



# The Ontario Jaguar

Quarterly Magazine of the Ontario Jaguar Owners' Assoc.

Vol. 29 # 2 Apr-Jun 2018



**THE 2018 DRIVING SEASON IS WELL UNDERWAY**



# OJOA EXECUTIVE

The Ontario JAGUAR is the official magazine of the OJOA (Ontario Jaguar Owners Association). It is published four times a year.



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## The Ontario Jaguar Owners' Association (OJOA)

The Ontario Jaguar Owners Association was formed in December 1959 as an automobile club whose purpose was to stimulate and encourage interest in the preservation, ownership and operation of Jaguar automobiles. Over the years the OJOA has grown to provide a means for exchange of information, technical and otherwise, to encourage interest in automobile sport and competitive events in Ontario, to provide social occasions for its members, and to foster interest in Jaguar and Daimler automobiles. The OJOA is an affiliate club of the Jaguar Clubs of North America (JCNA).

## Membership Benefits:

OJOA Membership includes subscription to "The Ontario Jaguar" Magazine: Classified Adverts for Free, in the magazine and on the web site <http://www.ojoa.org>, OJOA Referral service; JCNA Membership, Journal magazine and eligibility to enter JCNA sanctioned Concours d' Elegance and events as well as all OJOA monthly meetings and events, and an opportunity to share a common interest with other Jaguar enthusiasts.

## Meetings

Meetings are held on the second Wednesday of each month (except in December) at 7:00pm. They are held at our new location -Symposium Cafe, Mississauga. See our website for details.

## Membership, Address Changes, Renewals

Membership in the OJOA costs \$80 (\$90-Family) for one year (January thru December). Save on a three year membership, with advance payment of \$220 (\$245-Family). Ownership of a Jaguar or Daimler is not a prerequisite. Send all membership applications, address changes, and renewals to the Membership Director. An application form appears on the last page of the magazine. Conveniently use PayPal / credit card via our website.

## Merchandise

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

## Advertising

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

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

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



# The Ontario Jaguar

Editor: Christopher Kailan

Publisher: OJOA

Contributors: Allan Lingelbach, Pete Moffett  
John Myers

## The Current Year

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

The **OJOA** has been involved in such events as **British Car Day, Cobble Beach Display, Jaguar's Art of Performance** and others.

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

If you have events that you would like to include in this year's activities, please contact any of the executive.

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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,

Karen Carlson

[k.carlson@sympatico.ca](mailto:k.carlson@sympatico.ca)

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.



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## **The Status of the Ontario Jaguar Owners Association As An Affiliate of the Jaguar Clubs of North America Organization**

Most, if not all, of our membership is aware that the Ontario Jaguar Owners Association (OJOA) is one of many Jaguar clubs affiliated under the umbrella of the Jaguar Clubs of North America (JCNA) organization. Each of the North American clubs, located throughout Mexico, United States, and Canada, submit dues to JCNA. The JCNA, in turn, offer benefits to their 65 affiliated clubs in areas where they have a cost efficiency advantage, based on their large size.

Again, this information is a well-known fact with most of our members. However, what may be less known is how does the OJOA fare in terms of membership, in relation to all of its sister clubs within JCNA? I recently received material from JCNA which provided an in-depth answer to that question. This spreadsheet revealed membership data on every club at many points in time, and continuing right up to the end of 2017. The ebb and flow of membership numbers from time to time, and from club to club, is very interesting. This could be due to many factors, but can also be indicative of the health of the club.

By quoting year-end 2017 numbers, the largest JCNA affiliate by far is the *Jaguar Association of New England* (Boston area) with a membership of 296. The opposite end of the scale is occupied by the *Jaguar Club of Greater Las Vegas*, and the *Great Plains Jaguar Owners Association* (Wichita) which both ended the year at 0, after losing a combined total of 23 members in 2017. It would be challenging to organize events and meetings with no members, so the assumption must be that these two clubs have now folded, or amalgamated with other entities.

In the category of “hope springs eternal” the Canadian resident *Pacific Jaguar Enthusiasts Group* struggles on with a roster of 13, having lost 21 over the past five years. The OJOA position in this universe lies at a healthy standing of 8<sup>th</sup> out of the 65 clubs, with a published membership of 139. (JCNA gives a count of one to all memberships, regardless of our single or family designation.) Digging further into the data uncovers more good news. Our growth of 24 memberships during 2017 represents the second largest gain of all JCNA affiliates. And I would entertain significant skepticism about the winner of that category, for claiming to have accepted 58 new members on top of their 55 existing members in 2016 (*Jaguar Club of Southern Colorado*)! Over the past 10 years, their membership never exceeded 61, so where did this come from?

Our surge is even more impressive when contrasted to the loss of 101 members (-1.85%) within JCNA, which still can claim an impressive total of 5354 paid enthusiasts. The OJOA has reclaimed the title of the largest JCNA affiliate club in Canada, of the five in existence. A greater “wow” factor is that we are now the largest Jaguar club in the North Central region. JCNA has divided North America into six regions, and our region contains large population areas occupied by clubs such as the Jaguar Affiliates of Michigan, Illinois Jaguar Club, Jaguar Club of Ohio, the Jaguar Club of Pittsburgh, and six others. Our membership dominance of this region certainly was not always the case.

During the years of 2013 and 2014, the OJOA roster plummeted a total of 82 members. Just the volume of our loss alone would have constituted a good size club. We haven’t completely recovered from that episode, and the JCNA data sheet reveals the ugly truth. We still lay dubious claim to a net five year loss of 40 members, the second largest decline within the 65 clubs in JCNA over that period. This negative statistic is to the end of 2017, and even factors in our considerable growth last year. Our low water mark was set in 2014, and for the first time in decades, our membership numbers dipped to two digits. We ranked 15<sup>th</sup> out of 65 then, so our relative recovery within JCNA has been very impressive.

As a long time member of the club and the Board, I can see the renewed enthusiasm within the Board, and throughout the membership over the past couple of years. This optimism has arisen from better leadership, a better magazine, an improved website, better finances, many more quality events, and much better attendance at these events. Even our relationship with JCNA and Jaguar Land Rover Canada is much more positive now.

This article has dwelt on membership growth, and while that is to be encouraged, it is of secondary importance to club experiences and comradery which serve to maintain Jaguar enthusiasts as loyal OJOA members.

By Allan Lingelbach



# How Jaguar Survived BLMC

*...the first part of this article was published in the Jan - Mar 2018 edition of the Ontario Jaguar*

Jaguar Cars Limited ceased to be a subsidiary of BL in the autumn of 1973, when it was reduced to an operating division status. The next year England retired on the appointment of the 34 year old Geoffrey Robinson, the young protégé of Stokes, to be the senior executive at Jaguar. Most of the old guard had left or retired by this time from the Jaguar, and the responsibility to keep Jaguar distinct from rest of the group's mechanicals fell on Bob Knight, Jaguar's chief engineer. One victory was to keep Rover's reworked Buick V8 out of the XJ, and although it was a fine engine, to replace the XK V12 power plant with it would have taken the heart out of the Jaguar models.

Robinson believed that for Jaguar to survive, it needed to fix its continuing major quality problems, and expand annual production capacity from 30,000 units to 60,000. Both these initiatives would have required significant investment, which Robinson was confident he could obtain from the parent company. Plans were getting underway when, in early 1975, BL made the surprising announcement that it was experiencing a cash crisis. A 50 million BP loan backed by the British Government saved the day; however, there would be no funds for Jaguar's improvement plans. Part of the arrangement was that Stokes resigned as Managing Director of BL and Sir Donald Ryder, a Government appointee, assumed the top executive position. Once more the noose around Jaguar's freedom tightened as Ryder disbanded Jaguar's management board, effectively forcing Robinson to resign. The final blow came at the Earls Court auto show in September that year as Jaguars were for the first time co-mingled with all the BL products rather than appearing on their own stand.

Ryder's integration plans continued, and while Bob Knight spoke for Jaguar at BL's management board, it was only in secret that he was able to delay and eventually thwart the more significant steps which would have further diluted the Jaguar character and brand. Jaguar was to become one of BL's "prestige" vehicles together with Rover and Triumph, which would share major components such as platforms and power trains, and God forbid, perhaps major metal stampings. Fortunately for Jaguar, but not for BL, the intentional delays managed by Knight saw these integration plans come to an abrupt halt as BL dove deeper into the financial abyss and was unable to provide the investment to bring the plans into reality.

Jaguar was not seeing everything going its way, however. In 1978, when Ryder brought in his integration initiative, Jaguar produced 27,346 cars, but in 1979 there was a precipitous drop to 14,861 units of which 2,943 and 242 made their way to the US and Canada respectively. Jaguar alone made losses that year amounting to nearly 50 million BP, exacerbated by unsustainable warranty claims on the XJ6. BL was also in dyer straights, leading to emergency action being taken by the UK Government.

While our story is not about the struggles of BL to survive, it did at this time receive additional funding from the British Government under the newly named umbrella company BL Cars Limited (British Leyland ultimately met its demise in 1986). Jaguar Cars Limited was re-established and was freed from BL. The British Government held the so called "Golden Share" which effectively gave it voting control and the power to accept or reject any future sale of the company. Government injection of funds kept Jaguar afloat, allowing it to weather the labour strike in the spring of 1980.

At this time, John Egan, who had been an executive at Massey Ferguson (a Canadian Company), was appointed Chairman and CEO of Jaguar Cars Limited, which thanks to this restructuring now enjoyed its own management group. (When Egan came on board, Bob Knight took the opportunity to retire.) The major assembly plant in Birmingham, Castle Bromwich, was put under Jaguar's control, as well as Browns Lane in Coventry.

With the Series III XJ launched in 1979, Jaguar's main product was refreshed which led to new interest in the marque from the buying public. While the car was well received, there were major problems which plagued all the company's models, mainly parts reliability and paint quality. . But first, Egan needed to get the workers back on the line. His charismatic and personable style went over well with the labour force, and he would be often seen on the factory floor engaging the employees to learn where improvements were needed.



He shared his mandate with the workers that he had been hired to either fix Jaguar, or close it. He was optimistic that the company could be saved, and was able to enlist the workers support to help put Jaguar back in the black.

Due to the management freedom Egan had been given, and with the new resources provided by the Government, steps could be taken to set up a modern paint plant at Castle Bromwich. Materials handling was put under computer control. Suppliers were to improve their products to Jaguar's new standards, or they would be dropped from the supply chain. A younger group of key employees took over essential work, such as Mike Beasley, manufacturing, Jim Randle, vehicle engineering, and Trevor Crisp, power trains. A sales and marketing group was established, and dealers who failed to meet the Jaguar's requirements had their franchises cancelled. The XJ-S was also refreshed with an interior rework, a cabriolet model, eventually a full convertible, and a new 3.6 litre in-line six to replace the aging XK, and to provide an entry option alongside the more expensive V12. With these initiatives, Jaguar earned a reprieve. From production of only 15,262 units in 1980 to 33,355 by 1984, Jaguar went from being moribund to being on a roll. The escape route from the imploding vortex of BL was beginning to be visible.

Egan realized that the magic of the Jaguar brand had been partly sustained by its history of competitive victories in the fifties. Even with the slim resources available, he encouraged Jaguar's return to motor sport through associations with motor sport entrepreneurs. Tom Walkinshaw had convinced Egan and Randle that the XJ-S could be competitive in the European Touring Car Championship, and in 1989 Jaguar ended BMW's dominance in that series. Bob Tullius' Group 44 had campaigned the XJ-S for British Leyland in the US, but due to BL's falling fortunes, the arrangement fell apart in 1980. Later when Tullius met Egan, a deal was struck to build an IMSA competitor for GT prototype races, which resulted in the V12 powered XJR-5. These programs led to victories for Jaguar and re-ignited the competitive image that the marque had enjoyed in the past.

We have seen how Egan's influence had brought Jaguar back from the almost dead. There was, however, another major challenge yet to overcome. The product line was aging. The XJ-S was in its 5<sup>th</sup> year when Egan arrived in mid-1980, and had not yet established itself as a desirable GT in its own right, but was still seen as a disappointing follow-on to the E-type. More importantly, the XJ, while just launched in the substantially refreshed Series III, was essentially a 12 year old design and was lagging behind its major competitors in contemporary developments, especially in electronic features and safety requirements. This car was the company's main bread winner and could not be allowed to lapse further behind without jeopardizing Jaguar's future. In fact it was apparent as early as 1973 that earnest work must begin on a replacement XJ, and plans had been drawn up at that time to introduce a successor car in 1977.

Of course, Jaguar was under the control of BL at that time, therefore requiring its approval before funding for the new model would be provided. Between 1973 and 1977, at least twelve full size mock ups were presented to the Jaguar and BL executives, which explored quite different design concepts. Support from outside design houses to stimulate different approaches was also enlisted, and Pininfarina, Bertone, and Ital all provided full scale models for viewing and management assessment. Inevitably, different ideas as to which design language should be followed depended on whether advocates were from Jaguar or BL. Lofty England recalled having numerous discussions with BL executives about the need to retain the traditional Jaguar look, which was not supported at BL, and several of the designs proposed would have taken the XJ in an entirely new direction with no discernable references to Lyon's design ethos. During this period, BL became insolvent which delayed further development of the new car indefinitely. After 1975 and until 1980, it was mainly Bob Knight who kept Jaguar from being adsorbed into the BL morass, and who preserved some continued development of what was then called the LC40 (for Leyland Cars). With Government funding came a resurgence of the project in April 1977, when set the launch date of the LC40 was set for the autumn of 1982. For the first time at Jaguar, the design of the car was strongly influenced by safety features and aerodynamic factors affecting stability and drag (CD). Another innovation was the use of a "buck" to explore full sized interior design alternatives, with extensive use of state of the art electronics technology. By mid-1979, the basic shape of the car had been defined and the development code became the XJ40.

The XJ Series III was considered to be a stop-gap measure due to the LC40's protracted development. The Series III design work was out-sourced to Pininfarina, probably because the limited resources in-house were fully employed on the LC40. While the Series III was expected to soldier on for several years past 1982, it is quite remarkable that it endured for another ten years. There were two main reasons for this: the look and stance of the car appealed to the buying public, and the XJ40 did not at first accommodate the V12 engine. The Series III XJ6 carried on until early 1987, and the XJ V12 until 1992. Interestingly, the last 100 Series III produced were sold in Canada and had a special plaque fitted to the glove box panel. Series III sales were robust right to the end of its production.

*...continued on pg 9*





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..cont'd from page 7

Early production XJ40 prototypes began testing in mid-1980, and continued in various guises over the next six years. The testing program was by far the most extensive Jaguar had ever undertaken, and prototype cars were run in many parts of the world to gain experience in different climates and conditions. Winter testing took place at a facility in Timmins Ontario. The XJ40 was introduced to the public on 8 October 1986 at the Paris auto show, and full production began in July 1987. If we look back to 1973 when the first steps were taken to design a successor to the 1968 XJ, one is impressed by the car's excessively long gestation period. Nevertheless, in the context of our story, it can be appreciated that the Jaguar engineers and designers were up against almost insurmountable obstacles, and yet they persevered and succeeded. The new XJ40 put Jaguar back into the game with a thoroughly modern car. It is sad to reflect, however, that the early XJ40 cars had many quality and technical problems, which were only gradually overcome in the years ahead. Jaguar paid a price for pushing the limits with too little investment and technical resources; however, the company was saved from extinction and lived to fight another day. Under Egan's tutelage, Jaguar Cars Limited value had increased from an estimated 300 million BP in 1980 to 1.6 billion BP when it was sold to the Ford Motor Company in 1989.

This is a gripping story of trial, tribulation, and set-back, and one of dedicated men and women who had faith in their ultimate success. It is also a tribute to the buying public who stayed with the marque through these turbulent years, in appreciation of its special and emotive qualities first created by Sir William Lyons. The Ford era led to modernization of production processes and management oversight. Again, Jaguar was able to prosper and today, under Tata's guardianship, the company has entered its most promising epoch yet.

By John Myers

Sources:

*British Leyland - Daniels*

*Sir William Lyons - The Official Biography - Porter and Skilleter*

*Jaguar, The Definitive History - Whyte*

*Jaguar XJ40 - Evolution of the Species - Whyte*

*Jewels in the Crown - Hutton*

## CONCOURS VOLUNTEERS NEEDED

**We desperately need volunteers to help with set up & breakdown before and after our Concours, as well as to take on some roles on the day of. If you have a few hours to spare, please contact Concours Chair Allan Lingelbach at [swissbear@sympatico.ca](mailto:swissbear@sympatico.ca) or Concours Committee Member Tracy Kailan at [tkailan@hotmail.com](mailto:tkailan@hotmail.com).**

**Saturday Aug 11: (Day Before the Concours)** Set up Tent & Tables, Mark off Parking spots. Arrive at 11:30am

**Sunday Aug 12: (Morning of Concours)** 1 x Greet Entrants as they Arrive, 2 x Direct Parking from 8am - 10am

**During the Concours:** 2 x Sell Regalia, 2 x Scores Runners, 2 x Score Tabulators, 1 x Lunch Ticket Collector, 1 x Restock Coolers with Water & Pop as needed

**End of Day** - Help to clean up & take down tents and tables

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## OJOA Brave Souls Run 2018

Eight Jaguars from the OJOA made the trip to Niagara to join with the Niagara British Car Club for the second year to explore some interesting road and scenery of the Niagara Peninsula. The starting point was in Winona which is part of Stoney Creek at the Innsville Restaurant on Hwy. #8.

After departing the parking lot we travelled convoy style to Grimsby Beach on Lake Ontario. Grimsby Beach had its beginnings in 1859 as a Methodist meeting ground. People from throughout the Niagara peninsula would gather for lectures in a lakeside setting. 15 years later the site evolved into the Ontario Methodist Campground Company. Cottage lots were created, a wharf was built along with two hotels, and the Great Western Railway erected a small passenger station. In 1888 a large domed temple was built. One of the street on pour tour was Temple Lane. The campground company went bankrupt in 1916 and the property was sold for an amusement park. It too faded away over the years. Today the brightly painted cottages remain as a reminder of more genteel times. A leisurely drive followed right along the shore of Lake Ontario. The day was so clear and sunny that you could see Toronto across the lake.

After a slow drive by the lake we headed towards Jordan and had an interesting drive across an historic one lane Bailey Bridge built in the second World War. Locals used to call this the Red Bridge, possibly because of red painted boards that lined its sides The Bailey Bridge design was conceived by British civil servant Donald Bailey early in the Second World War. It was a lightweight, modular bridge capable of holding tanks but could be quickly erected by soldiers without tools or heavy equipment. Its parts could be carried in small vehicles and even by teams of men. The Bailey bridge was of huge strategic importance to the Allies in the Second World War. Thousands were built throughout Europe during the war, and even more were used in civil engineering projects after the war. Although not as common as they once were, examples such as this one are still in use today. This bridge, located on the old Queenston-Grimsby Road, was purchased as army surplus in the 60s. Bailey was knighted for his design.

For the next stop the group was divided into two sections. Half of us went to the Mike Weir Winery and the other half to the Fielding Winery just down the road. Tastings were offered for a price (no surprise) at the Fielding Winery but the lucky few who went to the Mike Weir Winery were treated to free tastings as the winery was up for sale and it was their last day open. Many bottles of wine were purchased by members of both clubs.

By this time we were feeling a bit peckish so lunch was next and we travelled back to the starting point the Innsville Restaurant. Lunch was a great social event and a time to enjoy good company and good conversations. Many thanks to all the OJOA members who made the effort to attend and support the club. Some even came from as far away as Port Stanley and Wellesley.

By Pete Moffett



## 2018 Concours d'Elegance

On Sunday August 12<sup>th</sup>, Jaguar enthusiasts will gather for the 51<sup>st</sup> annual OJOA Concours d'Elegance . For years, this has been one of the largest events on our annual calendar, and we intend to carry on that tradition in 2018.

A Concours d'Elegance can be defined simply as a judged car show.....the judges we have, the show is ready to go, and now we just need the cars! As obvious as that may seem, our theme heading this year is “*OJOA Country Garden Party Concours d'Elegance*”, which implies more than just a car show. We intend to spice things up with a silent auction, raffle prizes, contests, lots of food, a rural setting, and a pre-concours social.....with more food!

No matter how much the word “food” can act as a catalyst to get people to participate, I believe that a deterrent for many members is understanding the judging process itself. Newer members especially, have little idea what to expect, and are faced with the daunting task of choosing an entry category on the registration form. I will try to shed some light on this issue.

An entrant has four categories to choose from.....Jaguar Clubs of North America (JCNA), OJOA Senior Division, OJOA Regularly Driven, and Display. The JCNA option is further divided into “Championship”, “Driven”, and “Special”. In all categories, only Jaguar models and certain Daimlers are acceptable, but you don't have to be a club member to participate. Steve Sherriff, our Chief Judge, wrote an excellent article in the last “Ontario Jaguar” (Jan – Mar 2018) magazine about the “OJOA Senior Division” and “OJOA Regularly Driven” categories. He was very clear about the qualifications and judging expectations as they pertain to entrants in these groups. Please go back and review that article, given that I have nothing to add here to his detailed description. Instead, I will offer some guidance on the JCNA options.

The JCNA category is positioned between the “Regularly Driven” and “Senior Division” categories, both in terms of Jaguar preparation, and entry costs (\$50 vs \$30 vs \$60). JCNA has created a strict judging guide, which must be followed by all judges across North America. The objective is uniformity, so that a score earned at our concours would be equivalent to that earned at over two dozen annual JCNA concours held anywhere else in North America, assuming that the Jag is comparably prepared. In fact, if a member enters two JCNA sanctioned concours, they would qualify for a Regional standing (in our case that would be the North Central JCNA region), and three or more concours scores would be rewarded with a North American placement.

A JCNA-judged entrant has the option of three sub-categories, Championship, Driven, and Special, as previously mentioned. The Championship field is divided into 21 classes, covering everything from pre-war Swallows to E-Pace Jaguars right off the assembly line. An entrant in a particular class would be only competing against very similar models and years.

In Championship, most areas of a Jaguar, with the exception of the underbody, gets inspected.....the interior, exterior, engine compartment, and boot (trunk). There is even an “Operation Verification” test to confirm that lights and horns are functioning. Judging will focus on the authenticity and condition of all components, with a strong bias towards the cleanliness of everything. In theory, the class winner is the Jaguar most representative of that model's appearance and condition that existed at the end of the assembly line.

In the Driven sub-category, the engine compartment and boot are not judged. There are also many components and appearances granted a level of authenticity leniency which is not allowed in Championship. Those exceptions aside, all else is judged to an equivalent standard of authenticity, condition, and cleanliness which is required in Championship competition. The Driven field also is inclusive of every Jaguar model built, including brand new, and this is spread over 16 classes.



The Special division classes, of which there are three, allow for varying degrees of modification, and this is established in the JCNA rule book. In all cases, a Jaguar engine must be present.

Common to all JCNA categories is a 1000 point scoring system, where judges deduct points for faults. For example, a final score of 99.2% represents an entry which has been penalized 8 points out of 1000. Fractions of a point are even allowable deductions, ending up with very precise scores down to two decimals (eg. 99.26%). When you hear results announced where the difference between two entries is 0.01%, the reality is that only 0.1 point deduction out of 1000 separates the two competitors!

To judge a car to this level of accuracy demands substantial effort by the judging teams. A JCNA judge is expected to attend a judging school and write a test, which is administered by the Chief Judge. During Steve's tenure as Chief Judge, part of the training involves hands-on discussions using a few real Jaguar examples at his school. Once a member becomes a certified judge, that fact is recorded by JCNA, and periodic re-testing is necessary to maintain that certification.

This has just been a very brief overview of the JCNA judging category. All of the nuances of this category directed at everybody involved, from the Concours Chairperson to the Chief Judge on through the judges and the entrants, are contained in an eye-watering manuscript called "Official JCNA Concours d'Elegance Rule Book". This can be found on the JCNA website [www.jcna.com/concours](http://www.jcna.com/concours). If reading through this between now and August 12<sup>th</sup> would cut into too much quality time, then preparation would be best achieved by glancing through the score sheets themselves. This will give you a good idea of what the judges will be looking for, and can be found at:

[http://www.jcna.com/sites/default/files/files/Score\\_Sheets\\_2018%2004052018.pdf](http://www.jcna.com/sites/default/files/files/Score_Sheets_2018%2004052018.pdf)

By now you may have made a mental note that there are about 40 JCNA judging classes! Each class potentially will award "hardware" for a first, second and third finish, so the odds are real good that you will be taking home an award for your efforts.

The last choice on the registration form is for the Display category. For \$20 the only "judges" pouring over your Jag will be the spectators themselves. However, for those contemplating this slot, we strongly recommend that you consider one of the judged categories. Your parking location will be an improvement, and your degree of involvement will improve considerably.

This event truly is a Concours d'Elegance, and not a cruise night. So go ahead and allow your pride and joy to be judged, and discover how it compares with its "peers". You can choose according to your comfort level. The Regularly Driven category is nothing more than fun competition, and I highly recommend that to anybody who shows up with a washed and vacuumed Jag, which should be everybody! The JCNA level is ideal for those who want a more accurate assessment of their Jag's condition. One will often see classified ads mentioning their Jaguar's accomplishment at a JCNA concours. The Senior Division will be a perfect fit for the entrant who has attained a high standard at the JCNA level, or owns a spectacular example of a distinctive Jaguar.

So, there you have it. There should be no excuse for not participating in the *OJOA Country Garden Party Concours d'Elegance* on Sunday August 12<sup>th</sup>. The registration form, and more information, is on our club website [www.ojoa.org](http://www.ojoa.org). Even if you plan to attend, but are unable to enter a Jaguar, please fill out a form to reserve a catered meal. Last year we disbursed all 120 meal tickets, and we had to turn away last moment requests. Also, consider staying the night before the concours, at our host hotel. The evening meet-and-greet will be a fun social to get the weekend festivities started. The hotel can be booked through our club website, and I must be contacted for eating reservations at the meet-and-greet. For any specific inquiries about the hotel and concours, please contact myself. For more information about judging, you can direct this to Steve Sherriff [sesherriff@gmail.com](mailto:sesherriff@gmail.com), or myself.


By Allan Lingelbach  
[swissbear@sympatico.ca](mailto:swissbear@sympatico.ca)



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# JAG HUMOUR

## The Mechanic and the Surgeon

A Jaguar mechanic was removing a cylinder head from the motor of an XK8 when he spotted a well-known heart surgeon in his shop.

The surgeon was there waiting for the service manager to come and take a look at his car, when the mechanic shouted across the garage, "Hey Doc, want to take a look at this?"

The surgeon, a bit surprised, walked over to where the mechanic was working.

The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I opened its heart, took the valves out, repaired or replaced anything damaged, and then put everything back in, and when I finished, it worked just like new.

So how is it that I make \$48,000 a year and you make \$1.7 million, when you and I are doing basically the same work?"

The surgeon paused, leaned over, and then whispered to the mechanic....."*Try doing it with the engine running!*"

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# OJOA Niagara Escarpment Excursion

By Pete Moffett

On Sunday June 3 the Golden Horseshoe Area of the OJOA welcomed 8 Jags and a Japanese interloper to an Escarpment Excursion. There were 16 enthusiastic members present from as far away as Collingwood, Port Stanley and Waterloo. Starting point was the Tim Hortons in Winona and we proceeded up and down a couple of the steep and twisty roads of the Niagara Escarpment. The group ended for our first stop up at Puddicombe Farms. The farm specializes in fruits, vegetables and wines and has been in the Puddicombe family 220 years. They also have rescued the train that used to run in the amusement park on Lake Erie at Crystal Beach. We enjoyed a 30 minute ride through the 100 acre estate of fruit trees, vegetable fields and grape vines. The cafe at the farm offered irresistible fudge, deli treats, fresh baking and wine tastings not to mention the opportunity to purchase some of their own wines.



More fun roads beckoned as the conveyer headed up and down the escarpment ending at another winery. Here we enjoyed more wine tasting. Just sips for the drivers of course. One of our entourage was introduced to one of Niagara's well kept secrets, Ice Wine. Ice wine can only be made from grapes that are frozen solid and picked in January after there has been three consecutive days of -10C weather. That weather is not unusual in this part of Canada. It is a very sweet and delicious wine and because of its special climate requirements cannot be made in very many places in the world.



Lunch was next at the Butcher and Banker pub in Beamsville. There were still more roads to experience after lunch and at this point happily the rain gods smiled on us and we had a dry final drive of the day ending up at the QEW so everybody could head home. If you missed this activity shame on you. It was a fun day to experience the Escarpment and Niagara Wine country. Oh well, maybe next time.



## YOU ARE INVITED TO A POTLUCK & POOL PARTY

**Hosted by: Walter & Elspeth Molloy**

**When: Monday August 6<sup>th</sup>,**

**Time: 2:30 PM**

**Place : 36 Albert St E., Plattsville**

**BYO Refreshments & Chairs. It will be potluck but the Molloy's will supply sausage, cutlery, plates and some pop.**





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## Meet & Greet---Saturday August 11<sup>th</sup>

Until recently, OJOA concours tradition called for a concours awards dinner immediately following the Saturday car show. The attendance at these dinners fluctuated considerably depending on the urgency, or lack thereof, of the entrants to head home after a long day. I recall one concours where the dinner was cancelled only hours before it was scheduled to begin, due to poor member support.

Over the past few years with our concours now falling on a Sunday, a post-concours meal would encounter even more resistance. This fact spawned the idea of the catered food service at noon during the show. Admittedly, this is not perfect, given the time restraints needed to keep a busy day moving along. A sit-down, relax, and socialize, gastronomic occasion it is not.

Last year we introduced the idea of a pre-concours “meet & greet” gathering, complete with a sit-down meal, at the Marriott host hotel on the Saturday evening. This was very well attended with a participants’ count in the low 30’s, so now we would like to build on that success in 2018.

The meeting room is free for private use by the OJOA, and the light buffet meal is very reasonable. The hotel will even operate a cash bar for our exclusive pleasure. This invitation is not only for concours participants who are booked in the hotel, but also to all other members who would like to share the evening with us. The room will be available to us at 6:00PM and we have the use of the facility until 10. As opposed to the hustle and bustle on concours day, Saturday evening will give everybody lots of time to interact with both members and non-members alike.

Please consider joining us at the Saturday August 11<sup>th</sup> meet & greet social. I do need to provide a predicted attendance total to the Marriott for food preparation, so contact me as soon as you can.

Allan Lingelbach [swissbear@sympatico.ca](mailto:swissbear@sympatico.ca)

### CONCOURS JUDGING SCHOOL

SATURDAY JULY 21

10am - 3pm

**We are looking for a few good men & women who are looking to enhance their skills by learning how to judge Jags at a Concours level.**

Our Chief Judge Steve Sherriff will be hosting this one day seminar at his home, which is located at 2206 Fifth Line W., Mississauga.

In addition to judging logistics the class will discuss XJS authenticity.

If you have a XJS, consider bringing it if you can.

Lunch will be provided, so please RSVP Steve a.s.a.p. 905-822-7396 or Email [sesherriff@gmail.com](mailto:sesherriff@gmail.com)

\*\*\* Even if you cannot commit to judging this year, join us! \*\*\*





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## GREAT WAR FLYING MUSEUM ADVENTURE

The OJOA was specially invited to attend the Great War Flying Museum on Saturday June 16<sup>th</sup>.

The museum, which is located at the Brampton Caledon Airport has eight authentic flying replicas of WW1 Fighter aircraft, including the Red Baron's Fokker Triplane. We were able to get up close and personal with these historic air planes and tour the interesting museum.

Six daring members were lucky enough to fly as the rear seat observer, with an Air Canada pilot at the controls, of a 1917 Sopwith 1 1/2 V Strutter British two seater fighter plane. Their job was to man the Lewis machine gun to ward of any attacking German fighters. The British Empire & the skies were safe that day.

Many thanks to Steve Sherriff, who organized the event.



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**1989 XJS**

**[06-18]**



Convertible, 12 cylinder. Rebuilt transmission. Total Brake job. Wheel Bearings, ABS Actuator, New Tires and New Battery. **BONUS:** 10 Speaker Kenwood Sound System. Needs some TLC cosmetically but mechanics are good.  
**Asking: \$3,500** Contact: Hans at 905-640-7869, 416-988-9343 or Email: [deancooperstewart@rogers.com](mailto:deancooperstewart@rogers.com)

**1976 XJS**

**[05-18]**

**1986 XJ6**

**[04-18]**



2 Door Coupe. A Classic Chevy 350 engine conversion for reliability. Near complete restoration - Records included. Body in perfect condition; new paint and no rust. Interior in decent shape with original parts. Includes 2 sets of rims. 1 set new trim and interior parts. Has been in dry storage for 10 years. Located in Ottawa. **Asking: \$7,500**  
Contact: Allison Finney at 613-729-5912 or Email: [Alison.finney@sympatico.ca](mailto:Alison.finney@sympatico.ca)

This is a fairly sound car suitable for restoration or a good parts vehicle. Some rust bubbles but no holes. Currently licensed; runs/drives well; was certified in June 2017. Rear hub carrier requires replacement as does the air conditioning compressor. I have both of those parts & some other bits. Located in Gravenhurst.  
**Price: \$3,500**  
Contact: Bruce Cleland by text at 705-646-4024 or Email: [bruce@clelandsmuskoka.com](mailto:bruce@clelandsmuskoka.com)



# Classifieds: Cars For Sale

**1950 MKV**

**[04-18]**



Complete by second owner. Matching numbers example with a frame off restoration started. Completely rebuilt original engine/transmission/brakes/suspension. Bodywork/chrome/woodwork completed. Ready to complete assembly and enjoy!

**Open to offers!**

Contact: David Kirkham at 647-448-4170

Email: dlkij@hotmail.com

**1986 Van Den Plas**

**[01-18]**



Original Alpine Green / Magnolia Leather  
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)

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Contact: Allan Wilson at 519-438-0403

E-mail: [allan.jag@rogers.com](mailto:allan.jag@rogers.com)

**1995 XJ6**

**[11-17]**



Mint Condition. All options.  
134,000 km. Second Owner,  
NEVER winter driven.

**Price: \$8,000**

Contact: Don Woods at 905-294-6254

Email: [Donald.wood049@sympatico.ca](mailto:Donald.wood049@sympatico.ca)



**1987 XJ VAN DEN PLAS**

**[08-17]**



Light Metallic Green with Tan Interior

Driver seat needs attention, Beautifully shaped four door vehicle with extra length in the rear. One owner since 1997....208,000 km Used locally with less than 200 km per year. This car was only driven in the summer months & garaged in the winter. The car will need new tires & wipers. Some attention needed to the exhaust and around the front & rear windows. It will require a good service. Located in Niagara. **Best Offer.** Additional pictures are available.

Contact: Michael at 905-468-1098 Email: [oldbankhouse@sympatico.ca](mailto:oldbankhouse@sympatico.ca)





# Classifieds: Cars For Sale

2002 XKR

[ 07-17 ]



British Racing Green with Tan Leather interior  
Rare coupe in very good to excellent condition.  
370 bhp supercharged 4.0 ltr V8  
Car has been very well maintained. Looks GREAT! Runs GREAT! Needs absolutely nothing to be enjoyed immediately. Selling as is but was certified in June 2017. New tires  
**Serious inquires only.** Will deliver in GTA  
Contact: James at 416-428-3933  
Email [james\\_chalmers@bell.net](mailto:james_chalmers@bell.net)

1973 XKE Roadster

[ 07 -17]



Exterior: Silver / Interior: Russet Red  
Engine: 12 cylinder Kilometers: 33,600  
Jaguar XKE Roadster, 1973, frame off restoration at 1,000 miles ago. Rebuilt engine with custom pistons, cams and weber carbs. Original matching numbers. Kept the original carbs & other parts. It is in MINT CONDITION.  
**Asking \$110,000.**  
Contact Brian Burgess at [bstburgess@gmail.com](mailto:bstburgess@gmail.com)

1970 E-Type

[ 6 -17 ]



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# Classifieds: Cars For Sale

**1987 XJS V12**

**[07 -18]**



Excellent Condition with only 49,544 km  
5.3 Litre with 299 HP  
Silver Birch Metallic Coloured Coupe  
All Steel Original Body / Pirelli P4000 215/70zr 15" High Speed Radial Tires  
Dash Assembly Fully Factory Analogue / Powered Sunroof  
NEVER Winter Driven  
**Price: \$10,500**  
Located in Toronto  
Contact: Carol Campbell at 1-917-217-2930  
Email: carol.campbell3@gmail.com

**1987 XJ Van Den Plas V12**

**[08 -17]**



Light Metallic Green with Tan Leather Interior.  
Driver seat needs attention. Beautifully shaped four door vehicle with extra length in the rear.  
One owner since 1997. 208,000 kilometers .  
Used locally, with less then 200 kilometers per year. The car was only driven in the summer months and garaged in the winter.  
The car will need new tires, wipers. Some attention needed to the exhaust, and around the front and rear windows. It will require a good service. Car is located in Niagara.  
**Best offers.** Additional pictures are available.  
Contact Michael on 905.468.1098. Email: [oldbankhouse@sympatico.ca](mailto:oldbankhouse@sympatico.ca)

**1995 Jaguar XJ6**

**[11 - 17]**



MINT CONDITION

All Options. Second Owner Only  
134,000 km. Never winter Driven  
**Price \$8,000**

Contact: Don Wood at 905-294-6254 or  
Email [Donald.wood049@sympatico.ca](mailto:Donald.wood049@sympatico.ca)



# PARTS FOR SALE

**Full Set of Real Tail Lamps for a 1994 XJS**

**[05- 18]**

**Price: \$850**

**Rear Chrome Corner Extension Blade Right/Left for Series 111**

**Price: \$300**

Contact: Clinton Hibbert at 613-475-1821

Email: [clintonjag@sympatico.ca](mailto:clintonjag@sympatico.ca)



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

**[06- 17]**

Windshield, Top Chrome, Lower Chrome, Tension Rod, Rear View Mirror

All in very good condition

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

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**Jaguar Parts**

**[06- 17]**

Many quality parts mostly Saloons from Mark 5 through 420  
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From Mark 5 transmission to E Type metric speedo

All photographed

Send list of needs or call Jeff Hanning at 416-588-5864

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S-Type 3.0/4.0L 2000-2003, X-Type 2.5/3.0L 2002-2003.

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# JAGUAR PARTS WANTED

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

[06-17]

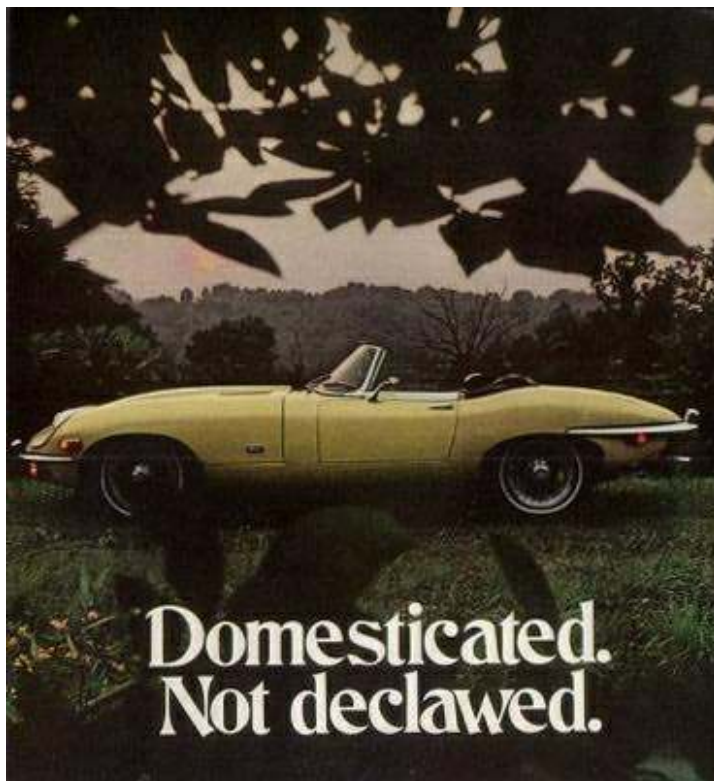
Roadster Top Front Metal Canopy & Chrome pieces above windows

Chrome Strip Front & Rear of Roadster Top

Chrome Hardtop Mounting Brackets

Door Interior Chrome Strips (4) Series 1 door panels

Call Jeff Hanning at 416-588-5864 or email [jeffery.hanning@gmail.com](mailto:jeffery.hanning@gmail.com)



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## Manuals for 1995 XJ6 & XJ12

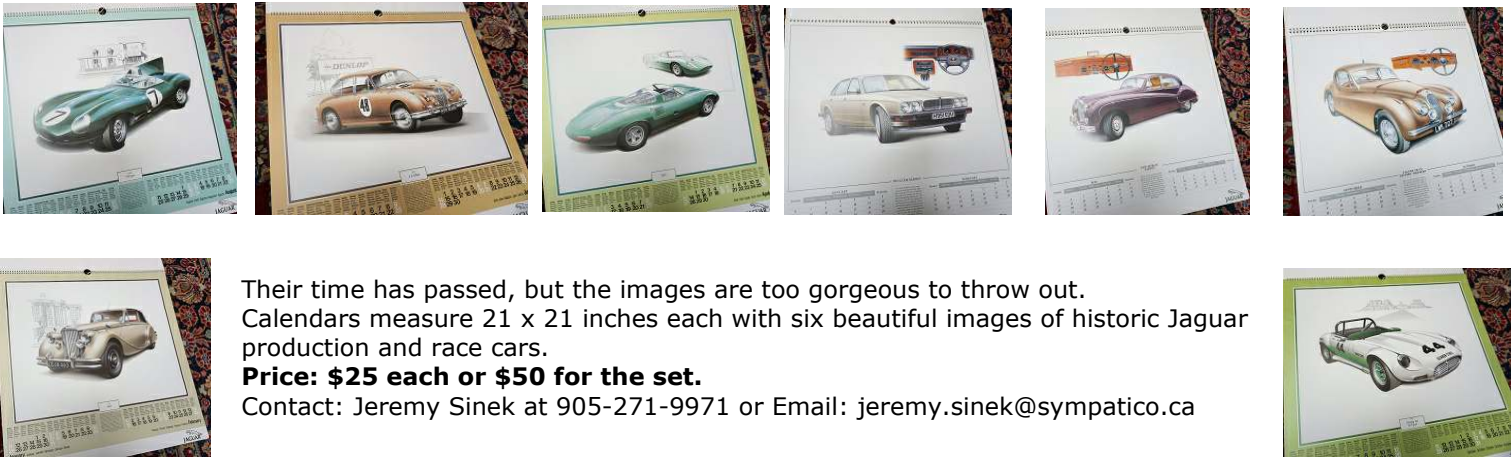
[04-18]



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## Jaguar Calendars 1986, 1987 & 1991

[02-18]



Their time has passed, but the images are too gorgeous to throw out. Calendars measure 21 x 21 inches each with six beautiful images of historic Jaguar production and race cars.  
**Price: \$25 each or \$50 for the set.**  
 Contact: Jeremy Sinek at 905-271-9971 or Email: jeremy.sinek@sympatico.ca

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





# JAGUAR CLUBS OF NORTH AMERICA, INC.

## Ontario Jaguar Owners Association (OJOA) Concours d'Elegance Entrant Registration Form

"Champion/Driven/Special" classes are open to all Jaguar Owners and the entries are judged according to 2018 JCNA rules. "Regularly Driven" classes are open to all Jaguar Owners and the entries are judged according to OJOA club rules. The "Senior Division" class will consist of Jaguars of distinction, as approved by the Chief Judge, and judged as per OJOA rules.

**Early Bird Registration Fee: BEFORE August 6<sup>th</sup>, 2018:**

- JCNA Champion / Driven / Special: **\$50** \$ \_\_\_\_\_
- OJOA Senior Division: **\$60** \$ \_\_\_\_\_
- OJOA Regularly Driven: **\$30** \$ \_\_\_\_\_
- Display: **\$20** \$ \_\_\_\_\_
- 2<sup>nd</sup> Jaguar Entry in any above class: **\$15** \$ \_\_\_\_\_
- Lunch (Catered): **\$25 Per Person** \$ \_\_\_\_\_

Car Trailer Parking Required?

Yes \_\_\_\_\_

**Registration Fee: August 6<sup>th</sup> to August 12<sup>th</sup>**

- Additional \$10 on each entry fee listed above. \$ \_\_\_\_\_

**TOTAL \$ \_\_\_\_\_**

Last Name \_\_\_\_\_  
 First Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City, Code \_\_\_\_\_  
 Phone # \_\_\_\_\_  
 JCNA Club \_\_\_\_\_  
 JCNA # \_\_\_\_\_

(Include Spouse/Partner if Joint Entrants)

Year	Model	Body Style	Colour	(Champ, Driven, Special, Senior, Reg. Driven, Display)
Year	Model	Body Style	Colour	(Champ, Driven, Special, Senior, Reg. Driven, Display)

Make cheques payable to: **Ontario Jaguar Owners Association**

Send Form & Cheque to: **Allan Lingelbach  
1075 Siegner Lane  
Wellesley, ON, N0B 2T0**

\*\*\*In Accordance With Our Insurance Provider,  
No Alcoholic Beverages Will Be Permitted On  
The Concours Site\*\*\*

**VERIFICATION OF INSURANCE:** I (We) \_\_\_\_\_ hereby warrant and represent that my (our) entry (entries) are fully covered by automobile insurance, as required by law.  
 x \_\_\_\_\_ [Entrant's Signature(s)]

### Release Of Liability

JCNA Event Participation: It is an Entrant's privilege to participate in any JCNA sanctioned event held by any JCNA affiliate upon executing proper registration forms and paying published entrance fees. Each affiliate shall be solely responsible for granting entry privileges to each Entrant on an individual basis.

I hereby agree to enter the above described Jaguar(s) in the Ontario Jaguar Owners Association (OJOA) Concours d'Elegance. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Jaguar Clubs of North America (JCNA), OJOA, and the Concours d'Elegance committee from any and all liability for injuries, damage or loss arising from my entry and attendance in the Concours.



Signature of Jaguar Owner \_\_\_\_\_

Date \_\_\_\_\_



# Ontario Jaguar Owners Association


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



## 2018 Application Fee (January 1 – December 31)

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

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

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

Name (Last) \_\_\_\_\_, First \_\_\_\_\_

Family Member #2 \_\_\_\_\_, First \_\_\_\_\_

Address (No./Street.) \_\_\_\_\_

City \_\_\_\_\_ Province \_\_\_\_\_ Postal Code \_\_\_\_\_

Email \_\_\_\_\_ Phone (primary contact) \_\_\_\_\_

### My Jaguar

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

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

### Newsletter – Delivery (check one)

Electronic Delivery – download from Web (easy and convenient) - Yes \_\_\_\_\_

Canada Post - Yes \_\_\_\_\_

### OJOA Book Interest: Surviving with Grace and Pace

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

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

### Disclosure Statement

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

Date \_\_\_\_\_ Signature \_\_\_\_\_

Were you a previous JCNA member? _____, JCNA# _____, Returning from 2017? _____, What year did you first join OJOA _____
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## Upcoming 2018 Events

Concours Judging School	Saturday July 21
Pool Party & Potluck	Monday August 6
<b>OJOA 51<sup>st</sup> Concours d'Elegance</b>	<b>Sunday August 12</b>
Watkins Glen Vintage Grand Prix (Marque is Jaguar)	Sept 6 - 9
British Car Day & Cobble Beach Concours	Sunday September 16
OJOA Fall Drive to Collingwood	Sunday October 14

Check out the Events Calendar page on our website: [www.ojoa.org](http://www.ojoa.org)  
for more details on these upcoming events.

