



The Ontario Jaguar

Bimonthly Magazine of the Ontario Jaguar Owners' Assoc.

Vol. 28, # 1 Jan. To Feb. 2017

OJOA



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Consecutive Concours



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Opinions and views expressed in this magazine are those of the individual writers and do not necessarily reflect those of the Ontario Jaguar Owners' Association (OJOA), its executive members, or affiliated bodies such as Jaguar Cars or the Jaguar Clubs of North America.

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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; 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 Katz's Deli in Toronto. 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	3 Issues	6 Issues (1 Year)
Business Card	\$44	\$83
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The Ontario Jaguar

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Pete Moffett, Ian Callum.

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The Current Year

Club events include the **Jagfest Spring Tour, OJOA Concours D'Elégance, Jagfest Fall Colour Tour.**

The **OJOA** has been involved in such events as **British Car Day, Toronto City Classic Car Show, F-Pace launch** 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 any of the executive.

Please Notify Us

If you know of any member who is ill, in the hospital, broken a limb, has a special anniversary, or who has passed away.

Please email the club secretary,
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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.



There has been some fun times since 2014 but...



Its time for us to move on.

That's right, I have hung it up as president of the Ontario Jaguar club, and Bonnie has resigned as club secretary.

I realize the election was only last week, but things change, sometimes with lightning speed, that's life.

As with any social organization there are internal things happening, different ideas and different directions that people want to take. My time as president allowed me to drag the club out of the 1960's with memberships paid strictly by cash and checks, with cheques delivered strictly by mail, one step ahead of the pony express... We took the club into modernity with PayPal and email transfers, heck the club now even takes credit cards. We have gone from a newsletter made of black and white photocopies stapled together on the corner to a beautiful glossy full colour magazine stapled in the centre, it is a real magazine and all grown up.

We now have area captains to take care of our far flung members and we have enrolled three members under the age of 20 for the first time in club history. We have truly become an inclusive club with more women than ever before participating in events as well as attending meetings.

It started with no less than 13 members throughout 2013 were individually calling me, taking me aside at events, meeting me to talk over beer, and asking me to do something. I finally decided in October that I would do what must be done and I stood for president and I won, I was told the vote wasn't close. With an enthusiastic crew to work with we steered the club away from certain destruction.

The OJOA had become a stagnant club hosting only three events in a typical year that were actually put on by our club and we had the most boring meetings you could possibly imagine.

My first year as president produced more club events before the end of May, than the entire year of 2013.

The OJOA had become the "North Korea" of Car clubs, I began a "PR" campaign in earnest turning that reputation around and by June of 2014 it was very clear that we were no longer "your grandpa's Jaguar club" we were up and running with intensity.

Other clubs with other makes as diverse as Ferrari's to Citroen's even began to socialize with us and we had a new respect. We participated for the first time in the Yorkville Exotic car Show or "YECS". What an amazing experience.

We were officially thanked and followed on Twitter by the Bowling Green Corvette Museum for our kindred spirits. We were recognized as true "car people".

We had rejuvenated the club and gave it a second wind, we gave the club new life.

Many have credited me with saving the club from the aforementioned "certain destruction", including a wonderful old member who called me before the election just to tell me that and that other members felt the same, I am humbled at the compliments.

Thank you all for believing in me and supporting me all these years.

Bonnie has been tireless in her work on behalf of the OJOA and she has given us, year after year, amazing affordable year end dinners at fabulous venues in keeping with the traditions and history of the club. We have been able to meet and socialize with many wonderful members we rarely see otherwise. She has been in the shadows and not received anywhere near her due. She did accounting, trophies, photography, Concours Judging, Bonnie was always the one to organize our participation in the Ancaster Flea Market. I applaud her as her support has been the most important to me. She has worked on your behalf in every area and assisted other executives without complaint.

For the privilege of serving as your president, I thank you, I thank you for your confidence in me and for your support for us both, we thank you. Its been a fast fun ride, but for us, now its over.

We will be leaving the club for different things different experiences and we do indeed wish the general membership an amazing future. If you see any of our Jaguar's anywhere do find us and say hello!

Goodbye OJOA,

Hope to see you all somewhere down the road.

Duane & Bonnie Grady



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OUR FIFTIETH CONSECUTIVE CONCOURS – MAKING THIS MILESTONE TRULY MEMORABLE !!

Steve Sherriff

Our OJOA Concours turns fifty on **Sunday July 30th**. Are you impressed? If that doesn't impress, how about the fact that our Concours has been held every year since 1968, for **fifty consecutive years**? These are not 'alternative facts'. As the OJOA's Historian, I have the records to prove these impressive assertions. You are welcome to wager against me at your peril.

No mediocre event with optional attendance lasts fifty consecutive years. This is the OJOA's premier event for good reason. Intentionally missing attending it without an ironclad alibi (eg. serving time in jail that day), ought to be a criminal offence for Jaguar enthusiasts!

Still not impressed? Mere numbers and idle threats you say? All right, try this on for size. You will not be able to resist attending, because on this special occasion, we will have displays that are absolutely certain to impress you, if you have any Jaguar blood in your veins whatsoever. If you have any appreciation of Jaguar history whatsoever. If you arrive awake, for heaven's sake, you will be impressed!!!

Any resolve to remain unimpressed will crumble at the sight of the friendly ghost of Sir William Lyons, the patron of Jaguar. This apparition will appear in the form of a real honest to goodness authentic *Swallow Sidecar*, a motorcycle sidecar manufactured by Sir William Lyons in 1930 (!!!) before he was even calling his cars SS Jaguars. I can safely say that you will not see one of these, at any other Jaguar Clubs of North America Concours this year, or likely anytime soon anywhere else in North America. This is the closest look you will probably ever get at Jaguar's DNA, even through the eyepiece of a CSI microscope. This completely authentic gem (with new paint only), remains hooked to the same BSA 500 cc. motorcycle it was originally attached to in 1930. We will display this vehicular treasure thanks to Allan Lingelbach's persuasive abilities which have hypnotized the owner, Jim Danniels.

Read on, we have plenty more to dazzle you this special year.

But first, by way of a brief history, Sir William became a partner in a business equipping refurbished war surplus Triumph motorcycles with sidecars. The business was called the Swallow Sidecar Company, and started in Blackpool England in 1922. All things Jaguar grew from these humble beginnings.

Car manufacturing began in 1926 under the name "Swallow Sidecar and Coachbuilding Company". The company made special coachwork for the Austin Seven and other automobile chassis. In 1927 the Austin Swallow two seater was introduced, a jaunty little car which had heavy gauge aluminium over an oak frame, with a detachable hardtop. The Swallow cars had bold and bright colour schemes in an era when most cars were black, brown, and dark green.

In 1931 the company's first complete automobile design, the sensational SS, was launched on a new chassis, specially designed and produced by the Standard Motor Co. for Swallow. Lyons designed the car to be very low by mounting the springs alongside the body rather than below. This rakish machine was truthfully advertised as very low and very fast. Lyons took over full control in 1935 and took the company public. That same year S.S. Cars Ltd. introduced the SS "Jaguar" car. The nomenclature 'SS' was eventually dropped after WW II due to the sinister association. What else do we have to impress you? How about the first postwar Jaguar to feature an all steel body? How about a beautifully restored 1947 3.5 litre Jaguar in the flesh? Take one look at this breathtaking black beauty at the top of this article and dare to tell us you aren't interested. Once again, our Concours host Allan Lingelbach has worked his magic on owner Rod Black.

Still blasé? How about talking to the man who restored this beauty, longtime OJOA member John Funnell, who will likely be attending this special Concours. John Funnell joined the OJOA in 1980. During the eighties he was a highly successful Concours competitor with this very car. He had acquired this "Black Beastie", as he called it, with its correct red wire wheels, as a forlorn wreck sitting in a field about seventy miles east of London, England in 1974. The wreck was gathered up and trailered to his hobby garage appropriately called the "Tallo Ho" (this was the battle cry of Allied fighter pilots sighting enemy aircraft during the Battle of Britain). The restoration was completed a week before John and his family left for Canada in 1979.

John Funnell was no ordinary backyard mechanic. He was a highly trained Jaguar Master technician. He worked at several Jaguar dealers, first Ashley Motors in Don Mills, then Grand Touring, and lastly Robert Motors before his retirement. For a number of years John contributed his invaluable knowledge of species Jaguar to the OJOA by serving as a Concours judge. Maybe we can persuade him to do so again, serving with his protégé Mike Lenard, proprietor of the Cat's Cradle, for the Fiftieth.

Let us know if you, or someone else you know, is an old time OJOA member looking forward to attending our Concours this special year. We want to honour those folks.

Alan and Carol Lingelbach's spacious country estate at **1075 Siegner Lane in Wellesley, near Kitchener/Waterloo** will undoubtedly continue to impress everyone again, just as it did last year. Our fiftieth will once again be held on their immaculate grass. After all, a Concours held on pavement is like dancing on coarse gravel.

Please contact Alan Lingelbach if you want a special rate for hotel accommodation at the Courtyard Marriott, 50 Benjamin Rd. E., Waterloo, for Saturday July 29th, or even after the Concours on Sunday. There will likely be a "meet and greet" get together party at the hotel early Saturday evening as there was last year.



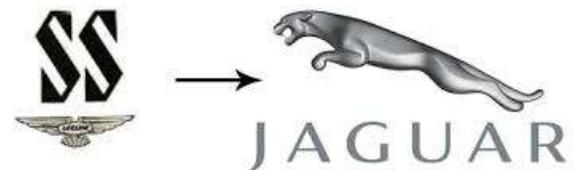
What do we have to impress the ladies? Should last year's very popular summer hat contest return? Maybe there will be a ladies' shoe contest? Maybe there will be a floral arranging seminar? Maybe some ladies will cast a discerning eye by judging cars again based on their unique criteria. Maybe there will be a Ladies Daily Driver division within the OJOA Daily Driver Division? Ladies, you can make more and better 'maybes' happen by contacting Activities Director Tracy Kailan at tkailan@hotmail.com with your ideas and volunteering your talent. I am particularly interested in whether there will be a catered lunch in an effort to top the superb BBQ last year? Your Jaguar chariot need not be 'purrfection' to enter. We will once again offer the Daily Driver Division (open to all except those who have won their Daily Driver Class before). This division recognizes the Jaguar street warriors which experience cosmetic blemishes in combat. Bonus points are awarded for age and mileage. You don't have to enter a Jaguar to enjoy the fun, but you do need to enter to win your Champion Division Class and receive what may be special Fiftieth Anniversary Awards this year.

This is a JCNA sanctioned Concours with Champion and Driven Divisions. Our very own Daily Driver Division is a non JCNA addition for those who prefer their rubber meeting the road more frequently. Stay tuned for announcements by Concours Co - Chairs our Vice – President Garner Pridmore, and John Ogden. The Concours Committee is forming, and is getting revved up. If you can volunteer for duty at the site on July 30th and /or for organization planning earlier, please do so with Garner Pridmore at garner-of-ojoa@outlook.com, while you can still select your preference.

One of my concerns as Chief Judge, is the difficulty in judging authenticity, when there are so many Jaguar models spread over so many years. I am proposing to have designated model experts available that day as consultants to assist judging teams to evaluate authenticity. The plan is that the expert consultant would discuss the owner's car with the owner of some of the rarer cars and identify potential authenticity issues before the actual judging team arrives. The owner would be advised that the expert's opinion is not binding on the judging team, and that the owner will have a full opportunity to discuss authenticity with the team before any deductions are made. This approach worked very well last year with the gorgeous white XK 140. Otherwise, we are flying somewhat blind. If you are knowledgeable about a particular model, even if you won't be judging but could act as a consultant, please let me know.

I am also going to try to begin focusing on specific models at this year's Judging Seminar. I have selected E types for this year. All potential judges will be given some E type authenticity instruction with an E type present, and a copy of the JCNA E type judging guides. This will be in addition to the normal instruction and exchange of information. **I am proposing that this year's judging seminar be held on Saturday July 8th.** All members are welcome. You do not need to commit to being a judge to attend.

We already have a sound base. I want to expand the list of our eligible judges (which is invariably barely enough) and begin efforts to improve our authenticity knowledge. Apprentice judges are permitted and encouraged by JCNA and ourselves. Please let me know at



William Lions





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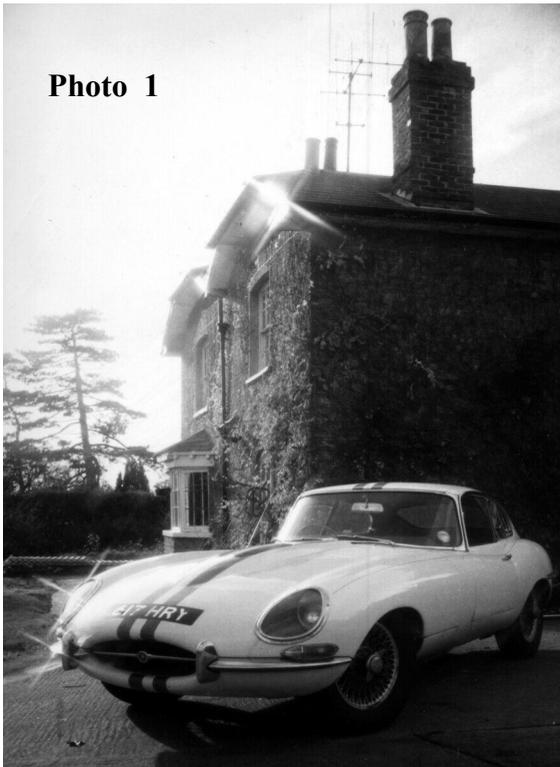
IT'S THE KAT'S MEOW

by Pete Moffett

The car :1962 Jaguar E-type coupe Series 1 3.8 right hand drive

The owner: Pete Moffett, St. Catharines, Ontario

The story: My wife Lynda and I were married in May 1970 in Etobicoke and in September of that year after graduating with a diploma in Aerospace Technology from Ryerson Polytechnic Institute (now Ryerson University) we moved to Bedford, England to pursue post graduate studies in aerodynamics at Cranfield Institute of Technology (now Cranfield University). When we arrived in England we stayed at a B&B in Bedford north of London for the first month before school started at Cranfield. I had saved the money I earned from building wind tunnel models for the Aero Department at Ryerson during the summer so that I could purchase a British sports car. First thing on the agenda when we arrived in England was to purchase a copy of Motor Sports magazine and start looking through the "For Sale" ads in the back pages. Nothing either appealed to me or was within my price range. I mentioned this to our host at the B&B and she said she had a friend who might have a sports car for sale. The next morning during breakfast we heard the sound of big straight six engine revving up outside the B&B. When we went to look there was a beautiful 1962 white E-type coupe. I fell in love all over again like the first time I saw an E-type when I was a teenager. I looked at my wife and she knew what the tears in my eyes meant all she said was "go ahead." That was all I needed and after \$1500 changed hands I had besides my wife, my heart's desire.



The Heritage Certificate indicates that the car was built in July 1962. Nothing is known about the car before I purchased it in September 1970. It was obvious that it needed a lot of body work and an engine rebuild but I had an E-Type, 'nuff said. I was resigned to the fact that this was going to be a retirement project. It was ironic that while studying aerodynamics I chose to buy a Jaguar E-type which had the lowest drag coefficient (0.4) of production cars in that era.

A cosmetic restoration was attempted in England. This consisted of using fiberglass cloth behind the rear fenders and under the bonnet to strengthen the rust. Genuine Naugahyde vinyl replaced the hard and brittle original plastic. New carpets were installed. Next came a respray with Aston Martin burgundy (de rigeur for a Bond fan) bought at the factory in Newport Pagnell. It was an adventure spraying a car with a refrigerator compressor but that was all I could afford to spend at a junk yard. Wheels were repainted with a spray can. Engine rebuild would have to wait until later in spite of the fact that the compression was as low as the oil pressure and the engine smoke poured out of the exhaust pipe like a peace pipe when putting your foot down on the right pedal. It was fun though for two years driving around Britain on weekends performing quality control tests at the pubs. I had to be careful not to give the car too much wellie because the increased

vacuum would suck all the oil out of the crankcase and look like we were fogging for mosquitoes. In 1972 the car was shipped off to Hamilton from Antwerp, Belgium because the dock workers were on strike in England not an unusual occurrence. We drove the car here for a couple of years using the UK plates because we were too cheap to get Ontario plates. When I got pulled over by the police I said I had just arrived and promised to get it registered in Ontario within the next 6 months, ya. I never saw them again. One of the humorous incidents that happened was when we stopped at a traffic light at Bay and King Streets in Toronto. My wife got out of the passenger seat on the left and proceeded to cross the street to get to work. There were a lot of honks and not a few bemused pedestrians when the car took off without the driver. After a couple of years of driving we put the car in the garage of our new home in St. Catharines. It was in the garage waiting for the sometime day in the future when money was available for restoration.



Every time I looked at the car in the garage from then on I muttered “someday.” I had removed the engine, transmission, IRS and interior so that only the tub remained. It was a big hit with my young sons who used it as a fort to play in.

Having two young boys and a mortgage meant there was no money left for a restoration so the car slept peacefully in the garage for the next 35 years dropping small mounds of a red substance on the floor every year. I retired in 2001 and looked longingly at my retirement project. I believe that “life begins when the dog dies and the kids leave home.” Well our two cats died and two boys got married and moved out. While I wanted to do the restoration myself, as I got older and wiser I realized that I didn't have the skills, tools, experience, patience or endurance to do the job. So I left it to the experts and my role was changed to ‘gofor’ and banker.” Finally the day arrived in 2010 when the E-type went off to the body shop for a complete ground up restoration. Meanwhile the engine, transmission and differential were also sent off for a rebuild.



Photo 4

Two years later the car was ready for the mechanical restoration. The body and drivetrain went to Dave Young (Jagmaster.ca) in St. Catharines for the mechanical restoration. While the outside of the car is stock there are changes to the inside and under the bonnet that are not stock. Changes were made only to improve safety, comfort and engine reliability. I added a fire suppression system (cheap fire insurance) , electronic fuel pump with inertial shutoff. The interior was changed to leather. Seats were installed from a 2009 Dodge Caliber. They are much more comfortable than the original Jag seats. Also added was electronic ignition, a radiator fan (the early E-Types are notorious for running hot), LED lights to replace all the filament bulbs inside and out and a high torque starter motor. The original Moss box was changed for a full syncromesh box from a 4.2 litre Jag. I don't care that the numbers don't match because I love syncromesh in 1st. Also added was air conditioning (a mandate from my wife) with a change from a generator to an alternator and switch to -ve ground. After five years of work the car was finished and on the road. What a thrill it was to have it finished after all those years. It was a sentimental day when Lynda and I went for our first drive in the car in which we had spent two years touring England 40 years before. The car holds many emotional memories.

The “someday” is now and it's a blast. The car generates interesting discussions at traffic lights and in stop and go traffic. Conversations are easy because of the right hand drive meaning that when my window is down I am right beside the driver of a left hand drive car. The Jag often draws a small crowd at gas stations and at the mall. That's common for E-Types. Conversation always seem to start with “my Dad owned one of these” or “my friend took me for a ride in one of these.”



Photo 5



Photo 6



Photo 7

Continued on Page 13





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FAX: +1 805-544-1664



Continued from page 11.

The story doesn't end there though. One of the members of the Niagara British Car Club had throttle body fuel injection installed in his TR6. He was raving about it and telling us how easily it started, ran and had more power. I was intrigued by the possibility and spoke with Dave Young about doing the same thing for the Jag. No problem he said "it's just a case of how much money you want to spend." The price was within my budget and so the project started. Dave installed port injection which means that the Jaguar injectors are placed into the inlet manifold so that they spray on the back of the inlet valves. He cleverly placed the injectors below the inlet manifold and left the carburetors in place so the installation would retain its stock look. The pistons and needles of the SU carbs were removed and a blanking plate installed over the opening under the pot. The carbs function as air inlet only. I built the Electronic Control Unit (ECU) computer from an aftermarket kit. Dave replaced the low pressure fuel pump with a high pressure one needed for the injection system. The fuel distribution rail was located below the inlet manifold so that the injection system is almost invisible unless you know where to look. Now the car starts much more easily. No manual choke because the computer calculates how much fuel needs to be injected by monitoring the sensors. The engine is much more driveable and power has been increased slightly.

That's about all the modifications that I want to do for now but one never says never. Hmmmm... what about fog lights. Gotta look around. There I go again.

Lynda and I are members of the Niagara British Car Club and the Ontario Jaguar Owners Association and thoroughly enjoy the road trips and social engagement of these two clubs.

The future of the car is secure because it will stay in the family and be passed down to my sons and grandsons. One of my sons and his son are already gearheads and hopefully they will enjoy many miles in what Enzo Ferrari called "the most beautiful car in the world."

It's the Kat's Meow.



Photo 2

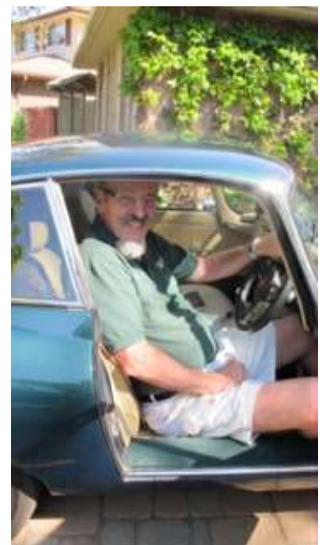


Photo 3

Photo Captions

Photo1: The '68 E-Type Coupe in England as purchased in 1970.

Photo2: Pete and Lynda Moffett at their estate in St. Catharines with their restored vintage E-Type.

Photo3: The smile tells it all.

Photo4: If you say that your Jag doesn't leak oil then you might be misleading us.

Photo5: All the engine parts were either polished, painted or chromed. Electrical and brake lines were hidden where possible under the frame tubes.

Photo6: An aftermarket A/C was installed. A smaller diameter Momo steering wheel relieved calluses forming on the inside of the knees.

Photo7: Dodge Caliber seats were rescued from one that was a total wreck. Seats were recovered with leather as was the rest of the interior.



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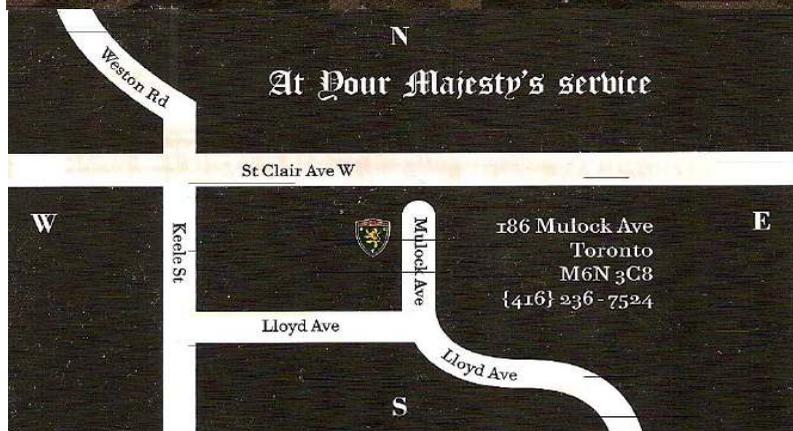


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1987 XJS V12

[11 - 16]



I'm the second owner and have enjoyed her for the past 16yrs. She has been well taken care of and is in show room condition. 43,600 Kms, Black on Tan. Asking \$16,800.00 My wish is to have the next owner enjoy and appreciate her as I have. Contact: Ed Golfetto 416-995-9379 Email; egolfetto@ameresco.com

1960 XK150

[10-16]



Complete restoration from the bone up, body and mechanical done. The car is in mint condition, Concours d'Elegance Ready. **** Comes With Heritage Certificate ****
Engine: 3800cc, 3.8L Exterior: Green / Interior: Tan
Contact Marc Marechal marmar1305@yahoo.com

1985 XJ6

[09-16]



This is an Estate Sale, Current owner is the second owner since 1989 With 147,000 KM. Stored every winter, with new Cooper tires. Midnight Blue. The car runs in great condition - a must see! Asking: \$5,000.00 For Details, Call Raymond Gemmill @ 705-878-2705 email raygemmill@gmail.com

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 2 issues / \$60 for 6 issues. Contact the Advertising Manager to place or cancel ads.



OJOA SPRING RUN “THE WATER TO WINE BRAVE SOULS RUN”

by Pete Moffett

On 22 April 2017 the Niagara British Car Club in conjunction with the Golden Horseshoe Area, and all others of the OJOA will be driving on their first run of the 2017 season. If you like me you are impatient to get your Jag out of the garage on onto the road. This is the perfect opportunity. It is scheduled for the end of April when the weather can be unpredictable. That is why it is called the “Brave Souls Run.” Curiously it bookends nicely with the Toronto MG Car Club’s “Brass Monkey Run” in the Fall.

The title “Water to Wine” refers to the starting and ending points of the run.

“Water” is the starting point and it is the shore of Lake Erie in Crystal Beach. The “Crystal Beach Amusement Park” was a favourite tourist site from 1888 to it’s closing in 1989. During the summer it often hosted 20,000 visitors per day. Many visitors were from the southern coast of Lake Erie, typically Buffalo and travelled by boat to the Park. It was famous for it’s wooden roller coaster the “Cyclone.” Unfortunately all remnants of the park are now gone but some of the equipment was saved and survives in other places. The wooden roller coaster was removed in 1946 and was used to make the “Crystal Beach Comet” at a water park in Queensbury, NY. The ferris wheel is operating at the “Centreville Park” on Centre Island in Toronto.

The main street in Crystal Beach is Ridgeway Road. If you want to grab a coffee or have breakfast stop at Tim Hortons on Ridgeway Road in the middle of town but parking is limited. To get to Crystal Beach take the Sodom Road exit on the QEW and head south. Sodom Road changes to Stevensville Road in Snyder and then to Gorham Road and finally to Ridgeway Road. Just stay on Sodom Road South when you get off the QEW and you will arrive in Ridgeway.

Our departure point is the parking lot at the beach. Drive south on Ridgeway Road as far as you can towards Lake Erie and into the parking lot. If you get wet you have gone too far. Drivers meeting is at 9:45am with departure at 10am. Our tour will take us through some of the scenic back roads in the Niagara Peninsula at a subdued pace.

Our destination is Niagara College at the Niagara end of the Garden City Skyway (Glendale Ave. at the QEW). There are three features of the college that we will be exploring. The college exists to educate students in the hotel, wine and brewing industries. To that end they have their own vineyards and wine making equipment all run by students. There’s student run teaching brewery and retail store on campus. You will be able to experience a wine tour and a brewery tour including tastings for \$10 each or both for \$15.

We will be having lunch at the college and there are two choices. You can buy a box lunch for \$10 or you can choose to eat in the Benchmark Restaurant. This is a fabulous dining experience which is used to teach serving staff and chefs. The food is high quality and they use local ingredients in their food whenever possible. They also serve their own wine and beer made on campus. The Butler’s Bitter is my favourite beer and it tastes just like the bitters I have enjoyed at pubs in England while Lynda and I were touring in our E-Type.



The start of our run on the shore of Lake Erie at Crystal Beach.



The prices at the Benchmark Restaurant are reasonable and the choices are varied. If you want to see their menu just go to

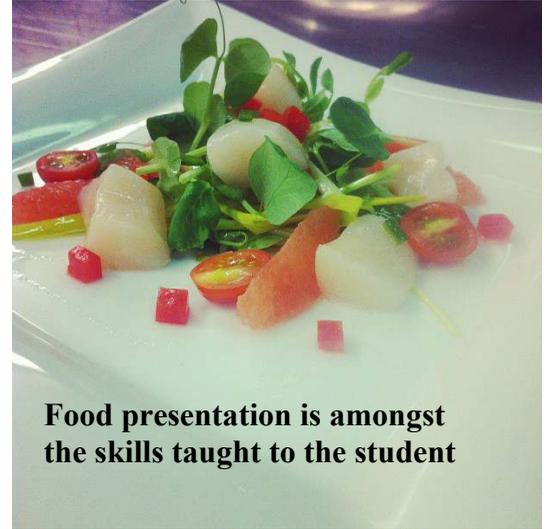
<http://www.ncbenchmark.ca/menu/>

If after a good lunch and great conversations you are ready to drive home the QEW is right there. Or, you might want to visit the new Factory Outlet Mall across the road. Or, you might want to take the opportunity to visit the Bass Pro Shop, or Leon's within view of the Mall. Or, do some sightseeing in the Falls. Or, visit Niagara-on-the-Lake.

Lots to do and see on this run, so won't you join us? Since this is the "Brave Souls Run" it is a rain or shine event.



Crystal Beach Amusement Park circa



Food presentation is amongst the skills taught to the student



Wine Visitor and Education Centre at Niagara College.



The Benchmark Restaurant is a culinary experience not to be missed.



A couple of beers from their student run brewery.



Wine tasting is available.



Classifieds

1950 Jaguar XK120

[12-14]



Exterior: white
Interior: black/white
Engine: 3.4L ; 389km

There were only 12,055 XK 120 made between 1948-1954 and starting at chassis number 670001. This one is chassis number 670220 clearly stamped on the frame

It was the 36th steel body XK120 ever built.

This is a steel frame, steel body, aluminum hood, doors and trunk production car. Engine block W 1463-8 and body number F1288 are original. Rebuilt the engine/head in June 2013, re-sleeved the block back to standard size and installed a modern rear main seal. Rebuilt steering box. Upgrades: 5 speed transmission designed especially for the xk120; flame thrower distributor, solid core plug wires, electric fan, alloy fuel tank, steering mantle with signal light switch, stainless steel sport exhaust and Dynalite alternator which looks like the original dyno generator.

For more info email Marc Marechal email marmar1305@yahoo.com

1987 - XJ12 VDP ++ a parts car

[08-16]



Cars is in Haliburton. Excellent Mint Condition. 55,000 KM. Asking \$10,000.00 For both cars, Or best offer. For Details, Call Karlene @ 705-754-2020 email ajc1020@hotmail.com

1986 Jaguar Vanden Plas - New Price!! [01-17]



One Owner 25 years. Maintained by Jaguar Technician Complete detailed records of replacement parts & service available 75,000 Miles, Everything works A Daily drive (summer only) Original Alpine Green / Magnolia Leather

Allan Wilson, London, Ontario Call 519-438-0403
E-mail: allan.jag@rogers.com

\$6,500.00 Or Best Offer

1987 XJSC 5.3 V12

[07-12]



Rare T-Top model. Great condition, runs very well. The body in very good condition, mechanics are excellent. In storage for a few years, now needs new owner to take care of it. Dark blue exterior with black interior. Original walnut wood finish in good condition. Can be seen near Sunderland, Ontario, north of Uxbridge. price: \$9,750. or best offer.....must sell. Call John at 705 357 1058 email

emaclean9@gmail.com or emaclean@igility.bm

Cars Wanted

Wanted

Looking for a 1965 E-Type LHD convertible
4.2L 6 cyl.

Please contact me as follows:
Marc Marechal

E-mail: marmar1305@yahoo.com
Cell: 289 231 3125

Jaguar Parts for sale

[06]

Many used parts for the following Jaguars.

XJ6 Ser. III, 1980-1987, Ser. IV XJ40 1987½ - 1994, XJ6 1995-1996, XJ8 Coupe 1998, XJS 6/12 1980-94, XJ8/XJR/VDP 1998-2003, S-Type 3.0/4.0 L 2000-2003, X-Type 2.5/3.0 L 2002-2003.

birkshiremotors@rogers.com

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Jag Owners Might Want To Join - Copy This or Cut It Out

!!! IF IT'S A JAG - LEAVE EM A TAG !!!

Nice JAG!



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- Road Rallies/Driving Tours
- Car shows
- Best fascinator "fancy hat" competition
- Membership to Jaguar Clubs of North America (JCNA)
- Knowledgebase of Jag Enthusiasts
- Monthly meet-ups
- Mospport track time
- Annual Award Gala

We'd love for you to check out our website:

www.OJOA.org

Then join us at an upcoming event and see for yourself the incredible value in our

\$80/year membership

Bonus: Membership includes subscription to OJOA and JCNA Magazines

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Ontario Jaguar Owners Association

Membership Director
Ron Waine
(905) 294-0260, ron.waine@outlook.com
12 Alexander Hunter Place
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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

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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 2016? _____,
What year did you first join OJOA _____



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Markham, ON, L6E-1A8
Phone: 905 294 0260

Membership Options Available

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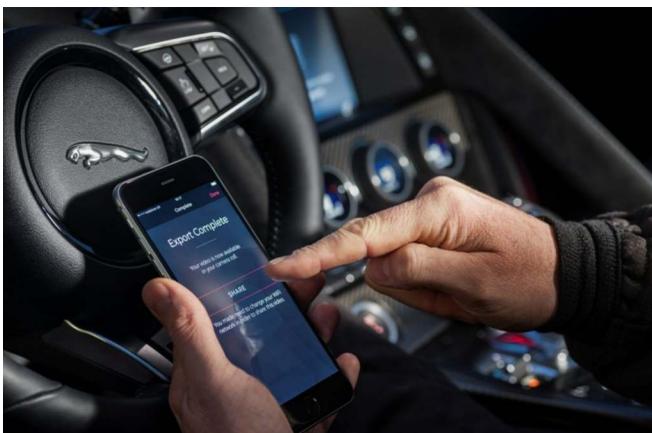
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New Jaguar F-Type Debuts With The Worlds First Go-Pro Technology

Already recognized as the most dynamically capable, performance-focused Jaguar, the F-TYPE sports car continues to evolve, with a fresh look, state-of-the-art infotainment system and world-first Re-Run app that combines vehicle data with Go-Pro video to enhance the driving experience. Since launch in 2012, Jaguar's all-aluminium two-seater has firmly established itself as the best-selling sports car in its segment in its home market and has won nearly 160 awards worldwide. The unrivalled balance of seductive design, stunning performance and outstanding dynamics has always made the F-TYPE unique, in a range that has evolved to include coupé body styles, manual transmissions and intelligent all-wheel drive. Every F-TYPE now features the Touch Pro infotainment system. Its super-fast responses, intuitive tablet-style operation, intelligent navigation functions such as Share ETA and online services such as real-time traffic and live weather reports make every journey more rewarding and put a world of information at the driver's fingertips. True enthusiasts will be able to capture and share their driving experiences using the new Re-Run app developed in collaboration with Go-Pro. In a world-first, Re-Run combines real-time video from the driver's Go-Pro with key vehicle performance data including speed, throttle position, gear selection, braking force and g force. The high quality video – including unique highlights sections – can be downloaded to the driver's smart phone and shared on social media. The F-TYPE's award-winning design is stronger and more focused, with clearer visual range differentiation thanks to model-specific front bumpers. Full LED headlights boost visual appeal still further and help improve driver safety and comfort. "Great sports car design is about proportion and purity. The most challenging element of the process for designers is to focus on and maintain an exciting silhouette that promises performance. For the 2018 model year F-TYPE, we looked at how we could fine-tune key details to deliver even more clarity of purpose in the overall design – for the driver, the passenger and onlookers."

Ian Callum,
Director of Design, Jaguar





OJOA Upcoming Events 2017



Water To Wine Spring Run
April 22nd.



A “” with our very own Pete Moffett - Could be **Magical !!!**

Date to be Announced.



Our Big **50** th.



Anniversary
Concours D'Elegance
Sunday July 30th

