a little hiatus, and returned to yacht racing. At the invitation of the NY Yacht Club, he served as the skipper of the America's Cup challenger, Columbia. There must have been some satisfaction in beating the English team in the final race. But as he stepped out onto the dock, and the reporters crowded around, he ducked out for a telephone. He called his Jaguar team, which was running at Watkins Glen. They had just won. As he got off the phone, a reporter spotted him, and said, "Great race, Mr. Cunningham." With his mind still on Watkins Glen, he replied, "I know, I wish I could have been there," leaving the reporter quite puzzled.

Returning to auto racing, Cunningham put heavy pressure on Jaguar to produce a winning car. In 1960, the E2A prototype raced at Le Mans. The car put in the fastest lap time in practice, and with the team of Walt Hansgen and Dan Gurney at the wheel, seemed to be destined to greatness. But the motor fell apart mid race. Setting aside the recriminations, it was Jaguar's last real chance to win Le Mans for many years.

That same year, Cunningham ran

a team of three Corvettes alongside E2A. How does the US Jaguar distributor come to be running Corvettes? Who was going to stop him? He still held the hope that an American car with an American driver would someday win Le Mans. Only one car crossed the finish, in eighth place, driven by Bob Grossman. This is the subject of another of my stories, so we'll skip the details here. It must have been a very hard defeat for Cunningham. The next couple of years seem to have been pretty difficult. He ran Maserati's in 1961. His personal life became difficult, as well: he divorced and remarried. But in 1962, it was back to Jaguars, and a credible fourth place Le Mans showing. The team at the wheel was British ace Roy Salvadori and Cunningham himself. For 1963, he was once again stoked for a win. He had pressured Jaguar into building three all-aluminum E-Types. Weighing just 2100 lbs, and powered by a true 317HP aluminum block XK, these were simply the best of the breed.

Unfortunately, the whole E-Type concept was no longer good enough to beat a flock of V12 powered Ferrari's. Again, the details are in one of my other stories, so I'll skip them here. But another eighth place showing, ironically with Grossman again at the wheel, was the best they could muster.

In the following years, Cunningham briefly flirted with Porsche and Cobra, but now pushing 60, his racing days were really over.

Cont'd on page 14

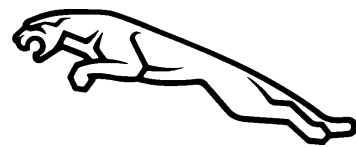
Obituary—cont'd from page 10

Jaguar bought out its distribution network in the mid 60's. We can only speculate on his real feelings when Walt Hansgen, by then driving for Holman and Moody, was killed in a GT40 during Le Mans practice in 1966. Just two months later, Bruce McLaren won Le Mans for Ford. Cunningham moved his car collection from Connecticut to California, and opened a museum to share them with the world. The collection had many notable cars, including two Bugatti Royale's, purchased from Bugatti's daughter after the war. He settled into a comfortable late life as a philanthropist and a curator. But as age overtook him, he sold the collection to Miles Collier in 1985.

He is survived by his wife of 40 years, Laura (nee Cramer) of Las Vegas, son Briggs S. Cunningham III of Danville, Ky., daughters Lucie McKinney of Greens Farms, Conn., and Cythlen Maddock of Palm Beach, Fla., and step-sons Bill Elmer and Joe Elmer, 19 grandchildren and 31 Great grandchildren.

Services will be held Aug 8th, 2:30 pm at Pacific View Cemetery, 3500 Pacific View Dr., Corona Del Mar, CA. In lieu of flowers, send donations to the Alzheimer's Association.

Mike Frank
Jaguar Touring Club



Editor's Note: Thanks to Michael Frank of the Jaguar Touring Club for this submission. Having read it, I felt it was something to be shared with our Club members. For one, I regret never having known Briggs Cunningham, but now appreciate more his contribution to the world of Jaguar and other classic marques.

The members of the Ottawa Jaguar Club extend their sympathy to the families of Mr. Cunningham.

SNG Barratt Group

Dedicated to you & your Jaguar



Shipping Jaguar spares around the world everyday for over 25 years...



Telephone
603 622 1050

Before you decide what to buy, talk to our experienced sales team.



Fax
603 622 0849

Fax a list from our 300 page catalogue or try us for price on parts for your project.



On-line

www.sngbarratt.com
Search for a part by number or description and make a secure order on-line.



E-mail

sales.usa@sngbarratt.com
Can't explain the problem, need a picture? Let the super highway do all the work!

Whatever you need, call us 1st! If it's Jaguar we're sure to have it! Use our toll free order line 1-800-452-4787

New!!!!

Free digital catalogue!!!
Printed version available too....



All models covered in full from 1949-1994, engine to bodywork with price list 300 pages of detailed exploded diagrams and easy to follow text. FREE digital Adobe Acrobat version now available by e-mail. Simply send an e-mail and we'll send it straight back the minute we get it!
catalogue@sngbarratt.com

Whatever you need, call us first!!!



We not only sell Jaguar parts we make them too! Many of the parts available elsewhere are produced by the SNG Barratt Group. So what not cut out the middlemen and deal direct with possibly the world's largest independent Jaguar spares specialists? Products, service and systems of the very highest standard available anywhere....and that's official!!!!

ISO 9002 accredited in the UK
- the very first in our industry!



Why not visit our counter when you're next in New England? Situated at 92 Londonderry Turnpike, Manchester, New Hampshire 03104, USA.

Book Review: *Jaguar The Classic Marque*

By Steve Kennedy

Reviewed by Pascal Gademmer

There are as many Jaguar books out there as there are opinions on the correct finish for all the components under an E-type bonnet...but once in a while, one book will stand out. One of these is Steve Kennedy's *Jaguar: The Classic Marque*, just off the press.

Many JCNA members will recognize the author's name since Steve Kennedy is a long time member of the Rocky Mountain Jaguar Club. He is the RMJC Newsletter editor and has been involved in the editing and writing of various JCNA documents like the Concours Rule Book. After years of work and research, gathering information on the 75 years of Jaguar production and history, photographing cars and seeking confirmation from Jaguar experts on both sides of the pond, this is truly the book Jaguar enthusiasts have been waiting for.

When the Fedex box arrived on my desk, I immediately noticed its weight...that's one big book! 350 pages, 10"x12", filled with information, pictures and descriptions often including little known details. The amount of research is just incredible.

While Steve states that his book is intended as a general recognition guide, you quickly realize that this is just a disclaimer and nothing more. After a few pages, it becomes clear that the amount of detail presented in each chapter goes far beyond general recogni-

tion and closer to being a detailed guide on each model produced by Jaguar over some 75 years.

The first chapter covers Jaguar's history in an easy-to-follow chronological format highlighting the most important events and people in the company's history. There are things many Jaguar enthusiasts probably don't know!

The following chapters cover the 75 years of Jaguar production model by model with the pre war years covered in one single chapter. That chapter is fascinating thanks to the number of pictures and illustrations, such as the 20 or so Swallow side cars the company offered in its early day ranging from traditional to ... well , different! Moving into the coach building era of the late 20s and early 30s, the pictures and details provided are equally fascinating. I counted over 35 pictures which really tell the story of SS / Jaguar early days from the Austin or Standard chassis to developing its own with the early SS.

For the post war Jaguars, from the 1945 Mark IV all the way to the 2002 X-Type, each chapter is organized in a very easy-to-follow layout. First, general identification guidelines are presented with pictures showing model variations, at the same angle, clearly showing how the model evolved. Rear and side views are presented when needed to show how Jaguar designs evolved over a model's life span. Interior and engine bays are also shown side by side,

revealing subtle changes.

The second half of each chapter is a gold mine of detailed information covering the major changes that took place during production with excellent accuracy. While *Jaguar: The Classic Marque* is not meant to be a detailed originality guide, it contains much valuable data which will help those researching a restoration project, including serial numbers and dates at which changes occurred, something you wouldn't expect in a book covering the entire Jaguar production.

The appendices are another great resource with dozens of exterior and interior color charts again covering the early SS to the latest XJ8, date charts covering production timeline of each model, and quiz of 300 questions related to Jaguars... fun to try!

In addition to the quality of the research and the details provided, the quality of the photography is something that really stands out in *Jaguar The Classic Marque* with hundred of quality images, many shot by the author. The layout with many side-by-side comparisons illustrate changes in a way that words just can't do.

Jaguar The Classic Marque can be ordered from Steve Kennedy's Website, www.jaguarbooksite.com, at prices ranging from the basic book with dust jacket to deluxe collector editions with limited and numbered slip covers, screen savers on CD, and more.

HEADS —cont'd from page 5

June 19

The head puller went back to Engtech for modifications and back in our hands on Thursday. With seven people in attendance we tightened the tool in place.

This time we ran into a problem with the tool itself. As it had been designed initially to lift the head only two cm, the modifica-

tions were not effective and we experienced asymmetric pull that threatened to bend the tappet studs. We succeeded in lifting the head only a few more millimeters.

We returned to the low-tech sledge hammer approach, again with no visible results. We even tried forcing wooden wedges between the head and the block. I

think we were all beginning to wonder if we were going to get the head off at all!

Ron came up with an idea for stabilizing the tool. Fortunately, it was a reasonably simple modification that I could make on my own. I put the modified tool back on the head, and it slipped right off the block. Success! Using the head puller, the second head came off *within an hour!* Exciting results.

We haven't tried using the head puller on an engine that is still in a car, but can see no reason why it shouldn't work. There are several modifications that we can make based on our experience and we'll have Engtech make a new puller.

What's under those heads? Stay tuned —more next month.

Stewart Robertson

Join us: 7:00 to 9:00 Thursday evenings, 340 Island Park Drive, Ottawa (729-8859)



Serious work: Merv Clarke and Ron Sierolawski

XJ-S Warriors

The XJS is becoming the 21st century E-Type
Less than 100,000 E-Types, 117,000 XJS, 417,000 XJ6 & XJ12 globally
How many are left?

**We can make your car outrun, out-drive, out-steer,
and out-brake most modern cars**

- ◆ V-12 engine rebuild with photographs guaranteed 2 years
- ◆ Transmission rebuild with photographs guaranteed 2 years
- ◆ All new brakes upgraded guaranteed 2 years
- ◆ 5 speed transmission aluminium fly wheel conversion - up to 30% increase in performance and fuel economy

We are in the business of preserving the best value for money
We offer 0% interest on all restorations with a deposit and monthly payment

What have you got to lose? No obligation and free advice
\$35/hour on full restorations, 6 days a week
35 years in the business

Ian Alec Neville

Back Street Heroes

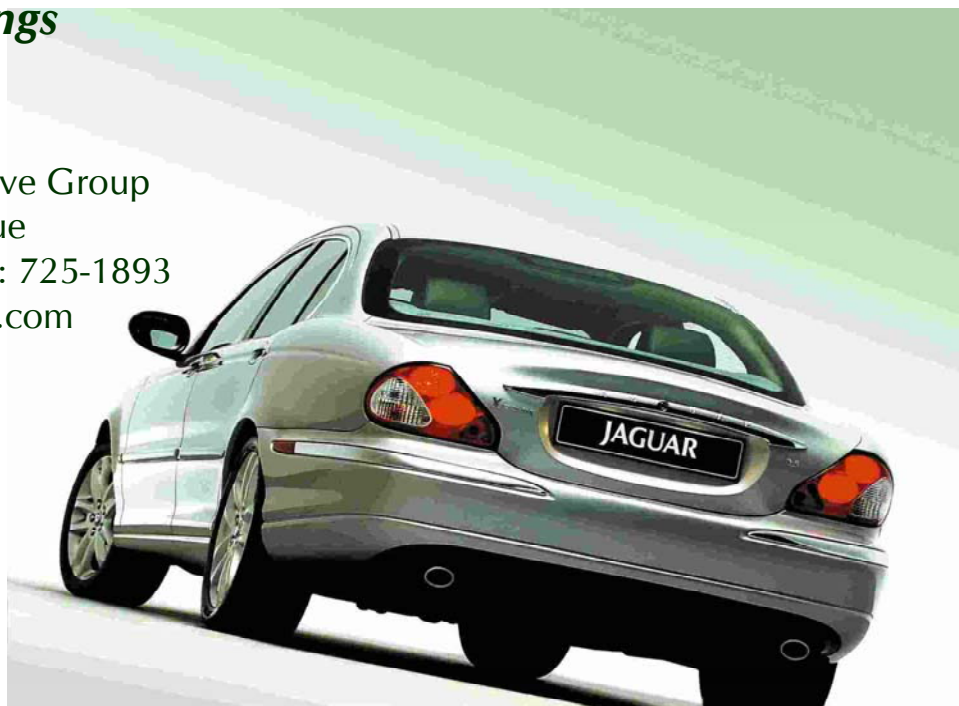
1 Victoria Street, Mount Forest, Ontario N0G 2N0
Phone/Fax: 519-323-2323 www.backstretheroes.ca

Campbell Jaguar

One of Ottawa's finest dealerships

*Thank you, Campbell Jaguar, for
Hosting the Ottawa Jaguar Club's
monthly meetings*

Campbell Automotive Group
1500 Carling Avenue
Tel: 688-0250 Fax: 725-1893
www.campbellford.com



OJC Executive 2003

President: Yann Robin (613) 744-3399
Vice President: Ed Theoret (613) 824-6051
Secretary: John Smiley (819) 778-7923
Treasurer: Roger Gough (613) 837-2462
Membership: Mark Roberts (613) 591-1659
Activities Team Leader: Guy Larabie
(613) 445-2173
Concours Chair: Daniel Thompson
(514) 848-0716
Chief Judge: Rob Dunlop (613) 834-0588

Technical Advisors:

Harry Brownell (613) 774-3649
Ron Sierolawski (613) 729-9489

Club information:

Guy Larabie
924 North Russell
Russell, Ontario K4R 1E5
(613) 445-2173 email: guylarabie@igs.net

Website: www.jaguar-club.ca

JOA Montreal Executive 2003

President: Jacques Bernard (514) 846-8937
Vice Pres: Daniel Thompson (514) 848-0716
Treasurer: Bill Taylor (514) 737-4913
Membership:
Daniel Thompson (514) 848-0716
Activities: Guy Goodman (514) 695-9193
Technical Advisor:
Norm Carroll (514) 684-1132

Director, JCNA NE Region

Daniel Thompson (450) 441-6522