



The Ontario Jaguar

Quarterly Magazine of the Ontario Jaguar Owners' Assoc.

Vol. 31 # 2 Apr - Jun 2020

JAGS, JAGS & MORE JAGS



2020 OJOA EXECUTIVE



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

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

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The Ontario Jaguar Owners' Association (OJOA)

The Ontario Jaguar Owners Association was incorporated 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.

Merchandise

The OJOA has regalia for sale at all monthly meetings and events: Contact **Allan and Carol Lingelbach**, 519-656-9398, to place an order.

Advertising

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

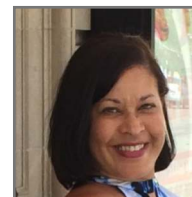
Size of Ad	2 Issues	4 Issues (1 Year)
Business Card	\$ 50	\$ 95
Quarter Page	\$ 75	\$145
Half Page	\$110	\$215
Full Page	\$180	\$350

Contact **Walt Molloy** at wemolloy@sympatico.ca for information on placing ads.



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The Ontario Jaguar

Publisher: OJOA

Editors: Tracy & Christopher Kailan

Contributors: Allan Lingelbach, Jim McGrath

Mike Parry, Paul Smith, Cyril Steinsky

The Current Year

Club events include our annual Concours D'Elégance, Slalom Series & our Fall Tour

The **OJOA** has been involved in such events as **British Car Day, Watkins Glen Classic Car Show, Cobble Beach Car Show** and many others.

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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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, Cyril Steinsky

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Cover Photo: Vehicles owned by member Cyril Steinsky...see accompanying article pg 6

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.

2020 Deadline Dates are: March 15, June 15, September 15 & December 15

PRESIDENT'S MESSAGE

A new virus is spreading. Fortunately, the world is better prepared than ever to stop it. So said The Economist magazine's byline for their issue of January 27th, 2020.

Fast forward to now, mid-June and we find expressions like "the New Normal", "Stay Safe" and "Social Distancing" amongst others, entering the English lexicon. Who would have thought that 2020, "The Year of Perfect Vision" would have in fact been such a pivotal year in the history of our world? As we have seen, month by month, our social and business calendars have been ravaged by Covid-19. Pandemic lock downs and enforced protocols designed to hamper the morbidity of this virus.



Our August 9th, 2020 Concours at the CWH Museum as well as lesser known ones like Cobble Beach and Pebble Beach have been cancelled owing to the scourge of this pandemic. More local British motorsport events like British Car Day at Bronte (Mid September) and Brits By The Lake in Port Perry (mid August) have fallen by the roadside as well.

Yet in spite of this calamity of immense social disruption, real economic hardship and of course, most importantly, the tragic loss of life, much of it avoidable it would seem, we can take some comfort in recognizing that the spirit of the OJOA is alive and well, as proven by the registrations of new members, Malcolm & Kelly Mason of Stouffville, Roy Pope & Harriet Nixon of Owen Sound, Reg Grenier of Hamilton and Kevin & Debbie Carlaw of Peterborough in the last eight weeks. Like us, they too look forward to motoring in their beloved Jaguars across the Ontario countryside!

As the province moves to the Stage Two Level and beyond of "The New Normal", your OJOA Board will of course monitor the unfolding of these events to see if there is an opportunity for OJOA members to "hit the road" en masse for a driving event this summer/fall while maintaining established safety protocols that ensure the well being of the OJOA members and the general public from the pandemic. Time will truly tell if this is at all possible and we certainly will not embark upon such an event without the consideration of the Board. As anyone who owns a Jaguar can attest, patience is a virtue and one we must all embrace as this year unfolds.

As you know, our website and email communication are our most current sources of communication so I ask you to monitor these for future items of interest.

Wishing you and your family a COVID-19 Free Summer.

Yours sincerely,

Michael E. Parry

Tampa Bay Automobile Museum

The museum features a unique collection of vintage cars and vehicles that demonstrate special creativity and imagination in their history and engineering. Included are front wheel drive and rear engine cars from the 1920's and 1930's, and each vehicle was chosen based on the engineering achievements that made it an important part of the evolution of the automobile. It is a provocative blend of art and science in 12,000 square feet of gallery space. And yes, there is an E-Type.

Being a snowbird, I visited this local museum in Pinellas Park, Florida. It is very small consisting of only two gallery rooms with 44+ vehicles on display. However, to this car-person, there were several very interesting vehicles due to their scarcity, specific design or purpose.

French produced luxury vehicles include a Delahaye, a Salmson and a Talbot representing cars that existed until the early 1950's. There are also four Citroen automobiles including the Sahara, a two engine vehicle built for use in the Sahara Desert as it has one engine in front and a second in the rear. A 1922 Citroen Half-Track truck in white with its front-end roller assembly was also interesting.

On prominent display was a Fardier de Cugnot designed by Nicholas Cugnot with front-wheel drive, rack and pinion steering and a traverse high pressure engine. This engine is claimed to be the first steam engine in the world. But that's not all - the Fardier is the first self-propelled automobile (or lorry) in the world and was built in 1770 - 250 years ago! The original is in the Arts and Metiers Museum in Paris, France. This display model is an exact scale replica made in 1930 by the Deutsche Bahn Museum in Nuremberg, Germany.

Tracta was a French vehicle manufacturer for only six years (1925-1931) producing the first reliable front-wheel-drive automobiles. Patents belonging to its founder, Jean Albert Gregoire, allowed the company to continue until after his death in the 1980's. On display is a six cylinder 1930 Tracta E and a Tracta A race car driven by Gregoire. During the Second World War, most American (Ford and Dodge), British, German and Russian military vehicles using constant velocity joints (CV joints) were licensed by Tracta. Not surprisingly, neither Germany nor Russia paid the required licensing fees.

Two other French vehicles, a 1927 Avions Voisin and a 1938 Panhard-Dynamic flank a 1927 American-made Willys Knight. All three vehicles have Knight sleeve engines invented by Charles Knight.

Later front-wheel-drive vehicles on display are an American 1929 Ruxston and a British 1928 Alvis 1.5 liter supercharged roadster.

Rear-engined vehicles are also represented by two Mercedes, models 130H and 170H, and a Delorean with its famous stainless steel body.

The Moravia, Czeck Republic, Tatra display includes a small truck and three automobiles, all with air-cooled rear engines. The 1937 T87 had a highway speed of 100 MPH, the post-WWII 1948-1952 Taraplan has a rear-mounted boxer engine, the 603 is a V8 model and the truck has a boxer engine and 4 rear swing axles.

....cont'd on page 9



1961-1962 Tiburon Covington
1971 Jaguar Series III 2+2



1937 Tatra T87

Jaguar Addiction: How I Came To Own 12 Jaguars In 12 Years

My story began in 2007. My wife Bonnie, quite frankly had little interest in cars. Bonnie, for the most part saw cars as a means of getting from point A to point B. I on the other hand have always viewed the automobile as an art form, something to be admired and cherished.

Every year we would attend the Toronto International Auto Show together and Bonnie would lust after the Jaguar S-Type. From her vantage point this was a car that stood out amongst the others displayed at the show.

One spring day following the Auto Show of 2007 it was decided that Bonnie needed an updated vehicle and I decided we would investigate the purchase of a pre-owned Jaguar S-Type. I had been secretly doing some internet searching and had found a car that met Bonnie's specific criteria, blue with a light colour interior. Jaguar of London, Ontario had one available, a 2003 S-Type 4.2 with the sport package, Pacific Blue with Sand leather interior. It was love at first sight! After some tough negotiating, Bonnie was the proud owner of a Jaguar, her first exotic import.

The Jaguar was unlike anything we had ever driven. It was powerful, luxurious and handled with precision. It turned heads! People would stop us and want a closer look at the vehicle. Bonnie was never in her life so impressed by a car, nor was I. Driving to and from work for Bonnie became a joy, even when stuck in traffic. I was creating excuses each weekend to chauffeur Bonnie to grocery shopping, hair appointments, any venture just to get my hands on the Jaguar. I too had been swept by the Jaguar aura. One day Bonnie jokingly exclaimed to me, "Why don't you buy your own Jaguar?"

Well that is when it happened! My addiction went to the next level. I immediately began my internet search for the perfect complimentary Jaguar. Within 3 months I purchased a matching 2004 Pacific Blue XJ Vanden Plas with Sand interior. We were the envy of the street with these two vehicles gracing our driveway.

This was followed in November by the purchase of a Pacific Blue 2001 Jaguar XK8 Convertible with an Oatmeal coloured interior. My two sons thought I had gone Mad! I said, "No guys I have gone Jaguar Wild." At age 50 I was having a mid-life crisis! We had now acquired three Blue Jaguars in the span of eight months.

Below is a detailed description of the Jaguar addiction that befell me in 2007 and why I am a member of the OJOA today.

S-Type

2003 4.2 Sport (2007)

Pacific Blue/ Sand

XJ Series:

2004 XJ VDP (2007)
Pacific Blue/Sand

2007 XJ VDP (2009)
Indigo/Champagne

2008 XJ Super V8 (2011)
Liquid Silver/Charcoal

2011 XJL SS (2014)
Ultimate Black/ London Tan

2014 XJL "R" (2017)
Stratus Grey/Ivory

XK Series Convertible

2001 XK8 (2007)
Pacific Blue/Oatmeal w Blue Top

2007 XK (2011)
Indigo/Caramel w Blue Top

2013 Jaguar XKR (2018)
Rhodium Silver/Charcoal
w Black Top

2014 XKR-S (2019)
Italian Racing Red/Charcoal
w Red/Black Top

XK Series Coupe

2008 XK (2013) with a special ground effects package to replicate the "XK60" model produced for England only. This model was built to commemorate the XK's 60th anniversary in 2008. The car was Canadian specification. The previous owner purchased the unique body panels from a local Jaguar dealer and had them installed. Square tailpipe finishers completed the look. Liquid Silver/Charcoal

XF Series

2009 XF Premium (2012)

Liquid Silver/Charcoal

At one point in time we owned five Jaguars! Our driveway was adorned by a 2011 Jaguar XJL Supersport, 2009 Jaguar XF Premium, 2007 Jaguar XK Convertible, 2008 Jaguar XK Coupe and finally the 2003 S-Type. Our two sons both learned to drive in a Jaguar and were the envy of their peers as well as their driving instructors.

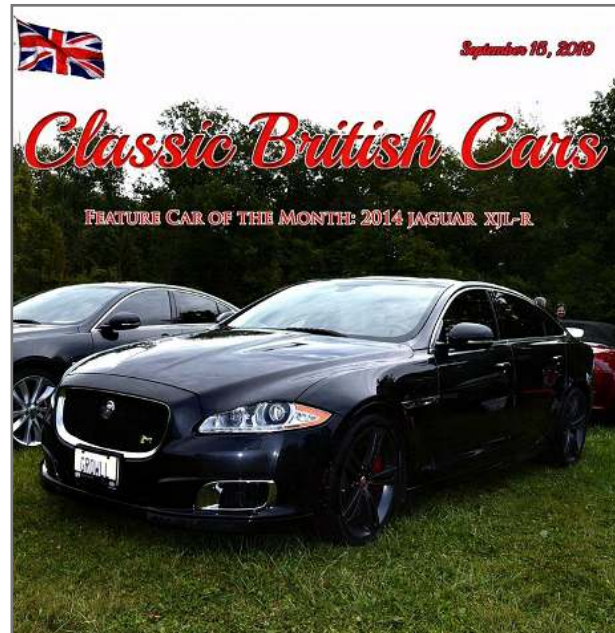
I now own two Jaguars. Both have been entered in the OJOA annual Concours. In 2018 a XJL "R" and 2019 a XKR-S convertible. These cars are very special to me in that they both represent the pinnacle of what Jaguar was able to produce in a Saloon and a Sports/Touring car. The 2014 XJL "R" is distinguished by it being built with the "Premium Executive Package". This option was only available on the "R" version of the XJ in model years 2014 and 2015. The 2016 -2019 models did not afford buyers the opportunity to equip the "R" in such a way. This package added semi-aniline leather, reclining / seat pan gliding rear seats with massage and heat functions, as well as a rear entertainment system. Footrests and proper table desks for rear passengers were also included. This car in addition to the many standard features comes equipped with adaptive cruise control, illumination package, logo tire valve dust caps and a heated windscreen.

My 2014 XKR-S is one of only 168 convertibles built from 2012 through 2015 (Production of the XK actually ended July 27th, 2014). There were 929 XKR-S Coupes built in that same time frame. This car in addition to the many standard features comes equipped with gloss black wheels, heated windscreen, branded growler black wheel nuts, wind deflector, red aluminum steering wheel shift paddles, logo tire valve dust caps and a cargo net.

Both cars have 550hp and are capable of a top speed of 186 mph. 0 to 100km in less than 4 seconds. The final XK built was an XKR Coupe "Dynamic" finished in Italian Racing Red. It is on exhibit at the Jaguar Trust Museum in Gaydon, England. The final gasoline powered XJ was built in June of 2019. This car along with 299 others wore the badge "Collection". In 2021 Jaguar will introduce an all electric version of the XJ.

I think it is obvious from the above information that I greatly admire the Jaguar brand, and any time Bonnie gives me grief about my obsession, I quickly remind her that she started it all!

Cyril Steinsky





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After the Fardier de Cugnot, the vehicle of greatest interest to me was named the Tiburon Roadster, a rear-wheel vehicle that is not what we now know as the Hyundai Tiburon, from the French word Tiburon, "Shark". The hardtop model, the "Covington" and its convertible partner, the "Tiburon", were built in Tampa, Florida by Cacci-Craft. The Covington was only built from 1961 to May 1962 when Henry Covington passed away. The Tiburon convertible lasted 4 years, from 1961 to 1965. Only 6 Tiburons were ever built, and the "Roadster" on display is the only one with the intended 356 Porsche chassis.

The aerodynamically designed body, which extends under the body behind the rear wheels, drops closer to the ground as the vehicle's speed increases. And, yes, the blue car beside the grey Tiburon is a Series III E-Type 2+2. For comparison, I've included a photo of a Korean Hyundai Tiburon with production starting in 1996, whose TV commercials had the car rising from beneath the water to run on the surface.

Photos of only a few of the vehicles are included with this article, but all of the museum's vehicles can be seen on their website at www.tbauto.org.

Paul Smith



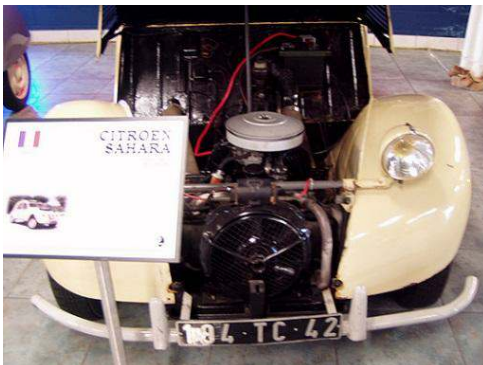
1961 Citroen Sahara



1922 Citroen Half-Track



1928 Alvis F.D. 12/75



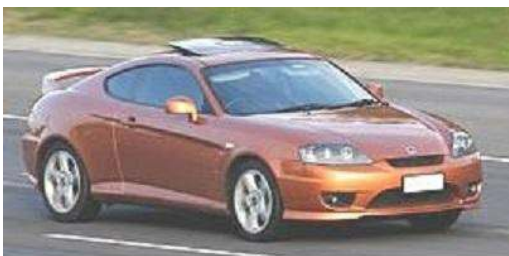
Citroen Sahara - Engine in the front



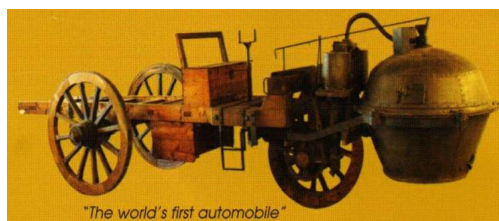
1953 Jenson Model J41



Citroen Sahara - Engine in the back



1996 Hyundai Tiburon



"The world's first automobile"



1948-1952 Tatra Taraplan

It Was The Best Of Cars: It Was The Worst Of Cars!

I have always been enamoured with cars. My father, who was ultra conservative, only ever owned domestic four door sedans because that's the only method of transportation anybody would ever need. I remember when he shook his head and walked away muttering about my foolishness when I bought my first pickup truck. It was shortly after he passed that I did the unthinkable and bought a sports car.

Back in 2014 I searched eBay, Autotrader, Craigslist and other online sites looking for something a little out of the normal when I came across a stunningly beautiful 2000 Jaguar XK8 for sale privately about twenty miles from my snowbird home in Florida.

Oh, my heart was pounding! British Racing Green with a Tan convertible top and interior. (BRG and T. ...henceforth she shall be known as 'Bridget'.) I could see that she needed some cosmetic work and I thought to myself "I just paid \$6,000 and if I put another three or four thousand into it then I will have perfection. It is time for my coronation as 'King of the Road'. Mustangs; a dime a dozen, Corvettes; they get lost in the crowds, Mopars; if they think it's going to rain tomorrow, it won't start today. Look out world, I'm driving a Jaaaaaaggggg! (That's what Top Gear's Jeremy Clarkson calls our Cats).

I was surfing the web and found the Jaguar Club of Florida website. They were having a 'Gone Fishing' tour of Polk County. We met up with them at Champions Gate outside of Orlando and Ginger Corda guided us through some of the finest places in Central Florida. We got our lunch at Peebles BBQ in Auburndale, toured some villages and parks, and reached our final destination, the Cherry Pocket, an interesting but less than elegant fishing camp and bar & grill out in the middle of nowhere. The food was really good and fellowship with the club, even better. This was the only time we hooked up with the JCOF as we would be heading north in a few weeks. The following year we were spectators at the Concours d'Elegance at Celebration where we reintroduced ourselves to Jay and Karen Hixson. We would join the JCOF following year.

Being Canadian, it was time to import Bridget to Canada. I mentioned that I only paid \$6,000, so it came time for me to take the car through customs. There were taxes and tariffs on the car. If the car had been 15 years old some of the tariffs would have been waived but as it was only 14 years old, and I was aware of this, I paid what I thought I needed to. Everything went well and I was mentioning to my son how smoothly the transaction had gone when I was approached by two customs officers.

"Is this your car?" they said.

"Yes." I responded.

"Come back inside, we need to talk." they informed me.

"Oh this doesn't sound good", I thought to myself. I was confused but I went into the interrogation room for questioning.

I was asked, "How much did you pay for this car?"

"\$6,000." I replied.

"This is a \$12,000. car." they stated.

I inquired "Where did you get that number?"

"From the Internet. Some people will pay \$30,000 for a new Camaro but will tell us that they only paid \$10,000." they stated.



Although I was telling the truth, my story was falling on deaf ears. I was grilled for over 45 minutes, but I stood my ground. I was telling the truth. Finally, I asked them what they wanted from me and I agreed to pay extra taxes. I felt like I was on an episode of Border Security. They can't treat me like this! I'm King of the Road. Where's my diplomatic immunity?

The car was now in Canada and it needed to be licensed there. Canadian cars are required to have automatic daylight running lights. I had gone to a repair shop in Florida, but they didn't want to play with the electronics. The Canadian dealership hooked her up to their computer, punched in some data and voila, Bridget was good to go.

A millionaire drives a new Jaguar; a multi-millionaire drives a used Jaguar! My first order of business was to repaint the bonnet. My son, who is a licensed body man refinished the aftermarket low profile rims and did an awesome job. I took the car to a shop that didn't see that the front suspension, ball joints, rocker arms, basically the entire front end was worn out, so they put new tires on and did an alignment. The low-profile tires were very expensive and needed to be replaced within 10,000 miles. Ch-Ching!



The interior was worn, and the driver's seat had a couple of tears. It was off to the upholstery shop for repairs. That's fine. I had budgeted for this when I bought the car. I could list tons of other repairs but suffice it to say that my repair budget had expired. We decided to leave Bridget in the garage for the winter. This would save on insurance as well as wear and tear. This turned out to be not the best of decisions.

When we returned from Florida the XK8 had a tapping sound under the hood. I took it to my local garage. I thought it was a lifter, but my mechanic said it wasn't and he didn't want to touch it. I went to a British mechanic, but he didn't want to work on "that bleeping Ford!" I was trying to save money by not going to a dealership and found a repair shop that would work on it. It turned out that the timing chains were stretched, and the tightened security and nylon guides were worn out. Translation: this would be a \$7,200 repair. I looked at my wife for guidance and Anita's exact words were "Well, you have the money." (I don't think I have ever loved her more). Bridget was back on the road and she was going back to Florida for the winter.

We had debated about shipping her but it was pricey and we bought the car to drive it.

Anita and I joined the Jaguar Club of Florida because we thought they could assist us in finding better repair shops. We were told about the Jaguar Doctor, Andy Atkinson, and because we had suspension issues, we met with him. I told Andy about my timing chain issues and he said that they could have fixed it for around \$3,000. (Are you kidding me!?) Bridget has seen Andy many times since and I feel like I'm paying for his kids' education. I asked how his daughter was making out at Harvard. He replied, "She's only five years old." At the time of writing, we have \$38,000 invested. (Bridget's last name is MoneyPit.)

When we are in Florida, we are very active with the club and I became a Concours judge. We attend every meeting and event that we can and have developed many friendships with the members.

We went to a British Car Show in Ancaster, Ontario and joined the Ontario Jaguar Owners Assoc.. They are great people too but we don't have a favourite club. We feel like we belong to two different families. Sometimes we meet up with Ontario members when we are in Florida, (Chris & Tracy Kailan and Mark & Darlene Smith). We also see members from other clubs who support both clubs (Pat Geary and Mike Meyer). My Florida Jaguar family should really visit us here in the Great White North. If our Loonie was any lower, we would be paying you to come.

I think that Bridget is a prime example of what our Concours are about. She has never placed first in any category, but we try to make her better every time. She has finished second in a field of two, third in a field of three and I have the 'Participation' ribbons to prove it. Once it finished third in a field of seven when my son took two weeks to detail her. Whenever I detail her, I find something else wrong and try to make it right. Bridget started to have her first small oil leak. (After all, she's a Jaguar). I think that is an incontinence thing. She is a senior. I have threatened to park on the side of the road and beg for money. My sign would read "PLEASE HELP, CANADIAN DOLLAR TANKED, JAGUAR NEEDS REPAIRS, GOD BLESS!!"



The reality is that amongst club members, Bridget is a nice car surrounded by some of the most beautiful cars I've ever seen, but when she is out on the open road, she gets so many second looks and compliments. Anita and I feel and look so elegant sitting behind the wheel, but we don't feel so classy when we are practicing senior's yoga trying to get in and out of the car. Our flexibility just isn't there.

The bottom line is: Enjoy your cars and embrace your car clubs. The friendships and memories are amazing.


Jim McGrath





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LAUGHTER IS THE BEST KIND OF MEDICINE



COMPLETE AND FINISHED

No English dictionary has been able to adequately explain the difference between these two words.

In a recent linguistic competition held in London and attended by supposedly, the best in the world, Samdar Balgobin, was the clear winner with a standing ovation which lasted over 5 minutes. The final question was: How do you explain the difference between COMPLETE and FINISHED in a way that is easy to understand? Some people say there is NO difference between COMPLETE and FINISHED.

Here is his astute answer:

When you marry the right woman, you are COMPLETE.
When you marry the wrong woman, you are FINISHED
and when the right one catches you with the wrong one
you are COMPLETELY FINISHED!!!

He won a trip around the world and a case of 25 year old Scotch.

Submitted by Robert Price

INTERESTING FACT

According to an English poll taken by International Express Newspaper (May 13th Edition), one of the "coolest" things ever to exist in the world is the Jaguar E-Type.

JAGUAR F-PACE 2020



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"A LEAP FROM OUR PAST"

From time to time, I have scanned through old OJOA magazines and newsletters searching for club information which I may need for a particular story or event. I invariably stumble onto articles that, while they may be up to decades removed from today, may be of interest to the present membership. In looking back to a different time, they present a new perspective on our club and our Jaguar interest.

While the thought of an ongoing "Leap From The Past" segment in our magazine crossed my mind a long time ago, I didn't follow through with the idea, outside of an old reprint about my E-Type (January 2019). In a recent conversation with another member, he brought up the suggestion without any prompting from me, and that was the push that I needed.

I approached our editors, Chris and Tracy Kailan, and they sanctioned the idea, so the torch has been lit. This new segment may not appear in every issue, due to other more timely articles as deemed by our editors, but it will be there, space permitting. If any of our members has pertinent club printed material from yesteryear, please contact myself and I'd be happy to take a look at it.

* * * * *

I reached deep into the archives for our first "A Leap From Our Past". This was a very detailed analysis of our club Jags and members created by none other than our iconic past president Doug Cramb, back in September 1979. This is timely now, given our recent article (January 2020) highlighting our current Jaguar club inventory. Unfortunately, some of the type is not very legible, and that will also be noticeable in future articles. Back then everything was typed on manual typewriters, so the quality of the result varied considerably, probably having to do with the wear of the typewriter ribbon!

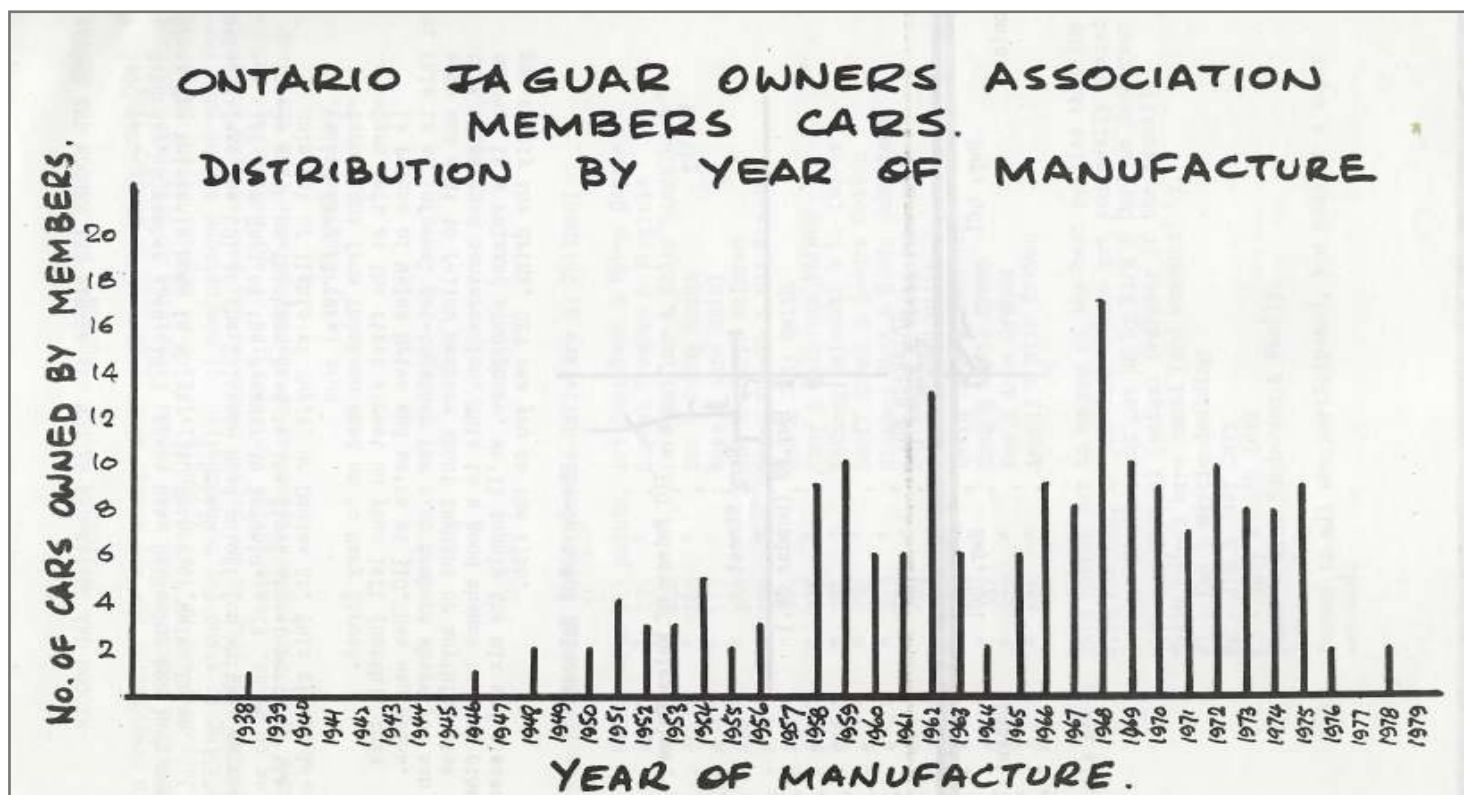
You will notice on the page "Distribution of Members by Locality" that the grand total of members includes 7 from the U.S., a couple from Alberta, and an interesting Ontario spread from Windsor to Ottawa. The grand total of 208 members is qualified later on in the data as including a count of two for family memberships. To redefine that as memberships, as opposed to members, yields a count of 139. Almost 41 years have elapsed and our 2020 memberships literally match that number.....very eerie! Our era has hoarded more Jags though, as the 1979 total of 183 is surpassed by our 203.

It should come as no surprise, that from a vantage point of only 5 years after the end of E-Type production, there were 63 E-Types in the club.....more than a third of all club Jaguars. However, as far as "brand new" XJS's, there were only 2 after 4 years of sales!!! The XJS was not that popular in its early years, and this seems to substantiate that history.

45 pre-1960 Jaguars were registered within the club, including a 1938 SS100. That vintage collection would be a dream to see now. Also take note that, with the Jaguar acquisition of Daimler, those owners were invited into the OJOA. Three Daimler cars squeezed into the Jaguar masses, including a 1946 Daimler DB18.

It's fascinating to view the evolution of the OJOA membership, and especially the Jags within the club over a span of 4 decades. While much has changed of course, there still are many similarities. It is my guess though, that from a vantage point 4 decades in the future from now, our 2020 club inventory will look profoundly different than what will be on the 2060 roster.....assuming that there still is an OJOA or even a Jaguar branded automobile!

Allan Lingelbach



MEMBERS CARS BY YEAR & MODEL

In this issue you will find a chart showing the numbers of cars of different vintages owned by members.

Many members own a plurality of Jaguars, so we see that the 139 memberships on record show a total of 183 Jaguars owned.

These 183 vehicles are divided between the following models:-

E - types (6 cyl.)	51	MK IX	4
MK II	21	MK X	3
X36	19	XJS	2
XK120	15	MK VII	2
XK150	12	MK VIII	2
E - type (V-12)	12	Daimler SP 250	2
XJ 12	7	1½ litre	2
420	6	SS.100	1
3.8 S	5	Daimler DB 18	1
340	5	3.4 S	1
MK I	5	MK V	1
XK 140	4		
		Total	<u>183</u>

ANALYSIS OF OJOA MEMBERSHIP BY GEOGRAPHICAL LOCATION

This analysis is based on the list of paid up members as of July 1979 and published in "The Ontario Jaguar" September 1979, Issue No. 22.

Total memberships shown are 139 comprising:-

(a) Family Memberships	69	X 2 Persons	=	138 members	
(g) Single Memberships	70	X 1 Person	=	<u>70 members</u>	
Total Number of Members				=	<u>208</u>

Distribution of Members by Locality

Metropolitan Toronto - Total 87

Agincourt	5	Toronto (general)	34
Don Mills	4	West Hill	2
Downsview	9	Willowdale	21
Islington	11		

Ontario - Total 112

Baden	2	King	1	Peterborough	2
Barrie	1	Kitchener	3	Port Dover	1
Bolton	1	LaSalle-Windsor	1	Sault Ste Marie	1
Bradford	1	Lindsay	1	Stoney Creek	2
Brantford	2	London	6	Streetsville	2
Burlington	8	Markham	5	St. Catharines	4
Caledon	2	Mississauga	14	Sudbury	2
Dowling	2	New Hamburg	2	Thornhill	5
Fonthill	2	Niagara Falls	2	Unionville	2
Georgetown	1	Oakville	14	Val Caron	2
Hamilton	3	Oshawa	3	Waterloo	2
Ingersoll	1	Ottawa	2	Whitby	3
Kanata	2	Paris	2		

Alberta - Total 2

Medley	2
--------	---

U.S.A. - Total 7

Oak Park, Mich	2	Southfield, Mich	1
Egbertsville, N.Y.	2	E. Amherst, N.Y.	2

GRAND TOTAL 208

Members Who Give More Than They Get Back

Within any organization with a history spanning 60 years, there invariably will be several employees or members with connections going back many decades. For their corporate longevity they stand out, but that does not necessarily translate to outstanding service to the organization.

Then you have examples of the opposite: People who are relative novices to the organization, but immediately step up to the plate and contribute in a big way. Chris and Tracy Kailan fit that description.

The Kailan name first appeared on our membership roster in 2013. Was joining our club prompted by something spontaneous, without much thought put into it? Absolutely not! In fact the seeds which led to their membership were planted 14 years before! Now that is painfully slow germination.

Their path that has brought them to the OJOA started way back, back to the days when they were tiny infant babies lying in a crib, unable to speak or crawl.....wait a moment! Let's cut this a lot shorter.....

In 1999, when Chris bought his first Jaguar, the sales representative suggested that he should check into the Ontario Jaguar club. She made that recommendation after listening to Chris share his love of cars, including Jaguars, and how that attraction began even before he first entered public school.

While he didn't act in a timely fashion on the sales rep's advice, he has hung on to that purchase of a 1995 XJS for 21 years and still counting. Interestingly enough, the XJS was not the focus of his attention at that time, but rather it was a Mitsubishi parked next door which had put him in the buying mood. If the owner of that Mitsubishi hadn't made the purchasing experience so difficult, Chris may never have noticed the Jag-for-sale parked close by. This slight twist of fate may be the only thin thread leading to Chris and Tracy's eventual OJOA membership. (Chris, what were you thinking? You almost passed up a 4 year old XJS for aMitsubishi!!!)

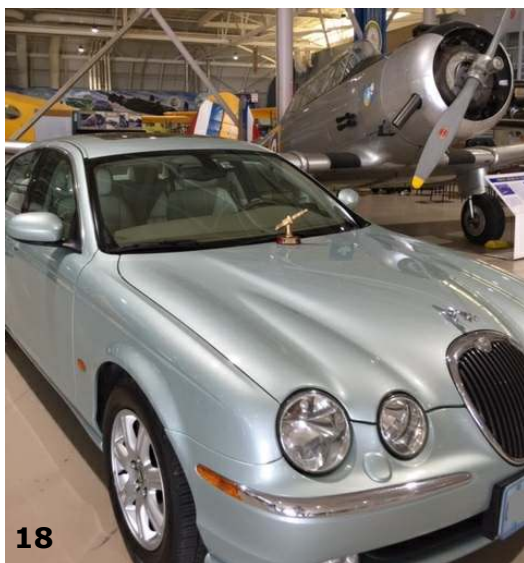
Fast forward to 2006, by which time the advice to join a Jaguar club had not been acted upon, and was pretty much forgotten. However, this did seem to be the right year to add another Jaguar to the driveway. This time the purchase was targeted and no Mitsubishi dared get in the way. The XJS now had to share the limelight with a 2004 Seafrost Green S-type. This represented the second Jag which Tracy had no idea was going to join the family until it showed up. And yet it is my understanding that no protest was ever mounted, but why would that be anticipated when you look at the gorgeous colour. Chris and Tracy also still own this sedan after 14 years, which proves that once a good decision is made, they're in it for the long haul.

The OJOA should be proud to know that during the S-Type negotiations, this sales rep also recommended joining our Ontario club. The club has never established how many members find their way to the club directly from the dealer showroom, but it's probably not insignificant.

Now after two independent referrals to whatever this Ontario Jaguar Owners Association group of enthusiasts is, Chris still decided to postpone checking it out until the priorities of family and job subsided. The seed had been planted and had sprouted, but the sunlight that was needed to make it grow had not risen yet.

Finally, after 7 more years, and with his job in the rear-view mirror and retirement straight ahead down the open road, he decided to pursue the advice given to him a long time ago. Chris signed up as a member of the Ontario Jaguar Owners Association in 2013. Despite getting his foot in the door, he found himself very busy with home projects and remained inactive in the club for at least another year.

In late 2014 or early 2015, Chris reached out to our then-president Duane Grady, who convinced him to give us a complete test drive by attending one of our monthly gatherings. This happened to be at one of our first club meetings after relocating to the Auto Storage Palace in 2015.



In that rather unique auto warehouse club-room, surrounded inside by cars and enthusiasts, Chris chatted it up with Tommy Cross, who at that moment was our webmaster, newsletter editor, Concours chief judge, and JCNA AGM delegate. I can't imagine anyone else in the club who Chris could have talked to who would have been more informative and welcoming.



That was the catalyst which completed the transition from a non-member, to an inactive member, and now finally a motivated participant of all things club related. Both Chris and Tracy very soon made significant impacts within the club.

Already at the 2016 AGM, both were elected to the board.....Tracy as Activities Director and Chris as Webmaster and Magazine Editor. They were entrusted with three significant positions in less than a full year of membership.....such was their evident skill and enthusiasm. In fact, Chris was thrust into the webmaster and editor roles with barely an hour's worth of instructions from Tommy, as he was departing the club. His first issue, Mar/Apr 2016, was every bit the equal, and a seamless transition, from Tommy's creation.

Now there might be some suspicion, or at least I'm willing to create the rumour, that the Kailan's were offered a signing bonus in order to join the board and be so active, because a 2014 F-Type was suddenly added to their Jaguar fleet. The duo of F-Type and S-Type have been regular participants in OJOA events and Concours right up to the present.

For two annual terms as Activities Director, Tracy was very involved coordinating OJOA events and jumped right in at the organizational level for many activities. Then at the 2018 AGM, she vaulted to the position of Vice President. Tracy was active in every facet of the club from Concours to driving events, and from hosting meetings to recording minutes when our President and Secretary were absent.

In the meantime, Chris continued to contribute immensely to the club in his critical roles publishing magazines and maintaining a fresh website. To even further tighten their bond with the club, they invited many members to their home to help celebrate, with relatives and friends, their newly purchased abode in Port Stanley.

Finally, at the inauguration of our 2019 club year, the Kailan's stepped away from board duties to pursue a lengthy vacation in Australia, New Zealand, and Fiji. This did not stop them though from joining up as a team to continue to produce OJOA magazines, including the one you are reading right now. The website duties were handed over to Mark Smith.

If we rewind this biography back to 2016, it must be noted that Tracy's involvement in the club's largest event each year, the Concours, has been critical to its success. She managed everything from spreadsheet control, Concours day registration, raffles, silent auctions, ticket printing, and right through to the ladies hat contest! Then, if that wasn't enough, as a team, Chris and Tracy would help with the set up and tear down of the Concours, as well as field two entries in the show itself.

We have to assume that not everybody is good at everything, so we can sympathize with the Kailan's inability to competitively prep a car for a judged car show.....That is just so false! In every Concours where their S-Type and F-Type have been entered, they have taken first in their respective classes. This includes every OJOA Concours since they joined, as well as shows in Michigan and Ottawa.

Not to be ignored, their XJS also has bragging rights. In the Kailan's very first OJOA Concours experience at the Markham Museum location in 2015, it tied for best in class. The high-water mark came a few years ago when their F-Type achieved third in class in overall JCNA North America Championship competition. This required a very intense level of car preparation, as well as participation in multiple JCNA sanctioned shows. Their award cabinet even needed space for the longest distance driven award presented at the Ottawa show.

Here we are in 2020. At this moment, all things social are being denied to us by an insidious virus. The OJOA is not immune to this attack and temporary suspensions of meetings and events are sure to occur. "Social Distancing" when applied to the OJOA means that our in-person dialogue will be replaced by MailChimp, Facebook/Instagram, the website, and our magazine. So, the Kailan's are instrumental in producing one of our four key communication platforms at a unique time such as this. Why am I not surprised?

I will close on a personal note and share that Chris and Tracy have become good friends with Carol and myself, even so far as experiencing a couple of trips together. This camaraderie, which we enjoy with them and others in the OJOA, would not have developed without an interactive, fun club that is a delight to be a part of. In their 6 short years, the Kailan's deserve a lot of credit for helping mould the OJOA to what it is today.

Allan Lingelbach





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1990 XJ12 VANDEN PLAS [06-20]



It's only one of 100 final edition Series 3 cars built for the Canadian market. It is in excellent condition both inside and out and has only 31,000 km on the clock. The air conditioner blows cold air and this car also boasts its original headliner which is also in excellent condition. The V12 engine is coupled to an automatic gearbox and it has a luxurious leather interior, wooden dashboard, sliding sunroof, electric windows, power steering and a stylish Nardi steering wheel. Colour; Oyster

Price: \$18,995

Contact: Ken at 647-385-3034

Email: ken@aalamps.com



1985 XJ12 VANDEN PLAS [02-20]



4 Door
Colour - Gold
Mileage - 144,000 km
Excellent Showroom condition, Body work and interior (beige) like new.
Current Owner since 1986. No accidents. Always stored inside in garage and never Winter driven
Well maintained.
Needs some Engine work.
Has not been winter driven in 5 years
Location - Georgetown Ontario
Price: \$6,000 obo
Contact: Sue at 647-654-3764
Email: suecorbywood@gmail.com



2004 VDP [09-19]



In Excellent Condition!!!

Very little winter driving, garage stored. 155,000 km, with less than 2,000 km driven in the last 5 years

Price: \$8,500

Call for details, located in Mississauga

Contact: Joan at 647-203-1132

Email Paulkwong22@gmail.com



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)
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Floorboards Replaced in 2017 by Jag Doctor
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Interior/Wood Excellent
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Contact: John Hood at 905-492-4444
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**Original Jag Rims
with 245/40/19 Tires
NEW Price: \$750 obo**

[09- 19]

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



**MK2 Body Parts
Price: \$80 - Wheel Spat
\$40 - Repair Section**

[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
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**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

Full Set of Real Tail Lamps for a 1994 XJS [05- 18]
Price: \$850

Rear Chrome Corner Extension Blade Right/Left for Series 111
Price: \$300

Contact: Clinton Hibbert at 613-475-1821
Email: clintonjag@sympatico.ca



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

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CONTACT US!

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



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

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Family Member #2 _____, First _____

Address (No./Street) _____

City _____ Province _____ Postal Code _____

Email _____ Phone (primary contact) _____

My Jaguar

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

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Newsletter – Delivery (check one)

- Electronic Delivery – download from Web (easy and convenient) - Yes _____
- Canada Post - Yes _____

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The History of the Ontario Jaguar Owners' Association From 1969, 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 enterprise.

Date _____ Signature _____

Were you a previous JCNA member? _____, JCNA# _____, Returning from 2019? _____,
What year did you first join OJOA _____



Upcoming Events

All events are subject to cancellation on short notice due to Covid-19 developments. Currently all gatherings of fifty or more people in Ontario are banned by emergency declaration. OJOA meetings at the Symposium or any restaurant are likewise banned due to a parallel emergency ban on restaurant operations. Travel to the United States for Concours purposes is prohibited.

OJOA Events ***

Michigan Club Concours	September 5
Hill Climb at Mosport Track (Tentative)	September 11, 12
Lapping at Mosport Driver Development Track***	Saturday September 26
OJOA Fall Tour***	Saturday October 17
Simulator Driving Refresher***	November -TBD
Christmas Dinner: Concordia Club ***	November 27

****Possible revival of Tony Burgess Shop Tour and Electric Go Karting - Stay Tuned****

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

Volunteer Organizers or Assistants most welcome, as are suggestions for events.

