



# The Ontario Jaguar

Quarterly Magazine of the Ontario Jaguar Owners' Assoc.

Vol. 29 # 3 Jul - Sep 2018

**STYLE, ELEGANCE, CLASS & GRACE**



# 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: David Bousfield,  
Tracy Kailan &  
Allan Lingelbach

## The Current Year

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

The **OJOA** has been involved in such events as **British Car Day, 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, has a special anniversary, or who has passed away please email the club secretary,  
Karen Carlson

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**Cover Photo: 1947 Jaguar 3.5 Litre Saloon owned by Mr D. Black & photographed by P. Moffett**

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.**



## OUR VISIT TO THE GREAT WAR FLYING MUSEUM

The OJOA was specially invited to attend the Great War Flying Museum with our Jaguars on Saturday June 16th.

The Museum which is located at the Brampton Caledon Airport has eight highly authentic flying replicas (built using original plans and period correct engines) 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 One and One Half V Strutter British two seater fighter plane manning a Lewis machine gun facing rearward to ward of attacking German fighters.

Many thanks to Steve Sherriff who organized the event. The weather was great & the sky was limitless!

By Tracy Kailan



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[Alex@exoticmotorworks.ca](mailto:Alex@exoticmotorworks.ca)



## POOL PARTY & POT LUCK

On Monday August 6th, The Molloy's opened their home & pool to folks from the OJOA as well as their local British Car Club.

The day started out a little wet but by the afternoon the sun was shining & everyone was having a wonderful time. Here are some photos from that day.

Many thanks to Walter and Elspeth for all of their hospitality!

*Tracy Kailan*



### Classic and Iconic Car, Toy Drive

Country Heritage Park Milton.

**Sunday September 30<sup>th</sup>, 9:00AM**



Free entry into the Park (normally \$10)

- Free tea/coffee and doughnut for the first 180 people
- Food Vendor on site
- Draw prizes, Entertainment, and a visit from Santa Claus
- A self guided optional scenic tour of local roads has also been worked out for your trip home.

In lieu of any payment we ask that you bring a **gift or a new unwrapped toy, or a cash donation** in the sealed "Kettle", which will then be donated to the Georgetown Salvation Army.

- For More info, contact Phil or Wendy Miller at [philandwendymiller@gmail.com](mailto:philandwendymiller@gmail.com)

Come in your classic cars, special interest cars or your motorcycles & scooters.

A Few pics from last year



- Join us for the fun, and be part of something worthwhile!!



**YOU ARE  
INVITED TO  
THE CLASSIC  
& ICONIC CAR  
TOY DRIVE**

**WE HOPE TO  
SEE MANY OF  
OUR OJOA  
MEMBERS  
THERE**

## OJOA 2018 Concours Summary

The Ontario Jaguar Owners Association's 51<sup>st</sup> Concours d'Elegance has come and gone, and now joins the previous 50 shows as another piece of OJOA history. Each Concours has been unique, and brought something memorable to the people who were a part. This one was no different.

One of the yardsticks used to measure a show's success is attendance. And the eye-opener here is how similar it was to the 2017 event. Last year we had 51 Jags officially entered and of that, 46 registered to be judged. This year we recorded an entry field of 52, and 43 received judges' attention. The human attendance was slightly less this year, but certainly the need was still there for the caterer to supply 120 meals.....same as in 2017. Understandably there was a lot of hype and promotion for our 50<sup>th</sup> Concours, so to attract comparable interest in 2018 was both unexpected and rewarding.

So much for similarities, but was there anything that made this year's Concours stand out? There were many, but the most obvious was the sheer variety of Jaguars on display. The entry list spanned 71 years from a 1947 Jaguar 3.5 litre saloon to a trio of 2018 Jags.....an XF-S, an XE-R, and an F-Pace. I think that it's safe to claim that the magnitude of this spread is a first for the OJOA.

There were many other notables that made this 2018 edition stand out. How about not three, not four, but five car-carrying trailers! If this becomes the norm, we may have to consider a judging category for trailers. (LOL) Maybe this was to be expected when entrants from as far as New Jersey and Illinois navigated their way to Wellesley.

Another feature, which may be a first at an OJOA Concours, was the registration of three Jags each by *two* enthusiastic participants.....Brad Marsland and Tony Burgess. Equally rare was the fact that six other entrants contributed multiple Jaguars to our Concours. We have to salute the eight individuals who made the effort to bring *eighteen* pristine Jags to our rural location.....that's dedication! An interesting detail involves one of Tony's entries. His Mark II arrived at the Concours site by transport at 10:45 pm Saturday evening. Considering that it came non-stop from an American restoration shop, it was a case of impeccable timing. I was asked to inspect the precious load by cell phone light prior to signing off. This was not the most comfortable delivery acceptance signature that I've made, given that under these pitch black rural lighting conditions, a door may have been missing and I may not have noticed. (LOL) Here is another record breaker. *Two* JCNA Championship category classes were won by cars with a perfect score of 100%.....Don Lingelbach's 2018 XF-S and Ron & Gary Schotland's 1966 E-Type from New Jersey.

Let's pull some more superlatives out of our database. There were 29 Jags judged under JCNA rules, which was four more than last year. This represents substantial growth over recent years, considering that five years ago there were only 12. This was achieved even though we launched a new judging category this year, which may have pulled some entries away from JCNA. The Regularly Driven (previously Daily Driver) category shrank in numbers as many moved up to the JCNA level.

We strengthened our OJOA claim about hosting an international Concours with five American participants.....four entrants plus Mike Meyer, our JCNA regional rep. Pat Geary from Erie, PA ventured north five years ago, and we are slowly building on that. The OJOA used to attract competitors from our southern neighbours in the '80's, but even then, there may not have been as many as this year's four.

Here is another piece of trivia that I've gleaned from our archives. John and Joyce Ogden now have the distinction of entering the most consecutive Concours of any currently active participant. Congratulations for that persistence.





And a database is not needed to realize that our show had more “Wow” cars to get our attention, as compared to last year. A 1947 Jaguar Saloon, an XK120, two Mark II’s, a 1972 XJ6 (very appropriate given that this year is the 50<sup>th</sup> anniversary of the XJ6), a 3.8S Saloon, and a 2016 F-Type Project 7 are all rare by today’s standard, and none were present at our 2017 Concours. Sam and Ross Quigley’s Project 7 was accompanied by their 1975 V12 Jaguar engined Panther. The word “rare” does not adequately describe that model. As proof of our show’s diversity, we had at least one Jaguar entry in 18 separate JCNA classes, a detail that I know to be an all-time record.

A “prowl” (group of jaguars) is seldom seen due to their solitary nature, but E-Type Jaguars must be a social species. We had a prowl of nine. Actually, it would not be fake news for me to say that we reached double digit E-Types on the property on August 12<sup>th</sup>, given the reclusive Series III hiding in the garage.

This year’s Concours edition will also be remembered for the roll out of a new judging category called “Senior Division”. Steve Sherriff invested hours working on the logistics of his brainchild and the results were worthy of the effort. This is meant to attract the best of the best as well as distinguished Jaguars. We had four entries that did justice to that definition.....Tony’s Mark II, D’Arcy Black’s 2017 Best in Show XK8, and Brad Marsland’s two E-Types. (Brad’s ’64 has competed at Cobble Beach and Concours d’Elegance of America.) Mike Meyer, myself, and Steve judged this category, and the results were close, as expected.

The people part of the show (as opposed to the Jaguars) was organized much the same as what proved successful last year. We brought back the noon catered meal, the silent auction, gift bags, door prizes, and the noon time live band. Our Bernese Mountain Dog was also talked into contributing once again, as he was harnessed up to a cart and led in the parade of judges. The ladies hat contest though, was retired, and replaced by a cookie decorating contest, using Jaguar shaped cookies.

The Concours host hotel idea that was an experiment two years ago, has now almost become an event by itself. There was strong growth this year with 22 rooms reserved and 45 people in attendance at the Saturday evening meet and greet meal. This year we are delighted to report that there were no flat tires in the parking lot.....right Pete? Paragraph after paragraph in this article has been dedicated to answering the question...”Was there anything that made this year’s Concours stand out?” And while all of the above were valid answers, from my perspective, this Concours stood out for the volume of support that I received from volunteers. In the past two years, my post Concours summary singled out the individuals who helped with the show. This year I’m proud to say that the list is too long for the space that I’m allotted. I sincerely appreciate the unprecedented level of support for every task that needed to be done, from judging to parking to site set-up, and much more. I will mention two names as examples of this.....D’Arcy Black and Roy Stevenson. They spent many hours at my place working hard at yard preparation and clean up. A specific thank you is in order for all of the silent auction donors. The club raised \$685 through the auction and we still have many items available for a future auction! \

Our small but mighty Concours committee, composed of Tracy Kailan, Steve Sherriff, John Myers, and myself, can now consider ourselves professionals, and are available for hire!

Steve was in charge of judging, and as such, hosted an excellent judging school. We now have a strong pool of judges with several apprentice judges ready to step in. (An interesting side benefit from one of our sponsors was the addition of Haggerty representative Cory Finkelstein to both our judging roster, as well as to our club membership.) Steve’s position as head judge may have been the most stressful on Concours day. He managed to hide that fact well!

Leading up to, and on Concours day itself, Tracy was in charge of registration, the silent auction, the door prize giveaway, the meal tickets, the cookie competition, and keeping Chris focused on cleaning their entered Jags. If Tracy ever goes on strike, the Concours organization and operation will face serious difficulty. Given that unfortunate circumstance, I suggest that her pay should be doubled to immediately settle the dispute.



John provided the oversight that kept us all on the straight and narrow. He hosted the meet and greet in his professional and humorous manner, judged at the JCNA level, and provided much assistance on both set-up day and Concours day. I can't begin to list all the ways that my wife Carol contributed. If there was some colour in our yard, if you appreciated the band, if you received a gift bag, if you enjoyed some breakfast refreshments, if you enjoyed the set-up day food, if the awards were labelled correctly, if...., if...., if...., then Carol deserves credit.

The combined total of Jaguars parked at our Concours day site over the past three years was 147 and that compares with a combined total of 97 over the previous 2013 to 2015 three year period. This represents a growth of 50% during a period of Concours decline at most JCNA clubs.

As Concours site hosts, Carol and I knew, when the offer was made to the club, that our property would be less than ideal for that purpose. We appreciate three years of almost no complaints, and the very few that surfaced had more to do with the Concours structure rather than the site itself. Certainly three straight years of great Concours day weather was a bonus. Thank you to everyone who participated in one way or another. Factor in the BBQ picnic that we hosted four years ago, and it's safe to say that many GPS systems now have "Wellesley" deeply stored in their memories.

The OJOA now moves the Concours site to the Canadian Warplane Heritage Museum, so let's not lose any momentum. This is a phenomenal location and the date of Sunday August 11, 2019 should be highlighted on every member's calendar. An enthusiastic Mike Parry will be the Concours chairperson, and the host hotel is already holding a block of rooms for us. In the North Central JCNA region, only the Jaguar Club of Ohio has a larger Concours attendance, and this year that lead was less than a dozen cars. 2019 represents the 60<sup>th</sup> anniversary of the OJOA club, so let's use that number as a Concours target to surpass!

Allan Lingelbach  
2018 Concours Chair



IN THEIR ELEMENT,  
WHATEVER THE ELEMENTS.



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# OJOA 2018 CONOURS RESULTS

## JCNA CHAMPIONSHIP DIVISION

CLASS	ENTRANT	CLUB	MODEL	SCORE
C1/PRE	Douglas Black	OJOA	1947 Jaguar 3.5 Saloon	99.75
C2/120	Brad Marsland	OJOA	1952 XK120 FHC	95.47
C5/E1	Ron & Gary Schotland	DVJC	1966 E-Type OTS	100.00
C5/E1	Jay Butler & Cheryl Stein	IJC	1965 E-Type FHC	97.99
C6/E2	Chuck & Louise Diamond	JAGM	1970 E-Type FHC	99.64
C7/E3	Brian & Margaret Jamieson	OJOA	1973 E-Type OTS	99.84
C7/E3	Robert Kenzie	no	1973 E-Type FHC	96.85
C11/J8	Roy Stevenson	OJOA	2006 XJ Super 8	99.89
C11/J8	Devin Alexander	no	2008 XJ8	99.60
C13/JS	Michael Parry	OJOA	1996 XJS Conv.	99.65
C14/K8	Robert & Sybil Barbour	OJOA	2002 XK8 Conv.	96.73
C15/XK	Allan & Carol Lingelbach	OJOA	2014 XKR-S Coupe	99.99
C18/PN	Ron & Ann Marie Waine	OJOA	1989 XJS Conv.	99.86
C19/FJ	Donald Lingelbach	OJOA	2018 XF-S	100.00
C20/F	Chris & Tracy Kailan	OJOA	2014 F-Type Conv.	99.95
C20/F	Sam & Ross Quigley	OJOA	2016 F-Type Project 7	99.78
C20/F	Donald Lingelbach	OJOA	2015 F-Type Conv.	99.69
C21/P	John & Joyce Ogden	OJOA	2018 F-Pace	99.98

## JCNA DRIVEN DIVISION

D10/K8	Pat Geary	JCO	2006 XK8 Conv.	9.997
D10/K8	Rick & Cathy Hall	OJOA	2005 XKR Conv.	9.979
D12/J8	Phil & Wendy Miller	OJOA	2004 XJR	9.990
D13/SX	Tracy & Chris Kailan	OJOA	2004 S-Type	9.997
D14/FJ	Cyril Steinsky	OJOA	2014 XJR	9.997
D14/FJ	Ron Walker	OJOA	2017 XE	9.996
D14/FJ	Paul & Brenda Allen	no	2018 XE-R	9.996
D14/FJ	David Elloway	OJOA	2016 XF	9.984

## JCNA SPECIAL DIVISION

S2/MOD	Tony Burgess	OJOA	1983 XJS TWR	9.971
S2/MOD	Peter & Lynda Moffett	OJOA	1962 E-Type FHC	9.904
S2/MOD	Steve Sherriff	OJOA	1988 XJS Coupe	9.897



# OJOA 2018 CONCOURS RESULTS

## OJOA REGULARLY DRIVEN – MODERN \*

ENTRANT	MODEL	SCORE
Roy Stevenson	2008 XJ VDP	97.0
John Myers	2017 XF 2.0D	92.0
John Grguric	2014 F-Type	
Walter Molloy	2004 S-Type	
Peter Puchyr	2009 XF	

\* Top two placements win awards.....rest of the scores not posted

## OJOA REGULARLY DRIVEN – CLASSIC \*

ENTRANT	MODEL	SCORE
Tony Burgess	1992 XJ12	97.0
Bill Slinger	1960 Mark II	91.9
Ron Freeman	1997 XK8	
Jim & Anita McGrath	2000 XK8	
Mark Smith	2001 S-Type	

\* Top two placements win awards.....rest of the scores not posted

## OJOA SENIOR DIVISION \*\*

ENTRANT	MODEL	SCORE
Brad Marsland	1964 E-Type OTS	98.2
D'Arcy Black	1998 XK8	96.2
Brad Marsland	1963 E-Type FHC	92.5
Tony Burgess	1960 Mark II	

\*\* Top three placements win awards.....rest of the scores not posted

## ANNUAL CONCOURS AWARDS \*\*\*

Best In Show (JCNA Championship)	Ron & Gary Schotland
Best In Regularly Driven	Tony Burgess
Enthusiastic Participation	Tony Burgess
President's Trophy	Sam & Ross Quigley
Chair's Choice Award	Doug Black

\*\*\* Ties for awards are resolved in favour of the oldest Jaguar





**Field Marshall Bernard Montgomery in his Humber staff car  
crossing the River Seine at Vernon on September 1, 1944**

*The following article, written by OJOA friend David Bousfield, gives a perspective on the service life of Kim Morgan during WW11. Ms Morgan, as well as countless other woman served in many branches of the British Army.*

*Ms Morgan's expertise in driving British service army staff cars while volunteering with the Women's Military Corps ultimately led, to her receiving the French Legion of Honour.*

*Tracy Kailan*



**Kim Morgan – World War Two  
British Army Staff Car Driver  
... by David Bousfield**

In my various travels through the week, I meet with some interesting people. And I have occasion to visit with two very elderly ladies who have come to be residents of the Veterans Wing of Sunnybrook Hospital on Bayview Avenue north of Eglinton.

Kathleen (Kitty) Hawker is almost ninety-eight, and she served with the Royal Canadian Air Force during World War II. She served at the Cape Spear Radar Station, the scanner making its sweeps out into the ocean in search of enemy ships or aircraft that might be moving about off that easternmost tip of Newfoundland.



**Cape Spear, Newfoundland**

Kim Morgan recently turned ninety-nine. During World War II, she served in the British Army as a staff car driver. Kim took part in the Normandy Landing, not on D-Day itself, but shortly thereafter when the Mulberry Harbour had been put in place at Arromanches. And Kim wrote about driving a Humber Super Snipe staff car off a cargo ship and onto the floating bridge, and onto the shore, in a chapter which was given over to her in a book,

***The Memory of All That:***

***Canadian Women Remember World War II,*** the twenty-five stories put together by Ruth Latta, General Store Publishing House, Burnstown, 1992. Should you ever find opportunity to read this book, I most heartily commend it to you. It is a fine read concerning what was going on during those wartime years, and given from many different perspectives. Kim Morgan wrote this in the chapter given to her:

*A wind has sprung up and in spite of mock-up training on the landing stage ‘Mulberry,’ disembarking is a rather more perilous experience on a swinging, seemingly fragile bridge. However, all goes well, and we follow the convoy leading us to Bayeux – our temporary home in dug-outs and under canvas for the next month. On landing, the first thing we notice apart from driving on the ‘wrong’ side of the road are the well-organized military signs, directions and white-taped verges denoting unexploded mines. We are directed to our quarters in a field outside the town, where we park and service our Humbers and unpack our kit and bedding in our coconut-matting lined trench-huts. Very cosy. Even though the fighting is audible less than five kilometres away, we feel considerably safer than sitting, impotent, in a London shelter.*



**The Mulberry Harbour at Arromanches**



**Humber Super Snipe British Army Staff Car**



How did it come about that Kim became a driver of British Army staff cars? Here are her words:

*My parents, meanwhile, had closed our house in London and were living in Edinburgh where my father was serving as a staff officer at Scottish Command. I joined them there and volunteered my services as a driver/mechanic with the F.A.N.Y. staff car and ambulance unit attached to Scottish Command headquarters. The First Aid Nursing Yeomanry (sometimes irreverently referred to by the troops as "Fannys"), I knew to be a military women's corps with a distinguished history. Originating at the time of the Boer War in the late 19<sup>th</sup> century, and attached to the cavalry, nursing personnel rode horseback onto the battlefields, attending the sick and wounded.*



*By the First World War, the corps had become a mechanized unit driving ambulances and staff cars in the field. As well, in World War II, a division of the F.A.N.Y.s served as intelligence officers parachuting into France to assist the Resistance. It was the transport division in which for the next four years I would be privileged to serve.*



**The First Aid Nursing Yeomanry during the First World War**



**A training session during World War II**



**The Queen, then Princess Elizabeth, served in the Auxiliary Territorial Service . . . The First Aid Nursing Yeomanry in 1938 had been asked to form the initial Motor Driver Companies of the Auxiliary Territorial Service (ATS) called the Women's Transport Service**





As was to be expected, there were some moments when things became more than a little tense. Here is what took place during one of those moments which was certainly longer than a brief moment.

*An assignment to drive a Brigadier to a point north of Caen meant driving back alone after dark in the black-out. Caen had been bulldozed flat after very heavy fighting and, through the rubble, I managed to miss military signs and lose my way. No one was about, and the rank, sickening smell of death filled the night air. A true moment of fear: but eventually I pulled hold of myself, spied a Jeep and followed its dim tail-lights back to Bayeux.*



While chatting with Kim Morgan, I asked if she had ever been called upon to drive military vehicles other than the Humber staff car. She replied that the F.A.N.Y. drivers had to be able to drive just about any kind of vehicle. Kim always wanted to drive a Sherman tank, but those in charge would not let her do so . . . perhaps they felt that she could do quite enough damage with her Humber staff car.

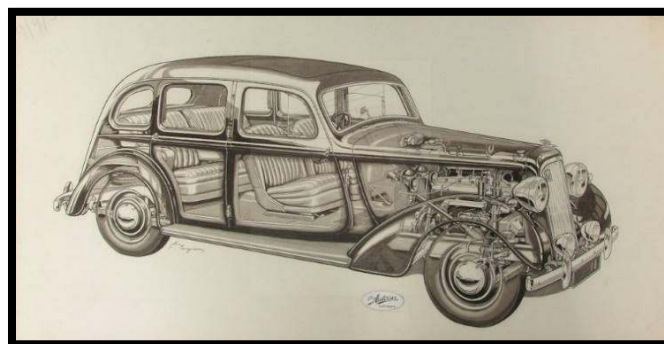


**1938 Humber Super Snipe**

Production of civilian vehicles had come to a halt in Britain when war broke out in September 1939. Humber had introduced its six-cylinder Super Snipe the year previously, and the British military found that it would make a fine staff car for its officers: the Super Snipe was large and very comfortable. To me, the Humber Super Snipe really has the look of an American car, giving the impression of being a curious mix of Packard, Buick, Chrysler, Hudson, with a touch of Ford thrown in for good measure.



**A Humber Super Snipe ready for duty as a British Army staff car**



**Cut-Away Drawing of the Humber Super Snipe**





**AIRFIX produced a 1/32nd scale-model of 'Monty's Humber' named 'Old Faithful'**

In my rummaging through the internet, I found some material on 'Monty's Humber'. And I felt that you would find this material to be interesting. However, as this article is about Kim Morgan, I would like to include more of her words, which begin to sound like they were taken from a movie. I advise you to have some tissues close at hand.

*It is during this time, on my first assignment to Paris shortly after its liberation that I meet a young senior officer who perhaps would change my life. Back in Brussels we continue to date and, though neither of us is "free", fall very much in love. Our next trip to Paris is one of those high points in my life. Paris is still without heat but flowing with champagne: we wrap ourselves in blankets in our best hotel rooms, dance on rose-tinted glass floors in the clubs to the strains of "Amour, Amour" and other sentimental wartime songs, enjoy the Folies Bergere and Lido shows, and take fiacre drives after dark through the Champs Elysee and the Bois de Boulogne. All very seductive in any young person's life!*



*In Germany we are comfortably quartered in a previously occupied Luftwaffe compound in Hereford, a small town west of Hanover and south of Hamburg. Our driving duties take us through shattered towns, and through some of the most beautiful countryside of Germany on our way to Berlin and Belsen (which I prefer not to remember).*



*It is a land of contrasts.  
 Off duty, we are permitted to visit  
 (with armed escorts) nearby farms –  
 bartering cakes of soap for a few fresh eggs.  
 Occasionally in the woods  
 we run into dishevelled bands of German soldiers  
 (deserters?) but we remain calm and exchange  
 affable “Guten Tags”, and no incidents occur.  
 Hitler commits suicide on the 30th of April  
 and Montgomery accepts  
 the surrender of all German forces  
 in northwest Germany, Holland, and Denmark.  
 Remaining German forces surrender  
 to American headquarters in Rheims  
 three days later. On May 8th, in London,  
 as Big Ben strikes 3 p.m.,  
 Winston Churchill broadcasts to the world  
 that a German unconditional surrender  
 has been signed.*

A few years ago, the family of Kim Morgan heard that the Government of France was giving awards to those who had aided France during the war years. They contacted the French authorities who then searched out the records of Kim Morgan. In 2016, Kim was awarded the French Legion of Honour.



**1941 Ford Station Wagon military staff car  
 . . . with its right-hand drive, it was most likely  
 assembled in Windsor for the British Army**



**1942 Ford United States Army staff car  
 by Tamiya Scale-Models in 1/48th scale**



**General Eisenhower's 1942 Cadillac  
 United States Army staff car**





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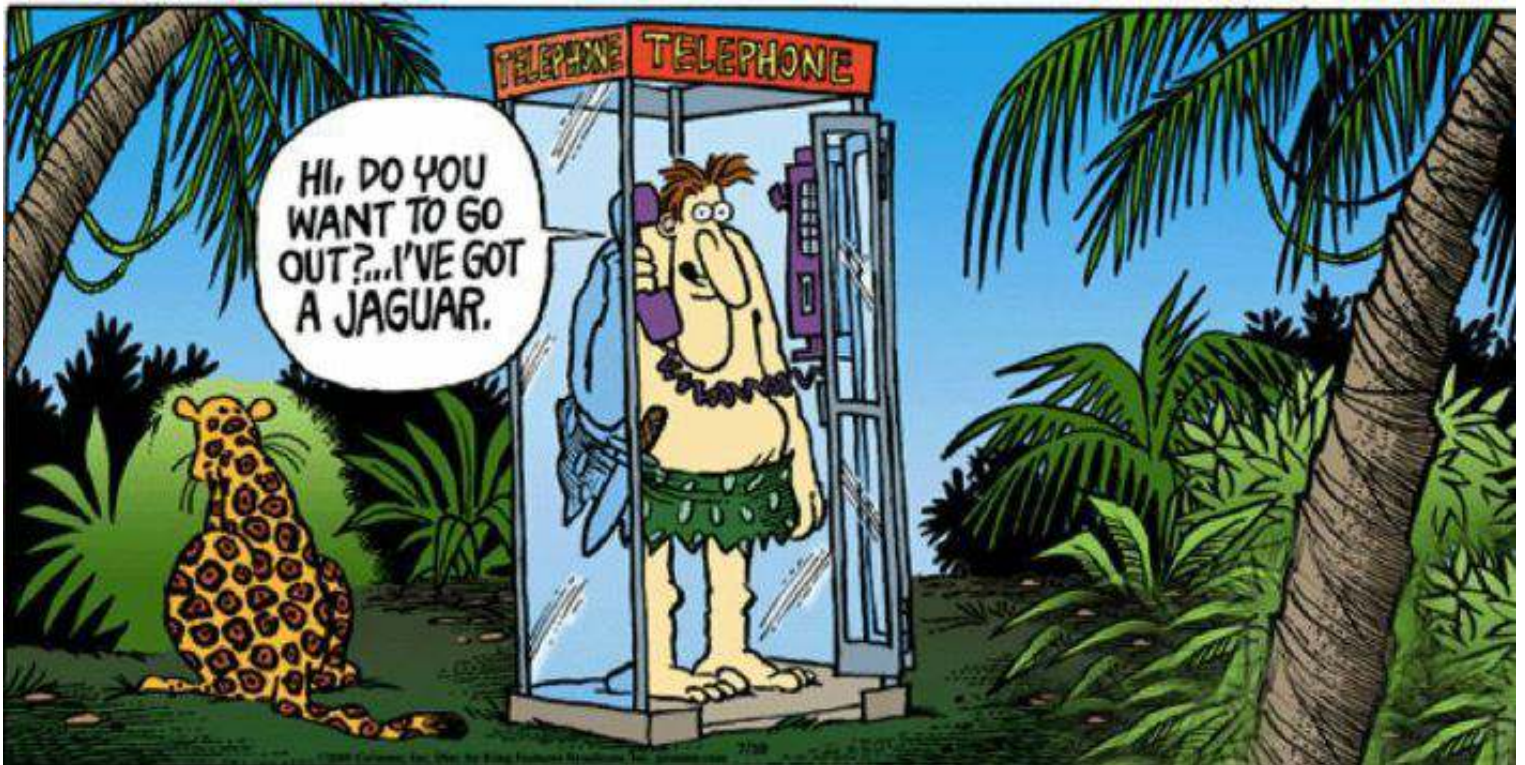
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Time: 6 PM

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and a Mail chimp message will also be sent





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Thank You. – Gary Nolan



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Then click on Classifieds

## 1987 XJS Coupe

[08-18]



British Racing Green/Tan Interior

Solid Running V12, MFG Coventry, England, SER# SAJNK5047HC143231

172,000 km approx

Generally in good shape but some service work required, currently having new alternator installed

This car was previously owned by Canadian Icon Gordon Pinset

**Price: \$7,500 obo**

Contact: Rick at Email:rick@zytaruk.com

## 2017 F-Type SVR

[08-18]



Ultra Blue/Jet Black, Gloss 20" Rims,  
Carbon Fibre Package

2,200 km

Accident Free & Super Clean

**Price: \$125,000**

Contact: Andrej

Email:akopac@sympatico.ca



## 2005 XJ8 Van Den Plas

[07-18]



4 Door, Original Owner, Colour is Ebony with Black Interior

158,295 km

2018 Suspension replaced, Conversion Package: 2 Front/2 Rear Struts and 8 Ignition Coil Paks - work done in Windsor by Danny's Transmission, Snow Tires Only,

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Contact: Anita at 519-969-9895 or Email: anitamberecz@gmail.com



### 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.  
**Price: \$3,500**  
 Contact: Hans at 905-640-7869, 416-988-9343 or Email: [deancooperstewart@rogers.com](mailto:deancooperstewart@rogers.com)

### 1976 XJS

[05-18]



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.  
**Price: \$7,500**  
 Contact: Allison Finney at 613-729-5912 or Email: [Alison.finney@sympatico.ca](mailto:Alison.finney@sympatico.ca)

### 1986 XJ6

[04-18]



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)



### 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]



One Owner 25 Years  
Maintained by Jaguar Technician, Complete record of replacement parts & service available.  
75,000 Miles.

Everything works, daily driver (Summer Only) Original Alpine Green/Magnolia Leather.  
Located in London, ON

**Price: \$6,500**

Contact Allan Wilson at 519-438-0430 or Email: 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



### 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

### 2002 XKR

[ 07-17 ]



British Racing Green with Tan Leather Interior.

Rare Coupe in very good to excellent condition. 370 bhp supercharged 4.0 ltr V8.

Car has been very well maintained. Looks GREAT! Runs GREAT!.

Needs absolutely nothing to be enjoyed immediately.

Selling as is but was certified in June 2017. New tires. Serious inquiries only. Will deliver in GTA.

Contact: James at 416-428-3933 or Email: 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.

**Price: \$110,000.**

Contact Brian Burgess at [bstburgess@gmail.com](mailto:bstburgess@gmail.com)



### 1970 E-Type

[ 6 -17 ]



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### 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 than 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  
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# 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

Contact: John deMercado, 905-392-2061 [johndemercado@gmail.com](mailto:johndemercado@gmail.com)



**Jaguar Parts**

**[06- 17]**

Many quality parts mostly Saloons from Mark 5 through 420  
Trim, Interiors, Gauges...

From Mark 5 transmission to E Type metric speedo

All photographed

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

Or Email [jeffery.hanning@gmail.com](mailto:jeffery.hanning@gmail.com)





# PARTS FOR SALE

## Jaguar Parts

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,

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Contact: [birkshiremotors@rogers.com](mailto:birkshiremotors@rogers.com) for availability of parts you need.

# 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

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## SOME CARS FROM OUR 2018 CONOURS



# JAG MEMORABILIA FOR SALE

## Manuals for 1995 XJ6 & XJ12

[04-18]



Complete set of Genuine Workshop Manuals

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Email: platinum.limo@hotmail.com

## Jaguar Calendars 1986, 1987 & 1991

[02-18]



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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.



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

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### 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 _____
---



## Upcoming 2018 Events

British Car Day & Cobble Beach Concours

Sunday September 16

Classic Car Show & Toy Drive

Sunday September 30

OJOA Year End Dinner

Friday December 7

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

