



The Ontario Jaguar

Quarterly Magazine of the Ontario Jaguar Owners' Assoc.

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THE CATS MEOW



2019 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 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
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Full Page	\$180	\$350

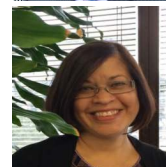
Contact **Mark Smith** for information on placing ads. Phone: 905-570-3968



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The Ontario Jaguar

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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

The Current Year

Club events include the **52nd Concours D'Elégance**, our **60th Anniversary Celebration & Fall Tour**

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.

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Cover Photo: 1962 E-Type owned by Pete 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 editors no later than the fifteenth day of the month preceding publication.





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EYE CANDY

The Car: 1962 Jaguar E-Type Right Hand Drive
The Owner: Pete Moffett, St. Catharines, ON

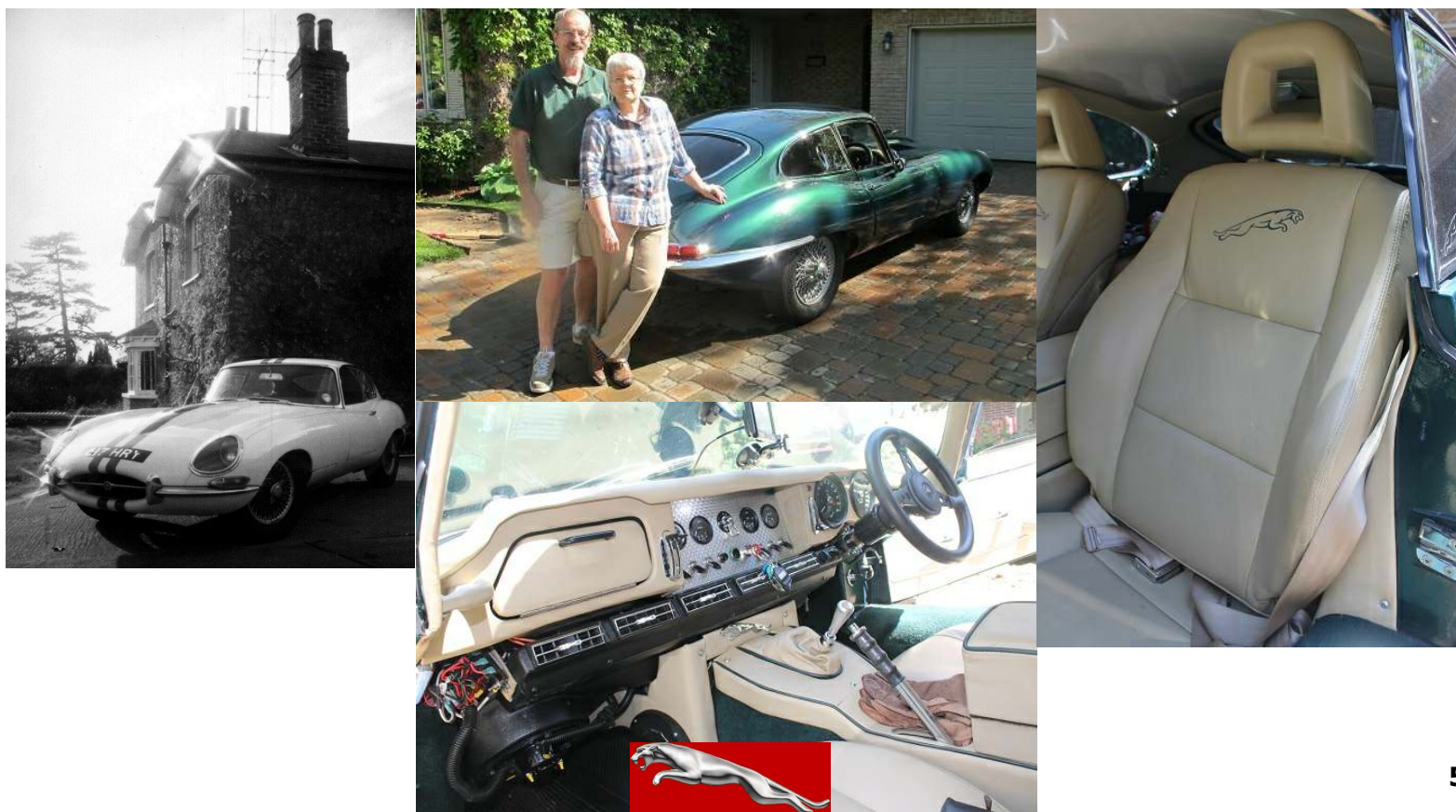
The Story: Pete and Lynda Moffett were married May 1970, in Toronto and in September of that year moved to Bedford, England so Pete could pursue post graduate studies in aerodynamics. Ironic that Pete chose to buy a Jaguar E-type which had the lowest drag coefficient of all cars in that era. Like most of us Pete fell in love with the E-type when he saw one for the first time. He had to have one. Once in England he started searching and found one at the right price (\$1500). It was obvious from the start that the car needed restoration and an engine rebuild but Pete was resigned to the fact that it would be a retirement project. He had the car shipped to Hamilton in 1972 and drove it for a couple of years here until he put it in the garage of their new home in St. Catharines.

Having two young boys and a mortgage, there was no money left for a restoration project so the car slept peacefully in the garage for the next 35 years. Pete retired in 2001 and looked longingly at the retirement project. Pete says “life begins when the dog dies and the kids leave home.” Well their two cats died and two boys got married and moved out. Pete says “while I wanted to do the restoration myself as I got older I realized that I didn't have the skills, tools or experience to do the job. So I left it to the experts and my role was as gofer and financier.” Finally the day arrived in 2010 when the E-type went off to the body shop for a complete ground up restoration. Meanwhile the engine, transmission and differential were sent off for a rebuild.

Two years later the car was ready for the mechanical restoration. The body and drive train went to Dave Young (see photos at Jagmaster.ca) in St. Catharines for the final part of the restoration. While the outside of the car is stock there are changes to the inside and under the bonnet that are not stock. Pete added a fire suppression system, electronic fuel pump and inertial shutoff. The interior was changed to leather. Also added was electronic ignition, a radiator fan, LED lights to replace all the filament bulbs inside and out and a high torque starter motor. Also added was air conditioning with a change from a generator to an alternator and switch to ground. Finally it was finished and on the road and what a thrill it was after all those years. It was a sentimental day when Pete & Lynda went for their first drive of a car in which they had spent two years touring England 40 years before. The car holds many emotional memories.

The future of the car is secure in that it will stay in the family and be passed down to his sons and grandsons. One of Pete's sons and grandsons are already gear-heads and hopefully they will enjoy many miles in what Enzo Ferrari called “The most beautiful car in the world.”

Pete Moffett





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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

JOHN MYERS - President 2017 - 2019



Likely as you read this, our OJOA 2020 AGM will have become part of our history, barring unforeseen circumstances. The result of which will have been an election of a Board of Officers and Directors with some personnel changes from 2019. Certainly, one of the significant new shoes to be filled was in the position of club President.

It may come as a surprise to some that the last AGM election of a President occurred in 2014.....6 years ago. Annually since then, our chief officer has been acclaimed, or in one extremely unusual year (possibly unique in the 60 year history of the OJOA), a replacement President was chosen by the Board of Directors mid-term. That year was 2017, and that individual was John Myers.

The situation which caused this unusual step came about when the acclaimed President at the 2017 AGM resigned his position less than one month into his term. The Board at that time was tasked to search for a replacement, and after 6 weeks, Mr. Myers was unanimously voted in by the club executive. Nobody took it as a joke, despite the fact that it was April 1st, April Fool's Day!

John made it known that his wishes were to fill in only the rest of 2017 as President, and then pass the torch to another candidate at the 2018 AGM. With that short term in mind, he immediately set about recommending changes to get the OJOA ship away from the rocks that it had found itself floundering amongst.

One of the first critical decisions was to set up a bylaws review committee, where under his influence, the club achieved some important improvements to the way we operate.....especially at the Board level. In the meantime, he successfully encouraged the elected club management to once again work together as a cohesive unit.

By the time the 2018 AGM rolled around, the Board certainly had become familiar with the menu at Ned Devine Irish Pub in Milton, where John called meetings almost on a 6 week frequency. With Executive and Directors' duties firmly entrenched, and the momentum of the OJOA finally on the upswing, it was not too onerous to persuade John to amend his wish and run for another year, *but one year only*.

The result of the AGM election saw only one member change in the entire 10 member Board, so it was easy to continue the guidance which proved so successful in 2017. 2018 saw fewer Ned Devine visits, but in the meantime, all statistics that might measure the health of a club continued to show improvement.

Then, with calendars switching over to 2019, John was prepared to step away from the helm. It took some time and pressure to convince him that his leadership would be required more than ever, as we headed into our 60th anniversary year with high expectations. Once again the Board remained reasonably intact, and combined with John's guidance, the OJOA sailed through arguably the most activity-loaded year in the club's history.

Through these years, our President's commitment was such that he seldom missed chairing a general meeting or a Board meeting. And at one monthly meeting in 2019, where our theme was the Jaguar I-Pace, John displayed his attention to detail with a thorough analysis of that product. In fact, the attending Jaguar sales rep was virtually speechless when it became his turn to add to the presentation!

By the end of 2019, having stretched a partial year commitment to three years, John made it absolutely clear that it was time for him to move on. Whether he would admit it or not, his term can be measured as a huge success for the OJOA, given the state of affairs when he took over versus our current situation.

Compared to his inaugural in April 2017, our membership is up 40%, and this is during a period where the overall JCNA membership was in slow decline. The Concours attendance is at an almost historical level, and the number and diversity of events has exploded. Even our club meeting facility is the best in decades. Our club website is new, and we have entered the world of social media. We have discovered the benefits of sponsorship, which has taken us from early meetings where John searched for areas to trim expenses to halt our declining financial situation, to now being able to subsidize for our members a significant portion of our 60th Gala Dinner.

Of the many attributes that John brought to the presidency, one which stood out was his ability to mingle with members, new and old, and make them feel welcome. Much can also be said for the volume of club events that he attended, which required an investment of hours to get to and from Collingwood. We are hoping that his retirement from higher office will not alter these good habits. While that seems like an obvious statement, keep in mind that three of the past four presidents ended their term and departed the OJOA simultaneously under very unhappy circumstances.

John, thank you for your commitment to the betterment of the Ontario Jaguar Owners Association, and while you will be missed as a chief officer, you can rest assured that you have stepped down with the club in good shape and with a very capable successor in your wake.

Allan Lingelbach



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2019 New Orleans & NAMGBR Run A Diary of Our Trip to the Annual MG Car Conference

My wife Ely and I decided to make the trip to New Orleans in “B” our nick name for our MGB as we were invited to attend the annual North American MGB Registry which is the continent wide MG club much like JCNA.

Day 1: May 27th a run to Delphos, OH, just getting use to the car again on a long run, the cruise control is really making the drive a lot easier. It's funny, when we left home it was 16C and just 6 hours to the south the temperature is 29C. We drove for just under 6 hours today on this the first day.

Day 2: May 28th on the road for about an hour and we arrive in Dayton. We are just 8 hours after the tornado that went through here, the destruction on both sides of the highway is hard to explain, whole trees on the Jersey barrier between lanes. We are held up for about an hour as the highway is cleared. We've seen tornado damage up in our area, but, nothing to the scale of destruction we see here. It came right across the highway and took out everything in its path, about 150 M in width, but jumping back and forth. We have definitely left the cool weather behind, and have entered a heat wave just south of the lakes, the temp jumped from 16 at home to 31 already. Tonight's stop is in Nashville, TN, the car is running great, we have started ordering one meal to feed both of us and still there's too much food. We're on the road today, for just over 7 hours because of the delay in Dayton.

Day 3: May 29th, a nice quiet relaxing drive to Montgomery, AL. Heat is a bit of a problem, 92 F, but we are managing, we'll switch to Fahrenheit now, since all the temp reading down here are F. Car running great, gas is cheap roads are good, we keep as close to 65mph as we can. Driving time today 5 and a half hours.

Day 4: May 30th really interesting scenery, very hot, cabin temp hits 119F as we crossed Lake Pontchartrain. The bridge across this lake is almost 24 miles long and is listed as the longest continuous bridge over water. No car problems, driving time 6 hours, and we arrive in New Orleans. We checked into our B&B, very nice place in in the Garden District, 1 block off St. Charles Ave. Our accommodation is an old mansion, about 3 miles from the French Quarter. Only a 5 minute walk from St. Charles Ave and its trams that run right over to Bourbon St. We took the B down to the French Quarter just to get pictures and reacquaint ourselves with the area.

Days 5 – 10: May 30 to June 5th are all at the same B&B. We spend the days relaxing in our rooms or exploring the Garden District. This area consists of very old, very large properties; mostly what are called shotgun houses. These homes might only be 1 room wide, but they can be 100's of feet deep, usually 2 story and a lot are semi-detached. They come with magnificent gardens; hence the area is called the Garden District. Also in this area there are many good eateries to take care of lunches. Each night we jump on the Tram for a brief run down to Bourbon St. It's amazingly comfortable on these open air trams, in spite of the heat. Once there, the world lights up. World class eateries, terrific bars, and music is everywhere and the music is for free. We had great oysters, poor boy sandwiches, seafood boils, and of course jambalaya. We visited several establishments each night listening to great jazz, then went out on the street to see and hear even more. The whole time the streets are alive with people all having a great time. The only thing that wasn't perfect was the heat, 100 to 115 F each day and near 100% humidity. Previously we had visited in April, which was perfect but we had forgotten that summer comes much earlier to Louisiana.

Day 11: June 6th, because of the heat, we did a shorter run today to Meridian Mississippi, about a 4 hour drive. The heat is just too much in the B, inside temp again reached 119 in the car, so we will be doing shorter drives and taking in more of what the area we're in has to offer. Ely being a red head and very white skinned has trouble dealing with this heat. We have started keeping some of my new cleaning rags in the car to soak with water to try and help to keep her temp under control.

Day 12: June 7th, we are headed for Huntsville, AL, again keeping driving time short, about a 4 hour drive. We stopped at Rocketville USA. There are Redstone and Atlas rockets here, a space shuttle and just about every bit of hardware ever developed by NASA. The Museum is comprehensive and takes you step by step from “Sputnik” to the current space station. Real suits worn in space and lots of videos, a real have to see place if you ever get down this way.

Day 13: June 8th, on our way to Louisville, KY, a little longer maybe a 5 hour drive. Another place we had decided to visit was the National Corvette Museum in Bowling Green, Kentucky. This is just down the road from the Corvette assembly plant that opened in 81. There were a lot of magnificent and historic Corvettes on display even a model from 1953, the first production year. It was white with a red interior, 6 cyl. engine and a 2 speed power glide automatic transmission. The first V8 went into a 1955, by then they were producing other colours as well. They state that they have produced corvettes every year from 53 to present, but, on display there was a 1983, the only survivor, 43 proto types were made and 42 destroyed because of supply and quality problems. I found it fascinating that there is an MGTC on display there. Turns out that this was one of the vehicles that was instrumental in GM deciding to develop the Vette. As an aside, when we got to the NAMGBR, we met the owner who has loaned his MGTC to the museum for display purposes. I don't know if any of you remember the news, on Feb. 12, 2014 a sink hole had opened up under the showroom of this museum. In all 10 Corvettes dropped that night, all caught on security video. 5 of those cars have been restored, the other 5 are on display right above were they were destroyed.



There is a line set into the repaired floor of the museum showing the edge of the hole, our guide pointed out we were all in the drop zone and he was not. If time had permitted, we could have gone out to the Corvette testing track, rented a Corvette and done a few controlled laps. Then we completed the drive into Louisville.

Days 14 – 16: June 7th, 8th and 9th, we stayed in Louisville. We did extensive “touristing” in Louisville; there is a lot to see. Great riverfront and they are reviving the whole as they call it the birthplace of Bourbon; it seems there were over 200 distillers here until probation. Once again many great places to eat. We did take a tour of a Bourbon distillery, Evan Williams Bourbon, to do a tasting, very interesting since we have done the same at distilleries both in Ireland “Jameson Whiskey” and Scotland “Glengoyen Whisky” as examples.

Days 17 – 19: June 10th, 11th, and 12th we spent in Indianapolis, IN. This was a very short 3 hour drive. Once again there is a lot to see here, highlighted by our visit to the Speedway Museum. Here they have on display most of the earlier Indy 500 wining cars, these are magnificent cars. There is a huge A. J. Foyt exhibit. There are lots of video presentations including an old black and white bit about the first Indy 500. To get to the museum you take a tunnel under the track to the infield, then you get out of your car surrounded by this legendary track. You can do a circuit of the track in a sightseeing bus, but, that didn’t just seem right.

Days 20 & 21: June 12th & 13th, we travelled 3 hours to Auburn, IN., to visit the Auburn, Cord & Duesenberg Museum. This is in the art deco manufacturing plant that Auburn used in its heyday. A beautiful building filled with some of the most wonderful cars in the entire world. There are, of course, as the name implies Auburns, Cords & Duesenberg, but also, Stutz, Packard, Cadillac, Bentley, Rolls Royce, a burgundy E type Jag, and also a red 120 type. Auburn is a small city and seems to count a lot on the museum doing well. They have what they call The Worlds Greatest Car Show and Festival the week before Labour Day each year. For those of you that have visited our place you will recall that we do have artwork posters hanging on the wall up on our deck. With time and weather our current display is on its last legs, so we purchased a poster for the 2019 “SHOW” and will have it mounted for display next year. FYI the marque for 2019 is Duesenberg

Days 22 – 24: June 14th to 15th we spend in Lansing, MI., a short drive about 3 hours. Lansing has some great drives, with wineries all around the area. We had a chance to wind down, relax, do some laundry and generally recharge our batteries.

Days 25 – 27: June 16th, 17th and 18th, we ended up in Dearborn, MI. a little over a 2 hour drive from Lansing. Here is the home of the Henry Ford Museum, so much more than a car museum, this is our 3rd visit here, and still, we haven’t seen it all. One of the things we found interesting was that Clara Ford, Henry’s wife didn’t drive a Ford, but, a Detroit Electric Model 47 Brougham. We only know this because she had a Canada customs stamp permit to drive it in Canada. Apparently Clara drove this 1914 electric car well into the 30’s. We toured the aircraft section, rail, and farm equipment and then stopped for lunch in a 50’s style diner right in the middle of the museum. After lunch we went on to an IMAX viewing of an environmental awareness film, of course centered on Michigan, then on to the glass section and on technology. We spend another couple of days exploring the great food establishments in the area.

...cont’d on page 12



Shuttle Display - Alabama Space Center



Ely with a Duesenberg



“B” parked on Bourbon Street



Display at the Motor Speedway Museum



Bugatti

Days 28 & 29: June 19th through 20th, we travel up to Port Huron, shorter drive just under 2 hours. This is a favourite haunt for us since I used to spend time here when I was working. I know a lot of great roads and wonderful eateries. Another relaxing time, I am able to get a new leather wrap for the B's steering wheel at O'Rielly's Automotive, the only place I have been able to find these wraps, so I bought a spare, it's now a great thickness to make the wheel comfortable when driving.

Days 28 & 29: June 21st and 22nd we cross the border back into Canada, this is a cost saving exercise, our out of country coverage resets since we have re-entered Canada, this saves us some money on the premiums.

Days 30 - 34: June 23rd to 27th we drive 5 1/2 hours to Traverse City, MI. We stayed at the Great Wolf Lodge, headquarters for the 2019 NAMGBR meeting. This meeting allows a lot of driving excursions, great country runs along the lake shores. We have a visit to the Hagerty Auto Museum. They have a staff of mechanics and body people. Hagerty doesn't only insure classic cars; they also own quite a few that they enter into all kinds of long distance tours. They do a lot of restorations right here, and as I said, they send cars out all over the USA to participate in rallies and shows.

There are a lot of workshops on repair and maintenance of MG's. at the NAMGBR site, the legendary John Twist does a couple of his rolling repair Cliniques, where anyone with a problem with their B's just line up and he repairs them on the spot, it is a wonder to behold. There was a "get to know the attending member" meeting. We met a lot of the members of the board of NAMGBR including the Chairman, Secretary and Regional Chairman from Denver. There was also a huge BBQ and of course a competitive car show with the MG's divided into 26 different classes. I am happy to say our little Red B won a second place in our class. At the wrap up dinner, I got my 2nd place award and also the award for travelling the greatest distance (3,066 miles) to attend.

On June 27, the last day of our trip, we left Traverse City, headed for home. This was a 6 1/2 hour drive that included a 3/4 hour wait at the border toll booth, and 3 minutes stop at customs! We stopped at Ilderton, one our favourite English type pubs to eat and then on to home. Total driven distance 3,465 miles, 5,544 km and \$458.54 in gasoline, our MG did not use any oil on this entire trip.

Walt Molloy



Auburn



Concept Tesco



Concept car that became the Stingray



On the field at NAMGBR



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2019 CHRISTMAS DINNER

On Wednesday December 11th, the OJOA celebrated our second annual Christmas Dinner at the Concordia Club in Kitchener. We had a private room which was filled to maximum capacity. A Bavarian buffet dinner was on the menu along with a glass of wine which was kindly supplied by our member, Corey Finkelstein of Hagerty Insurance.

Our outgoing president, John Myers presided over the festivities and kept us slightly in order. This was a night to enjoy each other's company, chat about past events and also to celebrate the accomplishments of those within the club who have gone over and above what was expected of them. Several trophies were handed out to those deserving individuals as well as the Concours Senior award which was handed out to Tony Burgess. Tony & Julien Brosseau tied for first place and at the time when those awards there being handed out, only one was available.

Award Winners

Mike Parry - Award of Nine: OJOA's top award for superb contribution to the Club. Donated by nine OJOA founders in 1960

Allan Lingelbach – Freeman Cup: Awarded for special contributions to the Club

Tony Burgess- Thornhill Cup: An all rounder award for best participation and performance in OJOA events of all types

Pete Moffett- Carrick Barrett Award: Recognizes dedication, enthusiasm, spirit and commitment

Wendy Freeman, Don Lingelbach & Peter Harris – Phil Dyson Memorial Award: In honour of a popular member, who passed away in 1988, revived to honour members who passed away in the previous year

Jim & Anita McGrath – Canadian Capers Connubial Cup: Celebrates spousal participation

Peter & Phyllis Puchr – Most Active Member

Nick Dendy – Most Active New Member

Allan Lingelbach- Spirit of JCNA: New award which recognized excellent co-operation and maintaining a strong relationship with JCNA

Tracy Kailan

Photos: Josephine O'Brien



POODLE SKIRTS & BOBBY SOCKS

During the first week of November the Lingelbach's & the Kailan's opted out of Ontario's cold weather by taking a Caribbean cruise aboard Holland America's ship the Nieuw Amsterdam. It was a week of fun in the sun, highlighted by music from the 50's & 60's. The entire ship was taken over by the musical entertainment giant Star Vista Live and Malt Shop Memories was our music of choice.

We were serenaded nightly by The Letterman, Gary U.S. Bonds, Lou Christie and Lenny Welch to name a few. But lets not leave out the ladies - Shirley Alston Reeves, The Crystals & The Chiffons proved they still had the pipes give us great performances. Of course, no show is without a headline act. Instead of one, we were treated to two show stoppers. On November 5, The Beach Boys graced the stage and the following evening Smokey Robinson blew us away!

Who knows, maybe a larger group of OJOA members can travel together sometime down the road!

Tracy Kailan



TED BARRIS

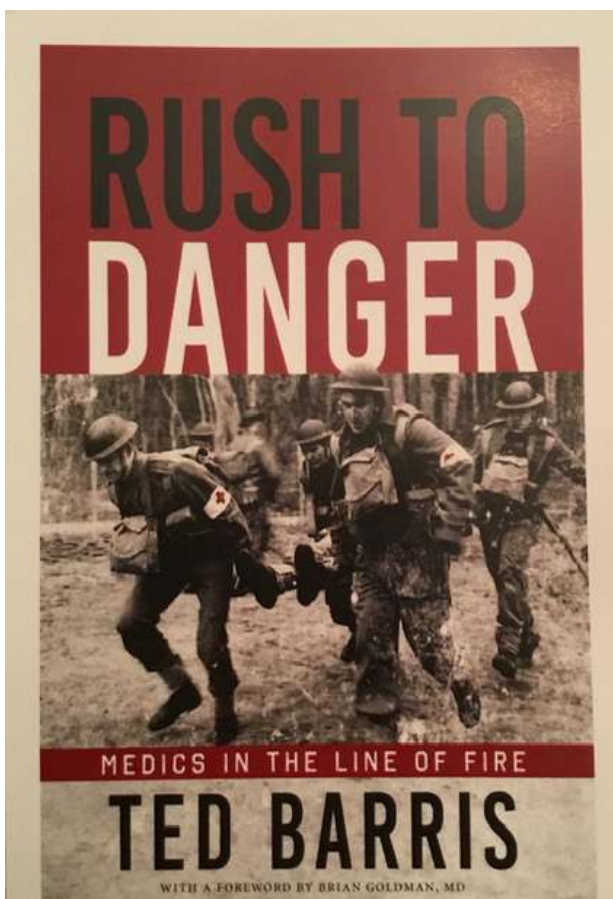
Author
of
Rush To Danger

Will be our special guest speaker
at the April 8, 2020
General Meeting.

Please be sure to join us!!

Gather for dinner from 6pm
Meeting starts at 7pm

Location: Symposium Cafe
3305 Dundas St. W
Mississauga



WE ARE LOOKING FOR COVER PHOTOS FOR OUR MAGAZINE

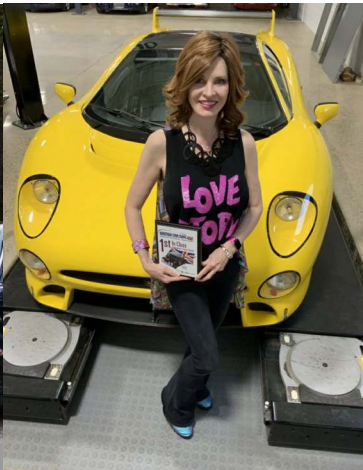
Would you like to have your Jaguar featured on *The Ontario Jaguar* cover? All you have to do is to submit a photo in JPEG or PNG format along with an article about your car in Word format.

Tell us:

- Why did you decide to get that model
- Where did you get it from
- If you had it restored...what was done, how long did it take
- How long have you had it
- What if any awards has it won
- Anything else you'd like us to know about your car

We will also need at least 2 other photos of your car to go along with the article.

Send your photos and article to Co-Editor, Tracy Kailan at tkailan@hotmail.com



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

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1999 XX8 [09-19]



Virginia car imported in 2005. Never winter driven.
229,000 km.
Original interior and exterior.
No body damages or repairs.
Regular service by Bud's Oakville.
July 2017 Multi-Point Inspection Report.
New battery and Pirelli Cinturato P7s in 2017
Price: \$12,000 certified.
Contact: Bob Long at 519-939-7090 in Orangeville
Email: Boblong41@Outlook.com



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 /
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All electrical working, Interior/Wood Excellent
Price: \$10,800
Contact: John Hood at 905-492-4444
in Pickering
Email: 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



PARTS FOR SALE



**Original Jag Rims
with 245/40/19 Tires
Price: \$1,200 obo**

[09- 19]

19"
Comes with Spacers
Contact: Ken Stern
Email: ultimatekstern@hotmail.com



**MK2 Body Parts
Price: \$175 obo**

[11- 18]

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
Price: \$1500 obo**

[10- 18]

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
Price: \$150**

[10- 18]

Brand New / Never Installed
BAS list price \$225

Contact: Dan Garry at 226-929-4055
Email: j.dan.garry@gmail.com





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



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



Jaguar Parts For Sale

[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

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



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



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



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.



Upcoming Events

Go Karting

Date TBD

Slalom

Anyone Interested? Let us know

For more details on these upcoming events, check out the **OJOA Events** link on our website: www.ojoa.org



Ontario Jaguar Owners Association


Director: Membership
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(647) 472-3465, mikeparry617@gmail.com
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2020 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 _____

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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 _____
