



# The Ontario Jaguar

Quarterly Magazine of the Ontario Jaguar Owners' Assoc.

Vol. 30 # 1 Jan - Mar 2019

## WHO SAYS YOU CAN'T HAVE IT ALL?





**PRESIDENT**  
John Myers  
108 Conservation Way,  
Collingwood ON  
L9Y 0G9  
[Jamy1942@rogers.com](mailto:Jamy1942@rogers.com)



**VICE PRESIDENT & 60th CELEBRATION CHAIR**  
Allan Lingelbach  
Phone: 519-656-9398  
[swissbear@sympatico.ca](mailto:swissbear@sympatico.ca)



**SECRETARY**  
Karen Carlson  
185 Clark Ave  
Thornhill, ON  
L3T 1T3  
Phone: 905-881-4696  
[k.carlson@sympatico.ca](mailto:k.carlson@sympatico.ca)



**TREASURER**  
Tony Burgess  
Phone: 416-777-0007  
ext 110  
[tony@tdm.ca](mailto:tony@tdm.ca)



**DIRECTOR: MEMBERSHIP & CONCOURS CHAIR**  
Mike Parry  
437 Lakeshore Dr  
Port Parry, ON L9L 1N7  
Phone: 647-472-3465  
[mikeparry617@gmail.com](mailto:mikeparry617@gmail.com)



**DIRECTOR: ADVERTISING**  
Mark Smith  
14 Shelton Lane  
PO Box 212  
Millgrove, ON, L0R 1V0  
Phone: 905-570-3968  
[smitty0456@hotmail.com](mailto:smitty0456@hotmail.com)



**DIRECTOR: ACTIVITIES, NIAGARA REGION AMBASSADOR**  
Pete Moffett  
7 Jolie Court  
St. Catharines, ON L2M 6V5  
Phone: 905-931-6900  
[pete@themoffetts.ca](mailto:pete@themoffetts.ca)



**DIRECTOR: HISTORIAN & CONCOURS CHIEF JUDGE**  
Steve Sherriff  
2208 Fifth Line W  
Mississauga, ON L5K 1V5  
Phone: 905-822-7396  
[sesherriff@gmail.com](mailto:sesherriff@gmail.com)



**DIRECTOR**  
Josephine O'Brien  
[Josephine\\_obrien@rogers.com](mailto:Josephine_obrien@rogers.com)

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

OJOA grants the Jaguar Clubs of North America (JCNA) and affiliated clubs a non-exclusive, non-transferable, royalty free licence to reproduce articles and photographs contained herein unaltered, one time in the affiliated club's newsletter, provided credit is given to the OJOA and the author of the reproduced material. JCNA clubs may contact OJOA to obtain further permission as required. OJOA and its executive members and legal representatives accept no responsibility whatsoever for the accuracy or efficacy of, or any claim for, any product, service or recommendation made herein.

### 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 Symposium Cafe, located at 3305 Dundas St. W., Mississauga.

### 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 our Membership Director Mike Parry. An application form appears on the last page of this 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

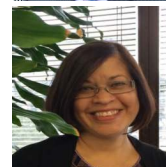
Contact **Mark Smith** for information on placing ads. Phone: 905-570-3968



**DIRECTOR**  
Walt Molloy  
PO Box 193  
36 Albert St. Plattsville, ON  
N0J 1S0  
Phone: 519-684-7789  
[wemolloy@sympatico.ca](mailto:wemolloy@sympatico.ca)



**MAGAZINE EDITORS**  
Christopher & Tracy Kailan  
12 Ensley Place  
Port Stanley, ON  
N5L 0A1  
[ckailan@rogers.com](mailto:ckailan@rogers.com)  
[tkailan@hotmail.com](mailto:tkailan@hotmail.com)



# The Ontario Jaguar

Publisher: OJOA

Editors: Christopher & Tracy Kailan

Contributors: Allan Lingelbach, Walt Molloy  
John Myers, Mike Parry,  
Mark Smith

	Pages
OJOA at a Glance	2, 3
In Memory of Donald Lingelbach	4 - 6
Sponsor Ads	7, 8, 10, 14, 16, 17, 21, 24
Brave Souls Run & Grand River Cruise Details	9
OJOA Track Day & Driver School	11
Walter & Elspeth Molloy (A Member's Bio)	12, 13
Driving an I Pace in Winter	15
Car Humour	16
Thursday December 17, 1959	18, 19
New Website for the OJOA	19
Jaguars & Warplanes: OJOA 52nd Annual Concours	20
An Interesting Article From The Archives	22, 23
Classified Ads	25 - 29
Trivia Contest	30
Molloy Pool Party Details	30
2019 Membership Application	31
Upcoming Events	Back Cover

## The Current Year

Club events include the **Spring Drive, OJOA Concours D'Elégance** & our **60th Anniversary Celebration**.

The **OJOA** has been involved in such events as **British Car Day, Watkins Glen Classic Car Show, Jaguar's Art of Performance** and many others.

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

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

## Please Notify Us

If you know of any member who is ill, in the hospital, 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)

# WE WANT

# YOUR



**FINDERS  
FEE PAID**

# CLASSIC JAGUAR



BRAMHALL CLASSIC AUTOS

[maurice@bramclassauto.com](mailto:maurice@bramclassauto.com)  
[www.bramclassauto.com](http://www.bramclassauto.com)  
416-822-0098

Cover Photo: OJOA Member & 2018 British Car Council Award Winner Roy Stevenson with his 2006 Super 8 & 2008 Vanden Plas

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 editors no later than the fifteenth day of the month preceding publication.**



## **In Memory of Donald Lingelbach (December 9, 1958 – March 23, 2019)**

*It is with great sadness that we inform you of the death of fellow member Donald Lingelbach. Our deepest sympathy goes out to his wife Lydia and sons, Scott and Brian.*

*Below is the eulogy delivered by his brother Allan at Don's memorial service.*

This is not the way we thought that it would end.” This is an exact quote from my father a little over 12 years ago when my mother passed away. He was many years older than my mom, and that statement revealed their belief that she would outlive my father.

That same expression would be very fitting right now. I am many years older than Don, and back 40 to 50 years ago when we were at an age where we discussed things with an air of immortality; we used to joke about our age difference. I would tease Don with the false truth that my continuing age advantage will always make me wiser than him throughout life. He would reflect on that thought for a moment, and then retort: “Your added smarts will caution you against doing the very things that I won't be smart enough to want to avoid, and therefore, I will have more fun in life. Besides, you will succumb to old age first and then I will catch up to your wisdom.” This was Don's logic as a young teenager, and as ridiculous as that rebuttal may be, he almost lived up to his prediction. However.... “This is not the way we thought that it would end.”

Even though Don was my only sibling, we were far from playmates. At slightly more than 4 years age difference, this represents a significant maturity gap right through the teen years. He had his friends and I had my friends, and whatever toys or activities amused him, was something that I had outgrown and moved on from. So, I don't have many anecdotes about our lives early on, but there are a few incidents though, that stand out in my mind.

For some reason, I vividly remember the time when he was playing with a small toy wringer washer. By the safety standards of the early '60's it was an off-the-shelf toy for toddlers. Fast forward to now, and it would be considered a banned lethal metal object with all kinds of sharp protrusions. And you guessed it, he fell while running with this weaponized wringer, and the result had left a small scar on his forehead right through adulthood. This begs the question though.....In that time of very gender specific toys, what was Don thinking playing with a pink wringer washer? He didn't come across as the Susie Homemaker kind of boy. I suppose the best answer might be that he was learning to repair it and was honing his appliance trade for the future. One can only surmise.

The next story I do not recall personally, but it has been repeated often enough by my mom that I have to give it some validity. One day, baby Don was wailing away, having tumbled down the staircase no worse for wear. My standing at the top of the steps at that moment, attracted some suspicion. Apparently, after some parental pressure, I confessed that I had given him a push in order to teach Don how to negotiate steps. Seemingly, the gentle approach was yielding slow results, so I subjected him to a slightly more accelerated learning program, and boy did he accelerate. For all of you who appreciated Don as he matured into a rough and tumble, take a licking and keep on ticking kind of guy, I'll say.....”You're Welcome!”

Another recollection involved fitting a baby harness on Don and tying him by a rope to the 40 foot clothesline. No, this was not an evil brother trick inflicted on my sibling, but an invention by mom to keep him in the backyard. By today's standard, the neighbours would have had a Children's Aid representative knocking on the door in minutes, but once again in the '60's, this hardly warranted a second glance.



I'm sure that mom subjected both of us to this type of backyard incarceration, but in my case there appears to be no surviving witnesses, so my version will pin the embarrassment solely on Don. Anyway, the vision that will stick forever with me was his speeding as fast as he could run until he ran out of rope. The near instant deceleration would fling him into the air. He would crash down and then repeat that in the opposite direction.

Put these anecdotes together, and I think that baby Don was already exhibiting characteristics that would identify him throughout life.....high acceleration, fast speed, near instant deceleration, and an element of cutting-edge danger. Eventually, motorcycles and sports cars provided the ultimate fulfillment of these characteristics. However, back in the early '70's, his need for speed started to evolve, and that triggered his engine fascination.

As a young teen, Donald wanted so much to tinker with gas engine powered machinery. For a short time he got into radio controlled model airplanes. He was good at tuning the engines for takeoff, but certainly his skills and future as a pilot left a lot to be desired. This was not a cheap hobby and every crash, which was frequent, had a casualty.....his bank account. Therefore, his gas engine addiction had to be put on temporary hold, but certainly a cure was nowhere in sight. I still remember how disappointed Don was that our neighbours had gas snow-blowers and gas lawnmowers, but not the Lingelbach's. Finally he reached the age where he got his driver's license and then immediately bought a car.....a British built Vauxhall Envoy Epic. This launched him on an epic education on how to keep a machine working when it does not want to work. Unlike his model airplanes, this endeavour did not crash, but unlike his model airplanes, this thing rusted. The only parts that didn't rust were the pieces soaked by the leaking engine oil.

Speaking of rust, his desire for a sporty upgrade was solved with a convertible Fiat 124. More intact automobiles have been known to be scrapped. With no roof structure on a convertible, these types of cars are held together by a pair of sills and a floor. Given the driver's side sill had virtually been eaten away, and a good view of the road could be seen through the floor, the car was kept together by a wing and a prayer. As time went on, Don would complain that left hand turns were fine, but right hand turns would tighten the seat belt to the point where it would actually hurt. The cause was obvious.....he was sitting in the front half of the Fiat, and the seat belts were fastened to the floor of the back half, and the missing sheet metal was behind the seat but ahead of the belt fasteners. The car was pulling apart on right hand turns and his stomach was holding it together. The craziest part was that he continued to drive that death trap even after the problem was discovered. From that moment on, I gave up on open air motoring as his passenger, and was very appreciative of my new VW Rabbit. I will end this anecdote with a head shake, and refer you back to the beginning of this story where a discussion was made about a potential wisdom deficit between us.....but boy was he having fun. Ultimately a Datsun 240Z coupe provided relief for his stomach pain.

In early 1977, with Don at a very young age of 18, we made a joint purchase of a Jaguar automobile, better described as a parts car. The restoration of that sports car launched both of us into a lifelong association with that brand and all the experiences and acquaintances that arose from that. In fact, it is not fake news to reveal that Don met Lydia, and ultimately the birth of Scott and Brian, as a direct consequence of our investment. Here's the connection: About 5 minutes into our new ownership we came to the dread realization that just our parts purchases alone would serve to transform Jaguar from a money losing corporation to a highly profitable one. So Donald made a shrewd move, and landed employment in the parts department of a Jaguar dealership. Now parts were available to us at wholesale prices. As time went on, he moved around to a few dealerships and his skill upped his title to parts manager. It was during this time that his path crossed with a receptionist by the name of Lydia, and the rest is history.

To detail the endeavour that was undertaken to transform that parts car to an Ontario show winner is a whole other story. However, despite the reality that we really weren't buddies, we worked as a team on that project and I can't recall any negative issues between us. Even the ultimate sale of my half of the project to Don was mutually agreed upon. Our parents commented more than once that their expectations that we would actually work together to fulfill the restoration of this gem over a couple years in an amicable fashion, was a long-shot. But we did and that Jaguar car is still owned by Don's family 42 years later.

....cont'd on page 6



By this time, his affinity to anything with a gas engine was firmly entrenched and that passion never waivered. It didn't matter how many wheels that engine was attached to. He progressed through a line of motorcycles, each one a little more powerful than the one before. And there was no motorcycle that he owned that couldn't be made just a little faster with a bit of motor tweaking

A few years after the car was restored, he left the automobile trade and joined myself and our father at the family St. Clair Appliances retail stores. It should be of no surprise to anyone that Don chose, and felt most comfortable, at the difficult job of appliance deliveries. So, while my role was in the highly visible area of sales and purchases, he did the grunt work needed to get appliances into and out of homes without leaving a mark on anything. He could have written a book on some of the experiences that his delivery team had to endure to complete a successful transaction. Some of the nasty ones would be evident to me just by the odours that the guys would bring back: How about a delivery to a home of a recluse where apparently there was room for 50 cats, but no room for a litter box. Or a freezer delivery to the basement of a chicken processing facility that had somehow managed to avoid health inspection. Don was warned to wear boots on this one. Another strong odour that was shared with us more than once, came compliments of some of our newly arrived European customers who insisted that the delivery was not complete until the guys imbibed a quantity of near-lethal homemade booze that made their speech even harder to understand than that of the customer. Such was the life of Don and the crew. And yet, the success of the business was more dependent on the perception of customers as to the quality of work achieved by Don on the deliveries, than it was to our cheery demeanour in sales.

After I bought him out in the year 2000, we each did our own thing in the world of appliances, and seldom crossed paths. Then about five years ago he added another Jaguar to his car collection and that brought him back again to the Ontario Jaguar Owners Association club. We had first joined that group together, back exactly 40 years ago in the spring of 1979. This now gave us an opportunity to interact more frequently at club meetings and events. In fact the last time that I saw him in a healthy state was at the Jag club fall drive in October, where he drove in a very spirited fashion, which was signature Don all the way.

What started as a boy with a few miniature gas engines in model airplanes, became an adult with innumerable gas engine machines, some of which are extremely modified and powerful. I suppose that it should be no surprise that the last thing that he did in life was with a gas-engined chainsaw in his hands.

Arboribus (the Latin name for trees) have had a particularly negative impact on many of those close to me. Many of us live on treed properties, and trees add value to a property. But the downside is they fall, they break, they're heavy, and they must be dealt with using dangerous tools. As a young boy I remember seeing my father fall out of a tree, and somehow walk away. An appliance service technician, who did our St. Clair Appliance service calls, almost had his leg amputated from a chainsaw accident, and his son was killed in a tree-cutting mishap. My cousin Lorne was killed while cutting a tree 16 years ago. And now this tragic accident.

To Don's immediate family.....Lydia, Scott, Brian, Brittany and Sarah, as his brother, I want to extend my sincerest sympathies at this most improbable circumstance....."This is not the way we thought that it would end."





# EXOTIC MOTORWORKS

Alexander Plestid  
65 George St., Unit C  
Newmarket, Ontario  
Tel: 905.806.7127



## British & European Restoration & Service Specialists



With over 20 years of experience with all make models of Classic cars, Alex Plestid, formerly of the TV program Restoration Garage has personally restored more than 150 cars

Triumph, Jaguar, MG, Austin Healey, and Rolls Royce, are a short list of cars that we bring a wealth of skill and expertise to, and you can rest assured no matter what car you drive we will treat it like it is our own.

We work on these cars but most importantly we own them, drive them and share your passion!

Please feel free to call to ask any questions you may have or make an appointment.

We look forward to meeting you and assisting you with keeping your passion on the road.


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



**ALL THE ORIGINAL PARTS.  
ALL WORKING FLAWLESSLY.  
THE CAR'S AND YOURS.**



There's a reason more people trust Hagerty with the cars they love. We make the experience of owning classics better, with insurance, valuation tools, an award-winning magazine and more—all created by people who share your passion for cars.

 **Drive with us.** [Hagerty.ca](http://Hagerty.ca) | 800-922-4050 | Local Broker



Hagerty Canada, LLC policies are underwritten by Elite Insurance Company, an Aviva Canada company. Hagerty determines final risk acceptance. All coverage is subject to policy provisions and availability. Hagerty For People Who Love Cars is a registered trademark of The Hagerty Group, LLC. ©2016 The Hagerty Group, LLC. Vehicle make and model names and logos are property of their respective owners and their inclusion does not imply sponsorship of or affiliation with Hagerty or any of its products or services.



# BRAVE SOULS RUN: SPRING DRIVE

## IT'S TIME TO GET OUR JAGS OUT OF STORAGE

WHEN: Sunday, April 27

DEPARTURE TIME: 10am

MEETING POINT: Niagara Gateway Information Centre  
424 S. Service Rd, Grimsby  
(Casablanca Blvd & QEW)



Our Activities Director, Pete Moffett has once again planned a fantastic Spring Run for us.

In most cases this will be the first time that our Jags will be on the road for the season. Let's make this a successful event!

## GRAND RIVER CRUISE

We have a fun afternoon activity lined up just for you!

On Sunday May 26, we set sail at 12:30pm sharp along a 20 km section of the lower Grand River between Caledonia and Brantford. Phil Miller is coordinating this event on behalf of two car clubs and has arranged a "private sailing" for our groups, spread over two boats. This will give a combined occupancy of 120 people, of which over half is already booked.

The departure point is 36 Brant County Rd 22, near Caledonia. This three hour excursion costs \$45 per person and includes lunch, taxes and gratuities which is an amazing value for this event. We suggest you book early to avoid missing out, as spots are filling quickly. There is lots of parking for our precious Jags. For more information about the cruise and lunch menu, please link to <http://www.grandrivercruises.ca/index.html>.

If you are interested in participating, please forward your request to either Phil Miller at [philandwendymiller@gmail.com](mailto:philandwendymiller@gmail.com) or Allan Lingelbach at [swissbear@sympatico.ca](mailto:swissbear@sympatico.ca). We need a head-count ASAP, but the \$45/person fee will not be due until May 12<sup>th</sup>.

Cheques payable to "Grand River Dinner Cruises" should be mailed to:

Phil Miller  
132 Sunset Blvd.,  
Cambridge  
N1S 1A7

Please arrive by 11:45am to enjoy tea/coffee and muffins prior to departure.



333 11-A, Wyecroft Road  
Oakville, Ontario  
L6K 2H2

[www.EuropeanAutomotive.ca](http://www.EuropeanAutomotive.ca)  
[info@EuropeanAutomotive.ca](mailto:info@EuropeanAutomotive.ca)  
905.825.2343



**EUROPEAN AUTOMOTIVE**  
Oakville's Dealer Alternative



- Preventative Maintenance
- Suspension Inspection
- Brake Inspection
- Mechanical Repairs
- Tire Sales, Servicing & Installation
- Safety Inspection/Emissions
- Leonardo Diagnostic Capabilities



## **OJOA Track Day & Driver School Saturday May 4th, 2018**

This is a rain or shine event.

The OJOA Track Day and Driver School will be held at the Mosport Driver Development Track which is a 2.88 km. road course with plenty of interesting twists and turns. It is a modern facility which is right beside the big Canadian Tire Motorsports Park track about fifteen minutes north of Bowmanville. It is a wide safe track with no obstacles to hit. There are walls separating the pits from the track. There will be on board instructors and flag marshals. The speeds attainable are stimulating but not dangerous (when compared to driving in the GTA !!!).

The address of the DDT is 3233 Concession Rd. #10, Bowmanville.

The school is run by Ian Law and is called the ILR Car Control School. This one day program includes several hours of classroom instruction in a modern classroom, four to five hours of on track driving instruction with an on board instructor (instructors will be with each student for part of that time). A handbook of driving techniques, and a fully catered lunch. Graduates will receive a certificate.

This course will not make you an instant race driver, but it is certain to improve your driving skills. You can view the track and the whole complex on line at Mosport Driver Development Track.

Helmets are required. Some spare helmets will be available at the track and/or can be borrowed from OJOA members who will be driving on the track when the students are in class. Students provide their own car of any make (which can be stolen !!) The car must not be leaking oil or glycol, even after surviving a police chase.

Registration is made via [www.carcontrolschool.com](http://www.carcontrolschool.com) First call Ian Law at (905) 473-9500. Payment can be made by Paypal. Advance registration is required. This is a popular track school so early booking is necessary. This is the only day this course will be offered at the DDT this year. The OJOA will be sharing the track with other (lesser !!) marques. No passing is allowed. Later in the day, if all goes well, passing for students may take place in designated areas on consent.

Steve Sherriff and his racing team mates have taken this course and recommend it. While the students are in the classroom those with prior racing experience, like OJOA member Tony Burgess and Steve Sherriff and his team mates, will be out on the track generally without instructors.

Guests of OJOA members are welcome to register. Please advise Ian Law that the guest is OJOA connected. If there is enough interest, a separate category of non driving students who attend the classroom and are spectators may be available. We are unsure yet.

Full details (eg. start time etc.) are available from Ian Law who was also a long time columnist in the Wheels section of the Toronto Star.

The prices are as follows:

Students - \$ 575.00 plus HST. If more than six OJOA students register, the rate will fall to \$ 525.00+HST. If more than eleven students register, the rate will fall to \$ 500.00+HST. Rebates will be made depending on the volume.

Prior Racing Experience approved by Ian Law - \$ 200.00+HST with no classroom. ( likely about four hours of track time while the students are in class).

Please contact Ian Law ASAP. You can also email Steve Sherriff at [sesherriff@gmail.com](mailto:sesherriff@gmail.com) if you need to get a better understanding of what is involved.



## Walter & Elspeth Molloy (A Member's Bio)

Let me start by giving you all a little insight into how we arrived here.

First, I was born in Belfast, Northern Ireland. My family emigrated to Canada in 1950, I was raised in the Bronte, Oakville area, all schooling and my first jobs were in that area. In 1967 the family moved to Waterloo.

In late July 1969 I was a groomsman in my cousin Sid's wedding, my opposite number on the bride's side was a young lady named Elspeth, over for the wedding from the Sunderland area of the UK, originally from Hamilton Scotland. We met on my Birthday July 31, attended the wedding on the 3<sup>rd</sup> of August. We went out every night for the following near 2 weeks. In that 13 days, I decided that this young lady was my soul mate and I asked her to marry me, she accepted!! She then had to go back and tell her parents, that she wanted to move to Canada. There were some difficulties with the Canadian Immigration service that her Father managed, she returned to Canada on October 18<sup>th</sup> of 69, it snowed that day and the snow remained until May, she wasn't sure about her move at this point. However, on Friday November 13<sup>th</sup> 1970 we were married and our life together began.

My early car history was typical of the era. I had a couple of older Fords, did a whole bunch of engine swaps as I kept blowing them up. Then my first new car a 66 VW bug, great little car but not very interesting. I graduated next to a Red 1964 Buick Skylark V6 convertible, more interesting. Followed by a Red 1967 Beaumont SD hi output 350 horse 327, very interesting. That's what I was driving when I met Elly and unfortunately finances being what they were, that car had to go. We lived our lives, had 3 kids a girl Gillian in '72, a boy Rick, in '73, and another boy Ken, in '74. We were kept very busy making a living and raising the kids.

In the spring of '91, we were finally able to look for another convertible, a special, fun, car. We ended up with a 1975 baby blue Cadillac, Eldorado Convertible, it was huge, beautiful, and there were no bumps on the roads, 500 cubic inches, 8.2 liters with a magnificent 210 HP, but over 380ft. lbs. of torque. We used this car to cover a lot of ground, lots of long trips and the car was wonderful, you could sit 5 adults across the rear seat.

In 1998, I saw an ad for a 1973 MGB, we decided to buy and restore that car, it is still in the family, owned by our younger son Ken. In 2000, I found a real basket case MG and that's the one Rick and I built using the RX7 engine, I had intended that this would be my main toy car, but, when done, it was definitely more suited to a younger driver, so it became Rick's ride.

In 2004 we drove the Cadillac to Montreal. There the company I represented was located, and then on to Ottawa to use the Caddy for our nieces wedding. It was magnificent in those pictures. When we got home, we looked into how expensive that trip had been. The Caddy had a 25 imperial gallon tank and a that gave her a cruising range of 200 miles. It did not like anything but Sunoco 94. The trip ended up costing nearly \$2,000.00 with all the extra driving we did, so it was time to look at going with a more economical vehicle. We decided to sell the Caddy the summer of '05.



Didn't get as much as I wanted, but did alright, sold it for more than we paid. Went to Bronte and found my Red 1968 MGB that we now drive. I waited until early October to call the guy from Bronte about the 1968 MGB and he knew who I was, turned out I was the only person that had stopped to look at his car, hence the price went down. It had a whale tail a hood scoop and side exhaust and a barn, maybe roller paint job, all of which had to be removed and redone. By the way, on the first real drive in this car, my wife surprised me by asking to stop at the Pontiac dealer in Brantford. Then she surprised me even more by buying a brand new 2006 Solstice, the day they were released for sale in Canada. In 1 week we had bought 2 convertibles. I stripped the interior and everything else off the B and had it taken back to the bare metal to inspect the body. The guy I bought it off wasn't much of a painter, but, did a fantastic job doing the bodywork. We painted it GM Red, (the colour the Solstice would have been if it was Red instead of Black) easy to remember paint code and touch ups were readily available. This MGB has been in a constant state of improvement and updating ever since, 5 speed transmission, cross flow hi capacity radiator, GPS speedo, rebuilt engine, new leather interior, cloth top, and everything else that has made it such an enjoyable ride.

In June of 2015, Rick and I decided to go for a run in the B and happened to see a Jag on a used car lot in London. It was a 2004 S Type, black, under 100,000 M and to me looked perfect. We took it for a test drive and it was perfect, but I wasn't really looking for another car, we had just downsized from 2 Fusions to 1, selling Elly's, but since we had test driven it, I felt compelled to make an offer, a really low offer. I was sure he would refuse, but, he didn't, so, we ended up with our first Jag. I immediately called the Boss (Elly) and told her that I had bought her a Jag, she took the news really well. I found out she had a real soft spot for Jags, so we started enjoying the ride and met up with the OJOA crew in 2016 and decided to join the club. I have a tendency to actively participate in anything I join; I got an award in Dec. with Elly as the Most Active New Members.

It so happened, that last year Rick had made a contact in Roseville, Ontario. That contact had an 1987 Jaguar XJ12 Vanden Plas. He had owned the car for 12 years. He had lost all gears in the transmission except reverse and first gear in year 2 of his ownership. He really hadn't driven the car in 10 years. We went and looked at that car, it was in excellent condition, Rick had a good idea of what was causing the transmission problem. We decided therefore that we needed another Jag., so the 1987 joined the fleet. By the way, Rick was right, a \$40.00 governor gear fixed the problem. At this time at 36 Albert St E in the village of Plattsville, in Ontario, there is a 2006 Pontiac Solstice, a 1968 MGB roadster, a 1971 MGB roadster, a 1987 Jaguar XJ12, a 2002 Jaguar X type AWD, a 2002 Jaguar S Type 3L, a 2004 Jaguar S Type 4.2L, a 2007 Fusion and a 2013 Fusion. Just too many cars, we may well have to sell off a few this year.

And now, just arrived, the first Jaguar to join the fleet that we actually went out looking to buy. I will introduce this Jaguar later in the year. I am looking forward to a very busy year touring with the 1968 MGB and the newly arrived Cat.

By Walt Molloy



IN THEIR ELEMENT,  
WHATEVER THE ELEMENTS.



**2018 JAGUAR XE PREMIUM AWD**



**2018 JAGUAR F-PACE PREMIUM AWD**

---

NEW YEAR, NEW LOWER PRICES  
ON THESE AND ADDITIONAL 2018 MODELS.

VISIT YOUR LOCAL JAGUAR AUTHORIZED RETAILER FOR DETAILS

---

THE ART OF PERFORMANCE

**JAGUAR WATERLOO**

533 King Street North Waterloo, ON N2L 5Z6  
519-885-5092 | [www.jaguarwaterloo.com](http://www.jaguarwaterloo.com)

## Driving an I-Pace in Winter

In the True North we have true winters, especially on the shores of Georgian Bay in the town of Collingwood where I live, which is located about a 90 minute drive north of Toronto.

Five days before Christmas, I took delivery of my I-Pace First Edition clad in Santorini Black and finished inside in Ebony Windsor leather and headlining. That was the first and last time I have seen the car really clean, on the outside at least. The trip home of some 135 kilometres resulted in the car's taking on a greyer and duller tone, which it hasn't been completely without since.

Moving from my 2017 XF Sport 2.0 D into the I-Pace was a significant change due to the very different proportions of the two cars, clearly demonstrating the unique architecture of the I-Pace's design allowed by its electric power train. Nevertheless, as with anyone familiar with late model Jaguars, I found that the Jaguar DNA is abundantly present, and I was comfortable behind the wheel in just a short time, even with the regenerative braking set to maximum. In fact, in the 6,500 kilometres I have accumulated in my I-Pace so far, I can attest to the car's providing a brilliant driving experience, which all the automotive journalists who have driven the car are quick to point out. And yet my concern when I first stepped into my new BEV was not how it would drive, but rather how far it would go. Range anxiety had set in immediately.

Quite frankly, in the Canadian winter environment, the European WLTP range estimate of 470 kilometres (292 miles) maximum range is unattainable going downhill in a strong tail wind. The American EPA rating of 380 kilometres (237 miles) is closer to my experience, and likewise Jaguar's own claim of 386 kilometres (240 miles) noted in their Canadian I-Pace brochure. Nevertheless, these are maximum ranges in controlled conditions, and do not represent normal driving styles, and certainly not driving in Canadian winter conditions.

Winter adds a significant qualifier to the I-Pace's range estimates. First, the lower the temperature, the more reduced is the potential range as the batteries will not accept the same level of charge at colder temperatures as they do when temperatures are warmer. For example, a full charge after a cold soak at minus 10 degrees Celsius would result in an indicated range of from 330 to 340 kilometres, rather than the EPA rating of 380 kilometres. Furthermore, if the batteries and the car's interior are not "preconditioned" (warmed up) while connected to an electric power source before departure, the initial indicated range can swiftly fall by 15 to 20 kilometres in the first few metres when driven in the cold. There are other complications due to winter conditions. Accumulated snow on the road creates considerable additional rolling resistance, and if the tyres are at the specified pressure in a warmish garage, the pressure will fall by 2 psi for every ten degrees C drop in temperature experienced outside, thereby again adding to the rolling resistance. And then there are winter's blasting winds which truly test the I-Pace's drag coefficient of 0.29.

So how does all this affect the actual range? Note that the I-Pace batteries have a 90-kilowatt hour capacity; however, they are limited to just under 85 kilowatt hours useable to prevent battery damage by excessive discharging. Therefore, referencing the EPA maximum range of 380 kilometres, an I-Pace would need 22.4 kilowatt hours every 100 kilometres, on average, to travel the 380 kilometres. Having logged travel data from my I-Pace's trip computer over a total highway distance of 2,885 kilometres driven on 21 occasions in temperatures varying from plus 4 to minus 20 C, the result is that 24 kilowatt hours are needed on average to travel 100 kilometres, or about 7% more than the EPA rating. Other trip computer data which I have recorded indicate the starting range, the distance travelled, and the remaining range at end of each journey. Theoretically, the distance travelled plus the remaining range should add up to the indicated starting range; however, my I-Pace's actual result is a mean average of 82% of the starting range.

Of course, using the cabin heat, defrosting and de-icing the windscreens, warming the seats and steering wheel, the weather conditions, and the speed of travel all play their part in the values of these data. That said, I can now reasonably rely on about 80% of the initial indicated range when I leave on a winter trip in my I-Pace without suffering from undue range anxiety. Still, I reserve about 20% of my planned trip distance to be remaining when I arrive at my destination.

John A. Myers



## CAR HUMOUR

### Five surgeons are taking a coffee break...

1<sup>st</sup> surgeon: “ Accountants are the best to operate on because when you open them up, everything inside is numbered.”

2<sup>nd</sup> surgeon; “ Nah, librarians are the best. Everything inside them is in alphabetical order.”

3<sup>rd</sup> surgeon: “Try electricians! Everything inside THEM is colour coded.”

4<sup>th</sup> surgeon: “I prefer lawyers, They’re heartless.”

5<sup>th</sup> surgeon who has been quietly listening to the conversation: “ I like British car restorers...they always understand when you have a few parts left over at the end.”

-Tom Broberg

**A man was driving down a country road** in the middle of dairy farm country when his car stalled inexplicably. He got out and raised the hood to see if he could find out what had happened. A brown cow slowly lumbered from the field she had been grazing in over to the car and stuck her head under the hood beside the man.

After a moment the cow looked at the man and said, “Looks like a bad carburetor to me.” Then she walked back into the field and began grazing again.

Amazed, the man walked back to the farmhouse he had just passed, where he met a farmer. “Hey, mister, is that your cow in the field?” he asked. The farmer replied, “The brown and white one? Yep, that’s old Bessie.” The man then said, “Well my car’s broken down and she just said , “Looks like a bad carburetor to me.” The farmer shook his head and said. “Don’t mind old Bessie, son. She don’t know a thing about cars.”

-Sue Hunneybell

**For those of you who have never had the pleasure of owning an older Jag but want to know what it’s like:** Next big rainstorm, wait till dark, roll down all the windows, leave off the lights, heater & wipers and go for a drive, Stop at every intersection and throw out a twenty dollar bill. It’s not exactly the same, but it’s real close.

-Mike Nash

## Classic and Antique Oils from Millers Oils

### DEALERS

Ultraray Motorsports  
760 Pacific Rd, Unit 3  
Oakville ON L6L 6M5 (877) 338-6857  
ultraraymotorsports.com

Britain West Motorsport  
36 Godby Rd  
Brantford ON N3T 5L5 (519) 756-1610  
britainwestmotorsport.com

Cullingford Motors  
135 Ferndale Dr N  
Barrie ON L4M 4S4 (705) 722-3830  
cullingford.com







PARTS & ACCESSORIES  
FOR  
CLASSIC & MODERN  
JAGUARS

[www.sngbarratt.com](http://www.sngbarratt.com)



+44 (0) 1746 765432

+1 800 452 4787

+33 385 201420

+31 13 521 1552

018 01 833 833 (GERMANY ONLY)



**WELSH**  
ENTERPRISES, INC.

1-800-875-5247 | [www.welshent.com](http://www.welshent.com)

The largest independent retailer of new, used  
& rebuilt Jaguar spares since 1965

- New Parts
- Used Parts
- Rebuilt Parts
- 100,000 sq ft facility
- Orders placed before 3 pm ship that day

Proud supporter of the JCNA



## THURSDAY DECEMBER 17, 1959

..... The official Date of Incorporation, as registered with the Province of Ontario, under the corporation name of ONTARIO JAGUAR OWNERS ASSOCIATION.

An informal club of Jaguar enthusiasts was already in existence, however, this date signified the commencement of a legal structured entity complete with a mandatory Board of Directors. This was serious stuff and demonstrated the intention that those Jaguar owners were committed to keeping the club alive.

What followed were intervals of explosive membership growth intertwined with precipitous membership collapse, which surprisingly was not necessarily correlated to the ebb and flow of Jaguar product pride and prestige interspersed with extended periods of product embarrassment. And, as with many corporations, club leadership ran the gamut from highly competent, to situations substantially less so. Even the very nature of the Association morphed from a driver focused *raison d'être* to a much more laid back social agenda.

Yet.....Here we are 60 years later, members of the same intact club that our founding fathers had the foresight to incorporate. As of our exact birthday on December 17, 2019, our six digits Ontario Corporation Number will have remained active and unchanged for 21, 916 days! However, the world has changed immensely over those 720 months.....

The number one song in December 1959, flowing static-filled from an XK150 "Radiomobile" radio, was "Heartaches by the Number" by Guy Mitchell. Fast forward to 2019, and the current hit "Silent Song" by rapper Boogie is capable of brain cell mutation when emanating from a "Meridian" 1300 watt, 26 speaker sound system in a Jaguar XJ. (My definition of the word "dichotomy" is listening to a tune titled "Silent Song" through 1300 watts of amplification!)

The hit movie around December 1959 was "Our Man In Havana" starring Alex Guinness and Burl Ives. Leap forward to 2019 and a movie recently released called "Captain Marvel" transports us to an intergalactic fight between Earth and two other extra-terrestrial worlds. OMG!.....60 years has exponentially increased mankind's threat levels, at least in the movies, to far beyond whatever was happening in Havana!

The contrasts between 1959 and 2019 are starkly evident in the political arena---the conservative John Diefenbaker vs. the liberal Justin Trudeau. In 1959, Prime Minister Diefenbaker cancelled the Avro Arrow which immediately caused the layoff of thousands of employees. Avro had employed several club members, including our longest standing OJOA president, Doug Cramb. Almost 60 years later we have legalized marijuana, compliments of the Trudeau government. I'm not sure if there is any significance to that statement, other than it probably would have raised eyebrows among early members of the OJOA.

If we search long and hard though, we will discover certain historical similarities that offer comfort through six decades. I offer as an example the close similarities between the American president Dwight Eisenhower, in power in December 1959, and the current president Donald Trump. Both are republicans, both have had to deal with issues in North Korea, and both are famous because of "walls". As Allied Supreme Commander in World War II, Eisenhower was instrumental in breaching the German "Atlantic Wall" starting on D-Day in 1944. Trump is also struggling with a wall.....potentially two walls. One between United States and Mexico, and the other wall encircling his site of potential incarceration.....but I am digressing!

Changes within our beloved Jaguar brand have been as profound as the world around us. Our founding fathers would have had the choice of three models at a "Jaguar Cars Inc" dealership in late 1959.....an XK150, a Mark II, and a Mark IX. An E-Type was nothing to even be imagined, and they would have been dismayed to know that the recent string of 5 Le Mans race victories would take almost 30 years to build upon. In 2019, after many corporate name changes, a "Jaguar Land Rover" dealer now offers double the model range, including a first-time all-electric Jaguar.

Can you imagine going back in time to an early 1960 OJOA meeting at The Old Mill and try to justify to the assembled club enthusiasts that 60 years of "progress" would yield an all-electric Jaguar? Those insufferable victims of Lucas Electrics (Loose, Unsoldered, Connections and Splices) would have thought that reality to be as absurd as the ridiculous science fiction that man could walk on the moon within 10 years!!!

While you are still a guest speaker at that cigarette smoke-hazed meeting, casually dressed in your shirt and tie and sport coat outfit, topped with a Stetson hat (ladies in style wearing a blouse and kimono sleeve shirt), you deliver the knock-out punch to the now "electrified", horror-struck audience with another forecast. The 58 year old corporate genius known as "Mr. Jaguar", Sir William Lyons, co-founder and now full owner of the solely British icon "Jaguar Cars Inc", would, at some point way in the future, be substituted in title by German-born Dr. Ralf Speth under the authority of Nataragan Chandrasekaran, the CEO of the Indian firm "Tata Group". Of course, upon questioning from the hyperventilating membership, you would reveal that Tata did not build their first passenger vehicle until 1991, and would be known for launching the least expensive production car in the world in 2008.



Finally, to the few members remaining who haven't staggered out in bewilderment, you would point out that the brand new \$4500 US\$ XK150S DHC that you saw in The Old Mill parking lot would command a good-condition value in 2019 of \$143,000 US\$. At that point, only an echo would remain, as everybody has fled the room!

Yes, it is fortunate that 60 years is a long enough time to acclimatize to increments of change, and the Ontario Jaguar Owners Association has not only changed but also endured and flourished. No member has survived the 60 years of incorporation, and in fact, very few of today's members can lay claim to membership over half that span. In spite of that, the OJOA has been growing over recent years, and that is fundamental to our future beyond 2019.

The Ontario Jaguar Owners Association will host a 60<sup>th</sup> Anniversary Celebration dinner on Friday September 13<sup>th</sup> at The Old Mill, site of our earliest monthly meetings. The club has only organized a gala event of this magnitude once before in 2009 at our 50<sup>th</sup> anniversary, and it may be safe to say that the next one won't be for 10 to 15 years from now.....assuming that we get there! To encourage as much participation from the club and beyond, ticket prices will be substantially subsidized by the OJOA and sponsors. The fee is \$60.00 per person and \$100.00 per couple, and this is a below-cost bargain for the quality of venue, fantastic food, memorable guest speakers, and more, that is planned. Tickets will be printed shortly, and please direct your requests to myself, as celebration committee chair.

A block of rooms at The Old Mill have already been set aside for us for overnight accommodations. More details will be forthcoming as time goes on.

The OJOA is a non-profit club, but of course cash assets are accumulated to deal with necessary expenses. Periodically, events will arise that offer an opportunity to dividend some of these membership-generated funds back to the membership. Consider it a "participation dividend". The 60<sup>th</sup> Anniversary Celebration dinner is one of those events, so take advantage and be a part of this gala evening.

Once again, please circle Friday September 13<sup>th</sup> on your calendar.

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

..Tickets will be available for sale at all monthly club meetings & OJOA Events

### **New Website for the OJOA (Looking Towards the Future)**

Our new website has launched! We gave a "sneak preview" to a packed house of members at our March 13<sup>th</sup> monthly meeting at The Symposium Cafe.

Technology has come a long way since our first website was created. Today, there are many on-line sites that boast they can help to create a brand new website in one afternoon. Creating our new website was not as easy as that. Our old website had a huge amount of archived data going back to 1972. We had to merge all the old data in with the brand new website.

Our first priority was to safeguard all of the historical data. After creating two backup copies of all the club data, it then had to be added into our new website. This was a daunting task (as I am not a "Tech Guru"). Our Executive committee had a meeting to decide how we could overcome the obstacles in our path. It was decided that we enlist the help of Matt Parrott. Matt is a good friend, who was eager to partner with us in his spare time. Matt owns "Moment Media Digital" and handles the on-line website content for several companies. His clients include Westinghouse and subsidiaries. You can see his work at [mattparrott.ca](http://mattparrott.ca)

I would like to thank our Executive Committee and Matt Parrott, for their time and patience. It has been a long learning process, but we now have a website that is easy to use, and easy to maintain. The new website is now live and can be viewed at [www.ojoa.org](http://www.ojoa.org)

Mark Smith  
Director Advertising and Website



## Jaguars & Warplanes: OJOA 52<sup>nd</sup> Annual Concours At the Canadian Warplane Heritage Museum

Our 52<sup>nd</sup> Annual Concours will be held at the Canadian Warplane Heritage Museum on Sunday August 11<sup>th</sup>, 2019.

As the OJOA celebrates its 60th Anniversary this year and as we celebrate the 75<sup>th</sup> Anniversary of D-Day, we feel this facility, hereby known as the CWH, at the John C. Munro Hamilton International Airport is an excellent venue this year and going forward for several reasons. We of course are extremely thankful for the generosity of Carol and Allan Lingelbach who have opened their country home and sprawling lawns to some 50 Jaguars each year over the past three years of Concours! As much as we enjoyed that location in Wellesley Ontario, we realized that we were extremely fortunate that inclement weather in the way of rain did not wash out this outdoor event.

Yes, one could argue that our beloved Jaguars are built for English weather and rain, as that is the country of their manufacture but we know that our Concours would have descended, with heavy August rains into a quagmire of mud, muck and grass. Surely a fitting environment for our cousins, the Land Rovers but hardly an event that we as Jaguar owners would relish. Can you imagine the looks on all participants faces as they realize the task of the cleaning that is required for their pride and joy? To that add the horror on Allan and Carol's faces as they see parts of their lawn serving as a turf undercoating for XKEs, Mark IIs, XJSs, XKs and the other esteemed models of our favourite automotive marque. Furthermore, the CWH with its modern facilities of food catering, wheelchair accessibility and restroom facilities makes this venue a fitting choice in the GTA for its proximity to the major 400 series highways from all points east, west, north and south. Lastly, the very fact that our Jaguars will be displayed indoors in one of their main hangers away from the heat of the sun or the showers that frequent that month, we can all rest assure that this event and those going forward will truly be rain or shine one.

In addition to the actual Concours program, members and guests alike will be able to tour as part of their Concours admission package, Canada's largest historic FLYING aviation museum where we find many aircraft of World War II vintage including the A.V. Roe Lancaster, the Supermarine Spitfire, the North American B-25 Mitchell bomber, the Consolidated PBY Canso flying boat, the Westland Lysander and the venerable Douglas C-47 Dakota transport, the military version of the DC-3. In addition to these notable aircraft, we also find those yellow painted training aircraft, all used in the British Commonwealth Joint Air Training Plan that used to fly from airfields all over Canada including the Mount Hope Airfield, now known as the John C. Munro Hamilton International Airport. Such aircraft such as the North American Harvard and the Yale as well as the De Havilland Gypsy Moth, A.V. Roe Anson, Fleet Fort and Bristol Bollingbroke can be found throughout the museum all except the Bolly, in flying condition. It has been said that the United States was the Arsenal of Democracy, Great Britain the largest floating aircraft carrier and that Canada's largest material contribution to the Allied Victory was as the Aerodrome of Democracy. Come and see for yourself as you walk amongst the Jaguars and Warplanes.

For those out of town members and guests who wish to stay overnight to attend our Saturday night OJOA Welcome Dinner, we have, as our host hotel, the Brantford Hotel & Conference Centre, a Best Western property, situated some 25 kms (16 miles for those with American odometers) from the CWH at 19 Holiday Drive, Brantford, Ontario N3R 7J4. Their phone number is 519-753-8652 and the link for reservations is: [https://www.bestwestern.com/en\\_US/book/hotel-rooms.66036.html?groupId=L12AY3B4](https://www.bestwestern.com/en_US/book/hotel-rooms.66036.html?groupId=L12AY3B4)

There we have blocked 35 rooms for our members and guests with a booking release date of Friday June 28<sup>th</sup>. Your organizing committee has secured a rate of \$127.00 Canadian plus taxes for those wishing to take advantage of overnight accommodation. The hotel is right off Highway 403 and it has ample room for parking/automotive trailers for any guests requiring such.

Mike Parry  
Concours Chair





10 Furbacher Lane, # 7  
Aurora, ON L4G-6W1

Phone: 905-726-3221  
Fax: 905-726-3277

Web: [www.diamondtrim.com](http://www.diamondtrim.com)  
E-mail: [garynolan@diamondtrim.com](mailto:garynolan@diamondtrim.com)

Since 1983 DIAMOND TRIM has  
Earned a reputation as one of the  
Most recognized interior trim  
Facilities in Canada with our Award  
Winning interiors displayed at some  
Of the most prestigious shows  
Throughout Canada and the USA



We have car enthusiasts like yourself  
To thank for our success and our future.

Thank You. – Gary Nolan



# Parts For All Jaguars From 1948

XK-120-140-150 | E-Types | Early Saloons | XJ-6/XJS | XK8 | Late Models



Get All Six Model-Specific World-Class  
Parts Catalogs On A Single CD



Replacement Parts | Performance Parts  
Upgrade Parts | Accessories | Books

...CD Sent No Charge In North America



Please Contact Us...

NORTH AMERICA: 800-444-5247

WORLDWIDE: +1 805-544-7864

WEB SITE: [WWW.XKS.COM](http://WWW.XKS.COM)

EMAIL: [PARTS@XKS.COM](mailto:PARTS@XKS.COM)

FAX: +1 805-544-1664



## AN INTERESTING ARTICLE FROM THE ARCHIVES

*While perusing old OJOA newsletters for precious gems of information that may be of interest at our upcoming 60<sup>th</sup> anniversary celebration, I unearthed one that hit close to home.....literally! In front of me was a short article written about the purchase and restoration of my 1972 E-Type, complete with a picture of it sitting immaculately on the driveway of my first home.*

*It is also a fascinating twist that the story was published in the February 1989 newsletter, which represented the 30<sup>th</sup> year of the OJOA incorporation, and now is 30 years ago.....the exact half-way point in our 60<sup>th</sup> year. I have no recollection of the article being published, but I will assume that the editor of the day, Greg Harris (son of the long term president Peter Harris) was responsible for its creation. His humorous style certainly stood out.*

*This short history of my E-Type reminded me in chilling detail the amount of effort that went into that Jag, and the problems along the way. Despite the fact that I know that I haven't aged one bit since then, I seemed to have lost the desire to ever do a restoration like that again!!!*

*I thought that it would be interesting to dust off this article again during this year when we celebrate our history, so here it is.*

*By-the-way, this February 1989 newsletter edition revealed some aspects of long ago that are eye-opening now. The long obsolete cast OJOA logo car badge which is priceless now, was being offered for \$35. Then there were several E-Types in the classified section including a 1968 model with only 49,000 miles asking \$10,500. Or how about a 1969 coupe in BRG for \$9,000! The membership dues were \$50, which after the passage of 30 years makes our \$80 fee appear quite reasonable. There was also a discussion about the booth that the OJOA was about to man at the 8<sup>th</sup> annual Ancaster British Car Flea Market. This particular year was in the midst of the Harris family dynasty with not only Greg as the editor, but his mother Betty was the secretary, and his father Peter was the VP.*

Allan Lingelbach

---

## GETTING TO KNOW YOU

Allan Lingelbach OJOA Member since 1979

When Allan Lingelbach set out to buy his second Jaguar, he knew exactly what he wanted - a good 1972 series III E type roadster. The expectation was that this car would present more of a challenge than his previous restoration of a series I 1962 E type, done in partnership with his brother, Don.

The quest was realized in the spring of 1980

- a regency red roadster for sale in Leaksdale. The car looked good and ran well with the exception of a persistent glare from the ignition warning lamp. During a subsequent inspection of the car, Allan was assured that the problem had been corrected and a deal was struck.

Driving the car home 200 miles to Kitchener (near Waterloo) proved to be more eventful than hoped for. By the time he reached home, the battery was so low that even the radio wouldn't work. A closer look at the electrical system revealed an ignition warning bulb that wasn't on because it was burned out because the alternator was fried because the leak in the radiator had sprayed coolant all over.

Repairing the electrics was easy compared to finding the last original radiator in North America. Thanks to Don, who was now the local Jaguar parts manager, a radiator was located at a dealer in California. All efforts were made to get the car roadworthy for the summer so that all the "bugs could be found before snowfall. A ride with Rod McLaren verified what Allan had already suspected; the gearbox should not sound like a dentist's drill stalling out on an infected molar. Luckily, the gearbox appeared to be the only major problem (if you don't count rear brakes). It is surprising how well an E type stops on front brakes only!

The decision was made in the fall of 1980 to pull the gearbox for repairs. What better time could there be to rebuild the engine and clutch and steering rack and brakes and while you are at it, the carburetors and cooling system. Don't forget the exhaust and suspension systems. You know the story. Before long, the bare body shell was all that was left in Allan's garage.



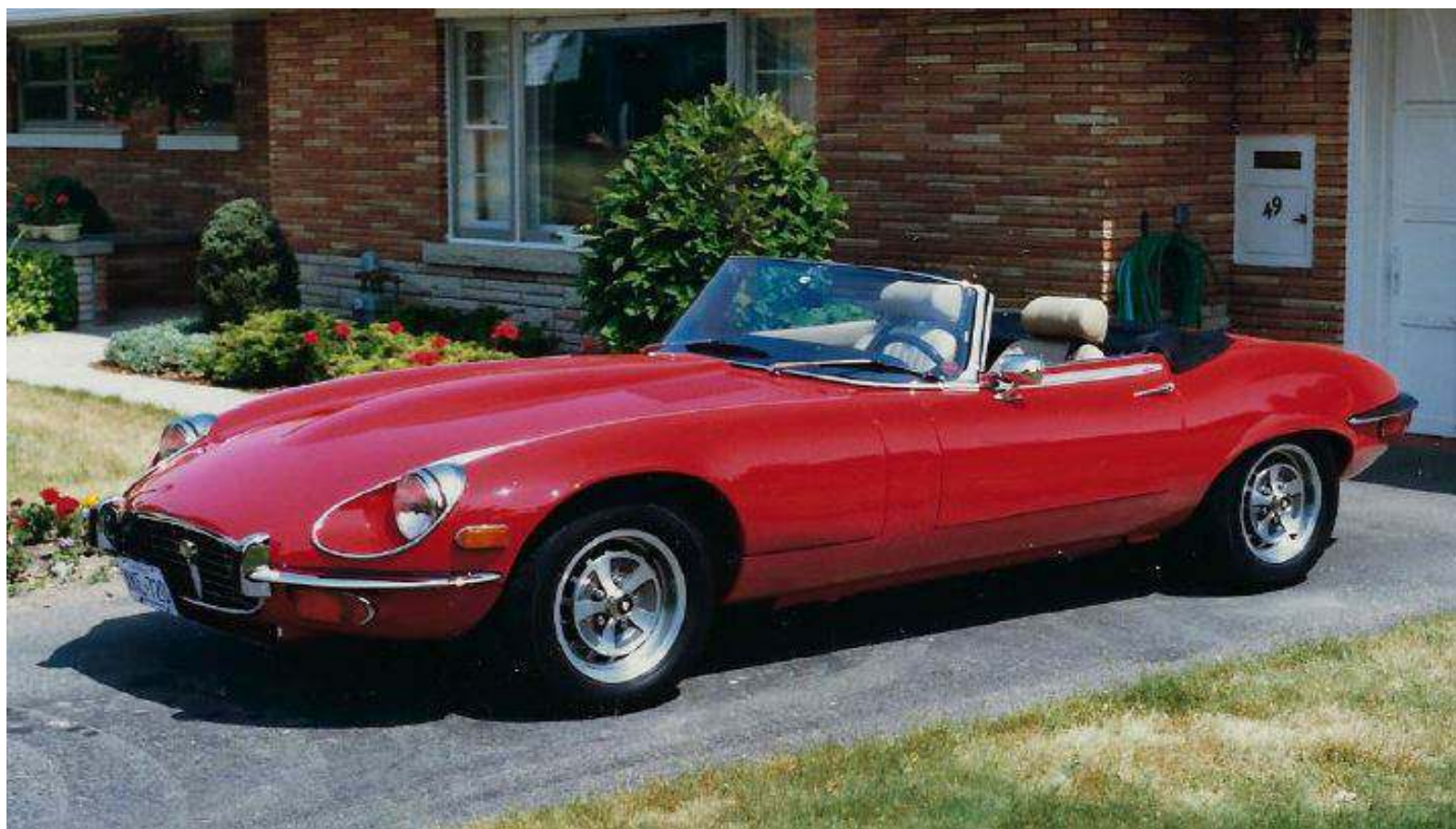
Even it was soon shipped out to a body specialist for restoration. At this time, Allan decided to replace everything that was still available and rebuild everything else. Allan's vision of a virtually new 1972 E Type became suddenly blurred on Jan 19, 1981 with the news that the body shop had burned down. One very anxious phone call revealed that his car had been one of three cars saved from the fire, suffering only minor smoke damage. Allan, however, did not get off so easily, for he is still afraid to leave even his dry cleaning in somebody else's care.

As happens in many long term restorations, Allan found that his standards were rising to the point that previously completed work (by others) was no longer acceptable. Re-chromed parts were done again and paint work was stripped in favour of a better process involving an enamel base (in signal red) with a polyurethane clear coat on top.

During the drive train restoration, Allan decided to enhance the pace of his Cat by fitting lightweight XJ6 mag wheels, fat Pirelli tires and an undersize steering wheel for more road feel. Certain redundant auxiliary engine parts did not make it to the final assembly. (Does anybody want to buy six boxes of certain redundant engine parts?) Top this off with the installation of a high performance exhaust system and there is no problem keeping up with the traffic - any traffic.

**Final** stages of restoration included new glass, convertible top and interior. Hundreds of working hours over a six year period came to fruition in the spring of 1988. This car speaks for itself, with the attainment of a 98.33 score in the OJOA concours, all the more impressive when you consider the mandatory deductions incurred by the non-standard wheels and tires, etc.

*You should have plenty of opportunities to see this car as Allan manages to attend most club events. No paperweight here.  
When not working on his Jaguar, Allan finds time to manage K.W. St.Clair Radio and Television in Kitchener.*





**"The Original Vintage Car Insurance Program- since 1968"**

59 Huron Street  
 New Hamburg, ON N3A 1K1  
 Tel- (519) 662-1710  
**1-800-667-1802 [www.zehrvintagecars.com](http://www.zehrvintagecars.com)**



**Robert Laughton**  
**Leatherique Canada**  
*Leather Restoration Products*  
 388 Lakeshore Road RR#5  
 Niagara on the Lake ON L0S 1J0  
**tel 905-937-2159**  
**fax 905-937-8196**  
[leatheriquecanada@computan.on.ca](mailto:leatheriquecanada@computan.on.ca)  
[www.leatheriquecanada.com](http://www.leatheriquecanada.com)

**VINTAGE**  
  
 CAR CONNECTION  
**Antique Automobile Appraisals**  
 Call Allan at ☎ (416) 319-3321 or ☎ (519) 922-3321  
 or visit 🌐 [www.vintagecarconnection.com](http://www.vintagecarconnection.com)  
 Professional Association of Vehicle Evaluators, Inc.  
[trustpave.com](http://trustpave.com)

**Reg Beer Coachbuilders Corp.**  
**Providing quality service & restoration to classic & vintage automobiles for over 35 years.**  
 12944 Albion Vaughn Rd. Tel/Fax (905) 857-3210 Bolton, ON  
 L7E 4C6 Email: [cmcmog@idirect.ca](mailto:cmcmog@idirect.ca)





# CLASSIFIED ADS

For a Nominal Fee

Your Ad

Can Go Here



For more information on these Ad's

Please visit us & view them on our website: [www.ojoa.org](http://www.ojoa.org)

Then click on Classifieds

## 2000 XK8 Conv

[09-18]



Great Driving Car with 190,000 km  
Emissions passed 2018  
Transmission just 4 km (Metro)  
Front End Restored in 2013 / Floorboards Replaced in 2017 by Jag Doctor  
All electrical working, Interior/Wood Excellent  
**Price: \$10,800**  
Contact: John Hood at 905-492-4444 in Pickering  
Email: [jchood@rogers.com](mailto:jchood@rogers.com)

## 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  
Email: [rick@zytaruk.com](mailto:rick@zytaruk.com)



## 2017 F-Type SVR

[08-18]



Ultra Blue/Jet Black  
Gloss 20" Rims,  
Carbon Fibre Package  
Only 2,200 km  
Accident Free & Super Clean  
**Price: \$125,000**  
Contact: Andrej  
Email: akopac@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  
Email: james.chalmers@bell.net



# PARTS FOR SALE

## MK2 Body Parts

[11- 18]

Price: \$175 obo

Right hand rear wheel spat. This is a New Old Stock part (#17011)  
Still in original factory primer. It has a couple of small spots of light surface rust. Otherwise like new!

Also available, a right side front wheel arch repair section. This is an aftermarket part, un-primed with some light surface rust.

Contact: Jeremy Sinek at 905-271-9971

Email: jeremy.sinek@sympatico.ca



## XF Winter Tires and Rims

[10- 18]

Price: \$1500 obo

Four P24/45R 18 Bridgestone Blizzak LM60 with 5/32 of thread remaining. The rims are 18" Silver Alloy with a bolt pattern of 5 x 108

Located in Barrie, ON

Contact: Kristin at 416-910-9826 for details on where to see them

## Series 11 E-Type Roadster Dash Pad by BAS

[10- 18]

Price: \$150

Brand New / Never Installed

BAS list price \$225

Contact: Dan Garry at 226-929-4055

Email: j.dan.garry@gmail.com



# PARTS FOR SALE



**Full Set of Real Tail Lamps for a 1994 XJS**  
Price: \$850

[05- 18]

**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

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



# 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)

# JAG MEMORABILIA FOR SALE

## Manuals for 1995 XJ6 & XJ12

[04-18]

Complete set of Genuine Workshop Manuals  
**Price: \$200 for the full set**  
Contact: Roy Stevenson at 519-574-9867  
Email: [platinum.limo@hotmail.com](mailto:platinum.limo@hotmail.com)



## Jaguar & Classic Car 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: UPDATE\* \$10 for the set**

Contact: Jeremy Sinek at 905-271-9971

Email: [jeremy.sinek@sympatico.ca](mailto: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.



# TRIVIA CONTEST

Name: \_\_\_\_\_

Have you read this issue of The Ontario Jaguar from cover to cover?  
Let's test your knowledge for a chance to win a \$25 Petro Canada gift card.

1. WHAT YEAR WAS THE OJOA FORMED?
2. WHO WAS THE WINNER OF THE 2018 BRITISH CAR COUNCIL AWARD?
3. WHAT WAS DON LINGELBACH'S FIRST CAR?
4. WHAT CAR IS JOHN HOOD SELLING?
5. WHAT RIVER IS THE OJOA CRUISING ON IN MAY?
6. WHAT IS THE COST OF A 3 YEAR OJOA FAMILY MEMBERSHIP?
7. THE I-PACE BATTERIES HAVE A \_\_\_\_\_ KILOWATT HOUR OF CAPACITY.
8. WHO DECIDED AFTER 13 DAYS THAT HE HAD MET HIS SOUL MATE?
9. WHERE WILL THE 52nd OJOA CONCOURS BE HELD?
10. WHAT WAS THE NUMBER ONE SONG IN DECEMBER 1959?
11. WHO ALONG WITH MARK SMITH HELPED CREATE THE NEW OJOA WEBSITE?
12. WHICH OF OUR SPONSORED ADS COMPANIES IS BASED IN OAKVILLE?

All entrants who have correctly answered all 12 questions will have their names entered into the prize draw.  
The winner will be selected at the May 8, 2019 General Meeting.  
**Contest closes May 1, 2019. Open to OJOA Members only.**

Send answers to **Tracy Kailan** by mail or email at:  
12 Ensley Place  
Port Stanley, ON N5L 0A1  
[tkailan@hotmail.com](mailto:tkailan@hotmail.com) use Subject Line: OJOA Trivia Contest

**19<sup>th</sup> Annual Molloy Pool Party**  
**5 August 2019**  
Start Time: 2:30 PM  
36 Albert St. E. Plattsville  
Pot luck with sausage, cutlery, plates, soft drinks provided  
Anything else you want, please bring with you



## Ontario Jaguar Owners Association


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



### 2019 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 2018? \_\_\_\_\_,

What year did you first join OJOA \_\_\_\_\_



## Upcoming Events

Ancaster British Car Flea Market	Sunday, April 21
Brave Souls Run: Spring Drive	Sunday, April 28
Mosport Driver Development Track Day	Saturday, May 4
Grand River Cruise	Sunday, May 26
Tour: Exotic Motor Cars & Legendary Motors	TBD
HMCS Ojibwa Submarine Tour: Port Burwell	TBD
Brits In The Park	Sunday, July 14
Overnight to Gravenhurst (Friday & Saturday)	TBD
Molloy Pool Party	Monday, August 5
52 <sup>nd</sup> Concours d'Elegance	Sunday, August 11
Brits On The Lake	Sunday, August 18
Watkins Glen Vintage Grand Prix Weekend	Sept 6 - 9
60 <sup>th</sup> Anniversary Celebration	Friday, September 13
British Car Day: Bronte Creek Park	Sunday, September 15

For more details on these upcoming events, check out the **OJOA Events** link on our website: [www.ojoa.org](http://www.ojoa.org)

