



The Ontario Jaguar

Quarterly Magazine of the Ontario Jaguar Owners' Assoc.

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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. Currently meetings have been suspended due to Covid 19, please refer to website to see next meeting date

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:

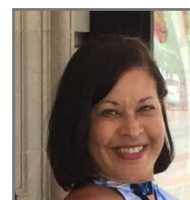
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Contact **Walt Molloy** at wemolloy@sympatico.ca for information on placing ads.



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The Current Year

Club events include our annual **Concours D'Elégance, Spring & Fall Tours**

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.



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

cybon@sympatico.ca

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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

PETER PUCHYR
1944 - 2020

Throughout the history of the OJOA, few people have joined our club and instantly exuded the perception that they have been members for many years. Peter and his wife Phyllis were just such a couple.

Even before attending his first club meeting, Peter and I talked on the phone for an hour.....total strangers but with a Jaguar common interest. To this day, I believe that the reason that he reached out to me, instead of any other club member, was that his residing in Guelph placed him close to the Region of Waterloo district within which I was posted in our club media as an OJOA area representative. This was in the spring of 2018, and after dissecting the differences between his 2009 XF and my 2009 XKR, his true motive for the call was revealed. He had a desire to join a group of Jaguar enthusiasts who shared the same affinity of that marque, but as a gentleman in his mid 70's, he wanted to test the waters first to gauge whether he would be a good fit.

My answers must have passed this first test because Peter and Phyllis showed up at our very next meeting at the Symposium. When identified as a guest and asked to say a few words, he responded with a summary about his background as a pilot and his lead-footed car driving tactics closer to earth. His need-for-speed steered him into Jaguar ownership years ago. During his introduction, he candidly admitted that they were simply guests at this meeting only to witness what we were all about, and equally important, get a feel for what the club thought about them. Signing up for a membership was not the plan when they entered the restaurant, however they must have been instantly impressed, because at the close of the meeting, Peter and Phyllis paid the dues and they became members!



By the time of their second club meeting, Peter already knew most of our names and interacted vigorously in our discussions with very lucid opinions. In the two and a half years until now, there has hardly been a club event or activity that they have not participated in.....despite his declining health. Peter has been so engaging with everybody and instantly became such a part of the OJOA, that I would challenge anybody to recall that they have been members for less than three years.

Given my involvement in the Concordia Club Christmas dinners and last year's 60th club gala, I will always remember that the Puchyrs were the first members to pay their admissions many, many months before the events. This is just the way Peter was. And as each of these social events unfolded, Peter's knowledge and experience in so many facets of life allowed him to hold his own in any conversation with anybody.

Some of us in the club had the added pleasure of meeting the Puchyrs again every third Sunday outside of the OJOA at our Region of Waterloo breakfast group of auto enthusiasts. Peter never failed to miss a gathering there and struck up a dialogue with whoever sat within earshot.

The club events that he most enjoyed were the ones that allowed him to get behind the steering wheel of his XF. He was a true driver with some hair-raising tales of his exploits in his younger years. But, even as his youthful past was in his rear-view mirror, Peter still wanted to broaden his experiences.

He contorted his three-quarters of a century old fit frame into the driver's seat of an XJ220 at the Concours and even was a passenger doing laps in a race car at the Canadian Tire Motorsport Park. In fact, let's not lose sight of the reality that he was even present at the Motorsport Park because he had enrolled in Ian Law's track school!

As his health continued to slip away, the world pandemic tightened its grip to the point where my interactions with Peter were spaced to a phone call every few weeks. He maintained a high level of optimism, and actually expressed a nagging wish that the club would set up a teleconference meeting to get ourselves out of hibernation. Who but our social extrovert Peter would actively participate in a few teleconference meetings with the *New Mexico Jaguar club* over the past months!!!

A few weeks ago I called Peter and informed him about our August club drive. He felt that it was about time for the club to do something like this, and, sure enough, Peter and Phyllis showed up at the Warplane Museum on August 9th.....less than a week before his passing. This will be remembered as the last time that most of us will have interacted with him. However, as testament to his willpower in spite of his illness, members of our club Phil and Wendy Miller, talked to Peter at their bakery as recently as August 13th, where he expressed a desire to see this pandemic end.....which for Peter it did two days later.

The members of the OJOA would like to offer their deepest and most sincere condolences to Phyllis. He will be missed by everybody. With the Puchyr's having been awarded the 2019 Most Active Member trophy, we can honestly say that the club has lost one of its most active members.....*and a friend.*

Allan Lingelbach



OJOA Group Participates in the Wing Commander's 2020 "VE-75 Raid"

This operation commenced on Sunday August 16th, 2020 with the full crews of Tony Burgess & Josephine O'Brien, Richard & Molly Gayne, Jim & Anita McGrath, Barry & Marge Moloney and Cyril & Bonnie Steinsky.

Flying solo were Messrs. Nick Dendy, Gordon Foss and Mike Parry. Together these OJOA Squadron members of the OJOA Group comprised the largest active squadron with 8 Jaguars in formation over Port Perry, of some 30 craft dispatched for the VE-75 raid to Lindsay and back.

Wing Commander Bob DeShane of Brits by the Lake fame, charted the course to get us to Lindsay and its aerodrome within an hour which most of the force completed on time and over target. While refuelling in Lindsay, we were sad to learn that we had lost our dear friend Peter Puchyr the day before which made for a sobering return to Port Perry.

Peter, as an accomplished aviator and former Air Cadet made sure that the threatening weather did not threaten our flight path back to Port Perry.

We were glad to hear that the Burgess/O'Brien crew, as well as the McGrath crew, made it safely back to their respective satellite airfields as we never saw their return to the Port Perry tarmac, having been delayed over the target by the NAAFI truck.

As usual, P.O. Cyril Steinsky walked away with the gongs at these Brit by the Lake operations, winning the Hagerty sponsored draw before the raid! His prize was a Hagerty Metal Lunch Pail which to date, he has not given us "the gen" on its contents.

*Respectfully submitted by your
"not so intelligence officer"
of the OJOA Squadron
commonly known as "Spy"*





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IN SEARCH OF A FABLED JAGUAR XJ-S

The fabled Loch Ness monster is reputed to be a fearsome beast which allegedly inhabits a lake in Scotland. Capable of rapid motion, wild gyrations, making prodigious waves, and churning water into a simmering cauldron, this mysterious legendary creature continues to captivate true believers. “Nessie” has never been captured, despite numerous expeditions.

Like “Nessie”, the Tom Walkinshaw Racing (TWR) Jaguar XJ-S five speed manual transmission, six litre V 12 road going car, is a fabled creature of Scottish heritage. For true believers like myself, it represents breathtaking supercar performance with greatly improved handling, an XJ-S Jaguar could have built, and did eventually imitate. Like the Loch Ness monster, its documented performance remains a mystery, since no road tests were ever published, which only adds to the legend. Although I have been unable to capture a genuine car, I believe I have produced a close recreation of this fabled XJ-S. This is its story.

If you own or aspire to own an XJ-S, you can adopt one or more of the many positive changes I have made, without the blood, sweat, and tears which have characterized my journey. You do not need to seek orbit escape velocity at the top rung of the ladder, since there are many individual lower rungs which can improve an XJ-S to your preferences.

This search for the legend was inspired by watching the iconic videotape of the TWR / XJ-S race car devouring the Bathurst Australia racetrack with Tom Walkinshaw himself at the helm in 1985 (You Tube of [Tom Walkinshaw 1985 Bathurst 1000 Race](#)). This six litre V 12 feline barely touches ground as it snarls its way, up and down hill, beyond terrestrial traction limits. One or more wheels appear to be almost airborne, as it hurtles around corners in a qualifying run which was bound to secure pole position, since no one else would dare drive with such ferocity and audacity. The view from inside the car is spectacular. The sound of the V 12 winding up again and again as Walkinshaw feeds it gears, as if a ravenous beast is devouring raw meat, is sublime. I can't think as fast as this beast is travelling. Lesser cars appear to be standing still when passed in the next day's race. Unknown publicly at the time, this was the last significant outing of the TWR/Jaguar XJ-S race cars which had previously captured European Touring Car and Sports Car Championships. Walkinshaw's team went on to bring glory to Jaguar with a purpose built Jaguar winning Le Mans in 1988. These images of the XJ-S literally leaping in competition became indelibly imprinted in the file folder within my impressionable mind which is reserved for Jaguars. Since such a race car is well beyond my attainable dreams, the race derived TWR/XJ-S road cars last available in 1988, represent the pinnacle of XJ-S development for me.

My research revealed that there were an unknown number, estimated to be about three hundred, TWR/XJ-S and XJ V 12 road car derivatives of the race cars, with unknown VINs, were modified by TWR between 1984 and 1988. These cars were modified with Jaguar factory blessing, prior to Walkinshaw's formal merger with Jaguar which became JaguarSport in May 1988. Tom Walkinshaw, the wily Scot, was an astute businessman with substantial holdings, in addition to his ownership of the racing team and driving prowess. Jaguar believed that a more formal association with Walkinshaw could assist their image and help sell cars, after TWR continued to win races in Europe and Australia in Jaguars.

The TWR/XJ-S road going cars which intrigue me were in that group modified by TWR prior to the merger. No records of the identity of TWR modified cars can be found, because this was a race team with record keeping not their strong suit. After TWR had conclusively proven it could win races in Jaguars, TWR was adopted by Jaguar into a program for factory built JaguarSport cars which began to be delivered in August 1988. TWR had previously coined the name Jaguar Sport. These later cars had a special digit in the VIN, unlike the previous TWR cars which had no VIN changes. Jaguar domesticated these tamer cats in the process.

As part of this process of domestication, no manual transmissions for the V 12 could now be ordered; the hot six litre 380 hp. which had been hand assembled in the TWR racing shop vanished (to be replaced in the fall of 1989 with a gentler non Walkinshaw six litre); and the TWR name disappeared from the cars. However, handling and performance of the JaguarSport XJR-S became better than a stock XJ-S, as the Jaguar factory adopted some of the TWR improvements. My car was coincidentally manufactured in April 1988, the last month the ultimate red hot TWR/XJ-S cars could be ordered from the extensive (and expensive!) TWR option list.

The tamer JaguarSport cars were understandable, since Jaguar was not in the business of building exotic derivatives of racing engines. Moreover, sales of a manual four speed option in the XJ-S had been dismal early on, cancelled in 1979 after only 382 four speed E type manuals had been sold. Following TWR's subsequent poor sales of its optional five speed manual, Jaguar probably doubted it could sell enough manuals to be worthwhile. We recently saw history repeat itself with the manual transmission F Type, which was put into production in response to perceived demand for the 2016 model year by traditionalists, only to be cancelled in 2019.

I realized that the hard core, manual transmission six litre TWR road cars, would be few and far between, and north of my budget, even though prior to May 1988 they could be specially ordered through certain Jaguar dealerships and sent to Walkinshaw's works at Kidlington near Oxford in England for modification. This process was Jaguar factory approved with the new car warranty intact.

The fact that there was a low take up of both the manual and the six litre TWR options, was undoubtedly largely attributable to price. The five speed manual conversion cost a whopping 6,000 pounds or about \$13,000 CAD in 1980's dollars. The optional six litre hand assembled engine cost 7,500 pounds. These two options combined would have cost \$ 28,400 Canadian dollars. A fully optioned TWR /XJ-S (including the fearsome Code 1 manual six litre package), ordered after checking all the numerous option boxes in the glossy TWR brochures, would have cost 45,000 pounds, three times the cost of a new XJ-S, most assuredly in the Aston Martin, Ferrari 400 super car league both in terms of price and performance.

Understandably, since bank robbery remained illegal, most TWR cars just had the unique TWR body kit, wind tunnel tested to reduce drag, and special Speedline wheels with oversized tires. Some also had upgraded brakes, as well as 5.3 litre engine tuning and intake options called the 'Engine Efficiency Kit', which resulted in better breathing, raising the 5.3 litre, which remained available on the TWR/XJ-S to around 300 hp. All had much improved handling which was touted by road testers of the 5.3 version as only minimally impacting the ride. The six litre was claimed to produce 380 hp. and 400 lb. ft of torque. It was not your father's Jaguar engine, to borrow the old Oldsmobile slogan.

No more than 300 TWR modified cars including both XJ-S and XJ's were purportedly ever built in the total pool between 1984 and 1988. A few of those would have been used cars brought to TWR's Kidlington shop by their owners. A prototype of the ultimate six litre five speed TWR/XJ-S was on the road in 1982. A batch of 50 of the special manual transmissions were all that was ordered from ZF, and probably only around 30 of all the TWR modified V 12 Jaguars (according to reports from insiders that many remained unsold), had manual transmissions. Tom Walkinshaw expressed disappointment at the low demand for manual transmission modifications in an article which appeared in Jaguar World magazine in January 2010. He thought the five speed manual positively transformed these cars and so did numerous road testers, yours truly, and anyone who has driven my car and a conventional XJ-S for comparison. I realized there would be very few of the TWR five speed XJ-S six litre cars left, even in the United Kingdom and Europe. Although a handful of TWR / XJ-S cars were sold new in Canada, I believed that the chances of finding one with such options approached the nether side of zero. The five speed manual was such a rare option that I have been unable to find pictures of the clutch reservoir, although I did locate an authentic NOS clutch pedal rubber from an early XJ-S V 12 four speed manual and had a pedal modified to fit it. Not a bad find, since only 382 such cars were ever made. However, a wiser, less diligent man would have obtained a pedal and pedal box from a six cylinder five speed manual XJ-S.

I knew that even if I could find a TWR V12 manual car or a transmission, parts for these five speed transmissions (specially made by ZF for BMW for a performance project shelved by BMW) were by now made of "unobtainium". In any event they were reputed to have a somewhat clunky shift, with vague gates, and a heavy clutch, fine for racing, but not for regular street use. What's more, the only records remaining reveal that a mere 39 of the TWR modified cars, including both XJ-S and XJ, had the hot TWR hand assembled six litre, built in the race team's shop. Engine numbers for the standard 5.3 litre engines converted to six litre prior to 1988 remain, but there no VIN records as to the chassis in which they were fitted. Moreover, there are no engine number records for the converted engines available at all for my year 1988, just the TWR engine numbers, perhaps because the race team was fully occupied in the task of winning Le Mans. Although close race engine derivatives were not unknown on street cars with other manufacturers, this was novel for Jaguar in this era who tip toed into their association with TWR, eventually producing their own less powerful six litre.

I soon realized any search for the hottest TWR/ XJ-S ever, the race derived, hand assembled, six litre with the five speed manual, would be akin to a search for the Loch Ness monster, with corresponding fruitless expedition expenses. The prospects were particularly bleak, because there was no visual way to determine a six litre from a 5.3. Although Walkinshaw was too canny to ever permit a journalist to test this ultimate lethal weapon, enterprising road testers of the lesser TWR cars estimated a range in the low fives for the dash to 60 mph. with a top speed of 170 mph. for the five speed, six litre TWR/XJ-S. These were clearly world class performance numbers in 1988, respectable even today.

The five speed 5.3 litre TWR / XJ-S was claimed to reach 60 mph. in 5.8 seconds and go on to 164 mph. not far behind. If that claim was accurate, my car would probably approach that acceleration number after its numerous modifications. The top end number would not be attainable, because I don't have the optional TWR wind tunnel proven body kit. However, even I agree that travelling at such top speeds in a car over thirty years old, with my aged reflexes, and lack of experience at such sub orbital velocities, would not be wise even if I could.

The Lister firm also made super hot XJ-S derived cars in this era. Their ultra rare seven litre V 12 Lister LeMans was reputedly a 200 mph. car (perhaps attainable if you survived by keeping the elevator trim adjusted downward – J.J.!!) These rocket ships are "unobtainium" for me..

Turning to my XJ-S, I will explain my desire for anonymity later, but I need to keep you in suspense for now. My tungsten grey XJ-S entered my life in March 2009, when I learned of a 1988 V12 XJ-S coupe which had been abandoned at an independent Jaguar garage, triggering a mechanic's lien.



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LAUGHTER IS THE BEST KIND OF MEDICINE

HUMOUR OF THE TIMES

So we're into our 6th month of defeating COVID-19. Things have changed so much that there is a lot of truth to the following words:

1. Is it too early to put up the Christmas tree yet? I have run out of things to do.
2. Another Saturday night in the house and I just realized the trash goes out more than me.
3. Remember when you were little and all your underwear had the days of the week on them. Those would be helpful right now.
4. Remember all those times when you wished the weekend would last forever? Well....wish granted.
5. It may take a village to raise a child, but I swear it's going to take a whole vineyard to home school one.
6. I did a big load of pyjamas so I would have enough clean work clothes for this week.



SOME PEOPLE JUST CAN'T SEE THE OBVIOUS!

The Lone Ranger and Tonto went camping in the desert. After they got their tent all set up, both men fell sound asleep.

Some hours later, Tonto wakes up the Lone Ranger and says, "Kemo Sabe, look towards the sky, what do you see?"

The Lone Ranger replies, "I see millions of stars."

The Lone Ranger ponders for a minute, then says, "Astronomically speaking, it tells me there are millions of galaxies and potentially billions of planets. Astrologically, it tells me that Saturn is in Leo. Time wise, it appears to be approximately a quarter past three in the morning. Theologically, the Lord is all-powerful and we are small and insignificant. Meteorologically, it seems we will have a beautiful day tomorrow. What does it tell you, Tonto?"

Tonto replied "You are dumber than a buffalo patty. It means someone stole the tent."

53rd Annual OJOA Concours 1st Annual Judged Mask Contest

For a full year, Sunday August 9, 2020 was tagged as the date for the 53rd running of our concours d'Elegance. By the time the last entrant left the Canadian Warplane Heritage Museum hangar at the completion of our 2019 show, our organizers had so much experience that it could be light-heartedly said that only something virtually impossible, like a worldwide pandemic, could interrupt the smooth roll-out of the 2020 concours. Oops.....guess what.....that's what happened!

Interrupted indeed!....It was flat out cancelled when it was obvious early on that there was no safe or legal way to hold a concours with over 100 people in potentially close quarters.

By mid-July with provincial pandemic rules eased, it became possible to organize a driving event as long as the club was willing to follow many restrictions. With inside meetings and large car shows still well off into the future, a tour was the only option to kick start the OJOA again. Plus, the Warplane Museum was now open again, so employing the abundant wisdom known to be possessed by OJOA presidents, Mike Parry made the call that we should choose August 9th to host a "Masked Meander Drive". This would culminate at the Museum in honour of what would have been our premier annual event there that day.

The museum personnel bent over backwards in an effort to make the day as memorable as possible during a difficult environment. They allowed all of our members and guests to enter the museum at a reasonable flat rate, gave us our own private parking area, and offered to provide box lunch choices, as well as the use of their sound system. That covered everything that we could want, except free rides in the Lancaster bomber, but that might have pushed things a bit too far!

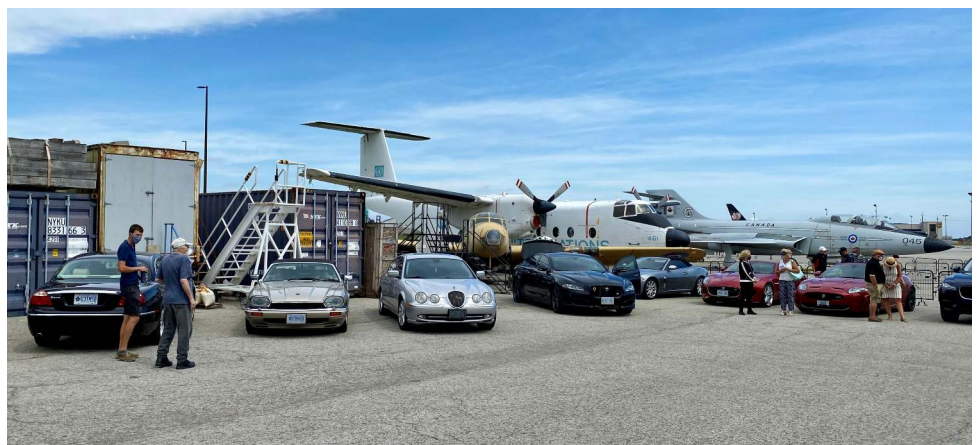
Aside from Mike negotiating the museum destination details, Steve Sherriff pieced together the rest of the event. He reached out to our familiar Mississauga Symposium Café to use their facilities as an initial gathering point and invested a lot of time designing a route and creating questions to entertain the masses during the hour and a half tour.

Planning a driving tour during a pandemic thrust the organizers into uncharted territory (none of them seemed able to recall their experiences at this during the last pandemic in 1917). So when over 30 cars and in excess of 70 people made their appearance at the museum, most of whom did the tour, the aforementioned word "masses" is not an exaggeration. In fact, it was fortunate that the weather was so good to enable us to congregate outside, since indoor gathering limits of 50 were in effect. This participation exceeded many previous OJOA drives and proved that our members are looking for events to allow them to safely socialize once again.

Not only that, but during this time of stress, financial and otherwise, the day was very wallet-friendly. The Canadian Warplane Heritage Museum group entrance fee was absorbed by the OJOA, and the box lunches cost each person only \$5, thanks to sponsorship from Hagerty Insurance. Hagerty, through Corey Finkelstein, has offered assistance for various OJOA events for years now, and the commitment looks to continue into the future.



A handful of members actually went home with more loot than they showed up with, thanks to the distribution of some prizes. Club t-shirts went to Chris and Tracy Kailan for the most correct answers to questions along the route. Well.....in actual fact, 7 car teams tied for this prize, but the Kailan's rose to the top after answering a pair of skill testing questions to break the tie. More precious trinkets went to Ken and Lyn Hatton for participating with the oldest Jaguar on the run (1963 E-Type). Of course, the newest cat deserves equal distinction as well and that went to Barry and Marg Moloney (2018 F-Pace).



To draw attention to the unique year that we are in, a mask contest was planned, which just a year ago would have only seemed appropriate at a bank robbers' convention. Not only did that "COVID-19 accessory" no longer seem weird in 2020, but we had a lot of entries with some really interesting facial materials.

So, by crowd vote, we distributed rewards for the men's best mask (Ken Hatton followed in second by Steve Sherriff). The distinction for the lady's best mask contest should truthfully have been shared with 8 or 9 entrants, given the equal applauding/cheering for each lady. However, our winner (Anita McGrath) and second place (Tracy Kailan) stood out ever so slightly, probably aided by the noticeable vocal enthusiasm of their husbands!

We even had an international entry in the mask contest, which had to be done electronically given the reality of a closed border. Mike Meyer from Ohio sent a picture of himself sporting a mask with an emblazoned Canadian maple leaf. How could anybody top that, so a prize is winging its way to him.

This first gathering of club members since March gave us an opportunity to present in person what had already been awarded in absentia at our 2019 Christmas Dinner and Awards Night. This was the Most Active New Member trophy earned by Nick Dendy and the Canadian Capers Connubial Cup awarded to Jim and Anita McGrath. These three members were in Florida last December and thanks to the pandemic, it has taken this long to finally cross paths at a club event.

This event may not have had the prestige and wow factor of a Concours d'Elegance, but it was a very enjoyable and well-attended alternative. Thanks go to Steve and Mike for putting this together, and to Corey for the Hagerty sponsorship. Let's cross our fingers that the "1st Annual Judged Mask Contest" also represents our last, and that our 2021 concours tentatively planned for August 15 takes its place.

Allan Lingelbach



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She was strictly stock, but sure looked like a finely turned out damsel in distress, so I seized the opportunity to make her acquaintance. There were times I deeply regretted that acquaintance, but now eleven years later we have completely reconciled. This relationship has been worth the considerable grief experienced along the way.

Soon after, I began to race another XJ-S, with good friends OJOA members Rob Hutchison, Ron Walker, and others, at Watkins Glen and other road course venues in a grassroots endurance series. Let's just say that your anonymous author became hooked on the eccentric V12 XJ-S coupes. Our race car had the automatic with a shift kit, which was OK, but not ideal. Our suspension modifications were primitive, but our brake upgrades usually worked, and we had fun. When we weren't in the pits solving problems, we ran mid pack, sometimes in ninety plus car races. However, even with plenty of weight removed, the car remained too heavy. Not surprisingly, along with our XJ 40 Jaguar race car which had better handling but less power, we were the only Jaguars, welcomed as an interesting novelty by other competitors. When the V 12 was running well, we owned the straights. XJ-S race teams led by Walkinshaw in Europe and Australia, and Bob Tullius (an honorary OJOA life member) with his Group 44 in the U.S., overcame the disadvantages of weight and bulk.

Having read just about everything fit for print, I soon shared the opinion of numerous road testers that my stock V 12 XJ-S failed to deliver the performance its style promised. As a friend said: "it looks like it's flying, just standing still." Yes, it was a silky smooth grand touring car, but I wanted a lot more "get up and go" in exchange for the oil wells the V 12 was draining at my expense. I also wanted to lose little of the refinement and ride with greatly improved handling. I knew this high wire balancing act could be accomplished, since contemporary road testers raved that Walkinshaw had achieved it in the road going TWR/XJ-S with the 5.3 litre and five speed manual.

I know I should have settled for the sensible six cylinder, which they say is almost as quick as the stock twelve, but the romantic siren song of the twelve ensnared me. You see, I have a history of excess. If six is good, then double six must be damned good, was my logic, if you could charitably call it that.

Although my street 1988 XJ-S V 12 coupe was fine for my purposes as a unique collector/driver, I did not particularly like the characteristics listed below. I fully understand that this is very much a matter of individual driver preference. My observations are from a sporting perspective, not a grand touring perspective. I also like to personalize my cars, sometimes in a misguided effort to replicate what I would have wanted, had I been able to buy them new. For example, I installed an authentic tachometer in my 1937 Rolls- Royce, an ultra rare option usually only found in Bentleys.

The characteristics which disappointed me in driving 30,000 km. in the first six years with my XJ-S were as follows:

- a) A high roll rate in corners even though grip was good. I didn't want to experience the heeling action of a sailboat in sporting cornering
- b) Although the ride was also good; the suspension was too soft for me. I did not want a buckboard ride, nor did I want to float through the twisties
- c) A very restrictive exhaust system with honeycomb in the downpipes, two intermediate mufflers, two catalytic converters, and two rear mufflers. The V 12 was being muffled like a hostage who wants to scream
- d) A sluggish three speed automatic transmission with a flimsy, overly dainty shift lever. There were not enough gears to do justice to the V12's ability to rev, or pull in its 3500 to 5500 rpm. power band
- e) The rpm. was higher than I wanted for rapid highway cruising showing 2550 rpm. at only 100 km./ hr. in my 1988 version. The car cried out for an overdrive, which eventually happened with the Jaguar (not TWR) six litre four speed automatic in the nineties, late in the XJS years.
- f) Acceleration was modest at between eight to nine seconds to 100 km./hr., although top speed was far into the unusable "jail" zone near 150 mph. (245 km./ hr.) In consequence, many rather pedestrian four cylinder cars could keep up with the mighty V 12 when accelerating up to normal speeds. In other words, gearing was too high for normal use, a 2.88 differential ratio such as mine being very common after the HE engine arrived in 1981. As far as I was concerned, my V 12 wasn't accomplishing much beyond silky smooth power delivery and bragging rights. After further research I concluded that it had promise, but lacked breathing and gears

- g) No manual transmission was available after 1978 for the V 12 XJ-S which had some sporting pretensions, although a five speed manual later became available for six cylinder cars. Demand was very low for the original four speed V 12 manuals which were carried over from the E Type but cancelled early in XJ-S history. However, I wanted my forward progress to be “shaken, not stirred” with a manual in the immortal words of James Bond. Indeed, I do have authentic “007” Le Mans Celebration sill plates, but more about that later on in this article. Old school that I am, I picture a sporting car with a manual transmission, although I concede that modern automatics, especially those with paddle shifters, shift better than most drivers including yours truly
- h) As noted by road testers, the steering wheel was a bit large and thin, and the steering too light and vague over centre for serious “press on” motoring

Since I loved the V12, (I even have a V12 coffee table in my man cave which my wife tolerates), I resolved to solve those issues as Walkinshaw had done, using authentic TWR parts as much as possible.

Steering Wheel

By fortunate chance, I was generously given an authentic, one inch narrower and thicker TWR steering wheel. It provided better heft, response, and feel, with no downside. This first step encouraged me to continue.

Steering

TWR also quickened the steering, by changing the power steering valving. Since I could not find such parts, I obtained this same desirable effect at low cost by replacing the steering rack bushings with polyurethane. This improvement was immediate and very noticeable. The steering is now much sharper than before, easy for anyone to drive, not twitchy, with no ill effects whatsoever. I swear that none of the grand touring experience has been lost in this “win win” process. The car now steers precisely where you want it to go. If you have no specific plans for precise corner carving, that’s fine too.

Wheels

TWR featured special Speedline (“bottle top”) aluminum wheels apparently designed in Italy, as a common option shown in the photographs, sixteen by 8 inches in the front, with sixteen by 8.5 inch with different offset at the rear. These were large for the era. The wider rims put more rubber on the road, and as you might expect, made the car feel noticeably planted at all speeds. My wheels are authentic TWR. I’m running 225/50/16 Continental tires all around. This size is TWR correct at the front, but the original size TWR rear tires, which were slightly taller, are no longer available. Front and rear wheels are not interchangeable due to clearance issues at the front. These wheels remain available used, primarily in the United Kingdom, at a price. In my experience, they are worth it, if you want to dramatically improve the handling of your XJ-S. The later narrower, JaguarSport fifteen inch Speedlines from the fall of 1988, are not as desirable. I was fortunate enough to obtain mine, from my friend Rob Laughton, our OJOA parts and Jaguar car sales guru in Niagara -on – the – Lake, at an exceedingly reasonable price.

Handling and Suspension

An oversize one inch front solid sway bar, and the addition of a seven eighths inch solid rear bar (there was no rear anti sway bar on most 1988 XJ-S cars and many earlier cars had no such bar or a smaller bar)has produced much flatter cornering while pretty much eliminating understeer, without harming the ride. These sizes were recommended for the XJ-S in articles I studied. In the result, the handling is now close to neutral, depending upon speed. Jaguar may have wanted an understeering car for the sake of what it thought would be best for its customers as do most manufacturers. Most drivers are not used to encountering oversteer, which occurs when the tail comes out first. Oversteer does not prompt an instinctive response. That has been a factor, perhaps along with expense, in Jaguar eliminating the rear anti sway bar. Most new car customers would not have been much concerned about the handling characteristics of a car which was not being marketed as a sports car. This was a shame, because the XJ-S has handling potential without compromising its grand touring qualities.

Walkinshaw also went with firmer front springs, but I didn’t want to go that route because I valued the comfortable ride, particularly if rough surfaces are encountered. I have been unable to determine the diameter of TWR’s upgraded sway bars, but my combination, together with Koni shocks, has produced a solid “set” at the cornering turn in point, limited body lean, and gentle, gradual oversteer only at very high cornering speeds, which is exactly how I like it. It takes serious cornering speed to provoke any sliding, so dignified motorists will not encounter this situation if my sway bar layout is used with the TWR wheels. Indeed, they will be safer by not understeering (front end plowing) straight ahead while trying to turn if corner entry speed is inadvertently too high. My comments only apply to the combined use of these sizes of sway bars with 16 inch TWR Speedline wheels on good tires with good shocks. There are two shock absorbers at each rear wheel, so they are logically important to the suspension. Changing any variables can of course change the handling characteristics. It is recommended that skid pads at racetracks (eg. the Mosport Driver Development Track) or at minimum large empty dry parking lots, be used to explore such characteristics for those interested. However, although driving aggressively on empty snow covered parking lots will help you to learn how to handle oversteer and understeer, it cannot reliably predict handling on dry roads at speed. These anti sway bars may now need to be sourced in England. A company called Simply Performance would be a good start. My North American supplier Addco is reportedly no longer making them.

Transmission

I decided to opt for the well regarded Borg Warner (taken over by Tremec) World Class T 5 (which simply means it was distributed worldwide), five speed manual transmission widely available in 1988 (eg. five litre Mustangs) with plentiful parts supply today. Jaguar itself might have used a ZF, or a Getrag as they did for the six cylinder, had they been so inclined. However, I wanted a relatively inexpensive transmission, that could be readily repaired if problems developed on a road trip. No Concours judge would ever know that this was not the authentic TWR ZF Alpina (BMW affiliate) racing transmission, since naturally judges do not crawl under low slung cars, and understandably would not have a clue what they were looking for. However, I promised myself not to lie if judges asked the right questions. I note that most Concours scorecards do not judge transmission authenticity, since it is not visually detectable. However, a manual transmission XJ-S is easy to spot with gearshift quadrants, clutch reservoirs and pedals obviously visible and deductible, unless Concours judges can be satisfied that the car *could have been delivered new* that way. However, for JCNA Concours judging purposes, the car being judged *must actually have been delivered new* that way.

This transmission has transformed acceleration, allowing ready access at any time to the 5.3 litres power band which is safely between 3500 and 5500 rpm. With the 0.68 overdrive fifth gear, it has also transformed highway cruising and highway fuel economy. One hundred kilometres GPS. now coincides with 1900 rpm., not 2550 rpm. as before. Sainly driving had previously yielded a best of 18.5 mpg. Now 27.9 mpg. is achievable, admittedly driving as if an eggshell was under the accelerator, making a profound difference in range and fuel costs on the highway. Fast cruise on the highway now nets around 24 mpg. as opposed to 15 mpg. I have noted little if any improvement around town, but haven't checked, because I have too much fun rowing through the gears, and am not driving for economy.

The only cruising limitations are safety and the police. Ninety mph. (145 km./hr.) GPS., now arrives at only 2350 rpm. Reliable sources may have reported to Crimestoppers that 3000 rpm. Represents 112 mph. (180 km./hr.) GPS. Unlike many cars, this engine would not be strained in overdrive at top speed, (whatever that might be, considering drag). However, my fifth gear 0.68 overdrive can't be used without lugging the engine south of 100 km/hr. with my 2.88 differential. Fourth gear remains direct drive, the same as third (top) gear was on the automatic with no such problems. This overdrive is OK by me, since 120 km./hr. (at 1900 rpm.) has become the new speed limit defying normal. One hundred and ten km./hr. G.P.S. at 1750 rpm. now appears to be my best economy speed. Fuel is being sipped, while a lot of ground is being covered, just north of what pilots call 'flight idle'.

However, such high overdrive gearing may not be to everyone's taste. A .83 fifth gear which TWR used with a 3.31 differential and/or a 3.54 differential as available in the Jaguar six litre XJS of 1993- 1995, would solve the lugging at 100 km./hr., and provide stronger acceleration in normal speed ranges in fifth. In view of this transmission's popularity, gears within a T5 transmission can be selected to your taste. My car is an Autobahn cruiser, admittedly thousands of miles away from its rightful prowling area.

I was haunted for quite some time by a wrong size pilot bushing providing inadequate support for the transmission input shaft. Close, but no cigar. This problem has now been solved with everything else OK. The clutch is hydraulic with readily available North American parts used throughout. In the result, I could experience a driveline problem in rural America with pretty much the same access to parts and service as an eighties Camaro or Mustang. Before I get carried away, this is not an improvement on parts availability over the GM automatic in the stock XJ-S. Purists should not be upset that I have chosen a North American transmission since Jaguar and Rolls-Royce did the same. I can provide a basic parts list for anyone contemplating such a transmission conversion for an XJ-S. There are also businesses in the U.S. which sell everything necessary.

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...stay tuned for more mysterious revelations by Anonymous. This article continues in our next issue of The Ontario Jaguar, October-December 2020





FEATURED MEMBER - D'ARCY BLACK

MY JAGUAR STORY ---- 1998 XK8

This story starts with a trip to Michigan for the annual auto show at Cobo Hall, with three enthusiasts driving in a snowstorm. At the Jaguar display I had an opportunity to sit in an XK8 coupe. I said to myself... "One day I will own one of these beautiful cars."

In the summer of 2000, I attended an antique boat show in Gravenhurst. Coventry North of Woodbridge had a display of the current Jaguars. I talked to one of the sales reps telling him I was looking for a used Jaguar XK8 coupe....Red exterior, Ivory leather interior, one owner, and low mileage. (I thought this might be an impossible wish list.)

In the spring of 2001, I received a phone call from the dealer, telling me that they had a lead from Jaguar Canada on a 1998 Red XK8 coupe with 5,940 kilometres that was available. The original owner was selling it back to Jaguar Canada due to health and flexibility problems.

I made an appointment with Coventry to see this car, while at the same time I had called Budd's Jaguar in Oakville to enquire about used XK8 coupes only. Before I got to Coventry, I got a call back from Budd's saying that they had taken delivery of an XK8 coupe *transferred from Coventry* matching my requirements! I asked Budd's to hold the car until I could get over to inspect it.

The Jag was better than I expected, and I made them an offer after test driving the car. I received the original owner's name and number, and she answered all my questions fully. On July 31, 2001, I drove the car home! The XK8 has performed flawlessly from the start.

In November 2002, I talked to an OJOA member (Dr. Murray Smith) and he convinced me that I should join the club. In the summer of 2003, I entered the car in the annual concours at Glendon College in Toronto. As this was my first experience at a concours, a fellow member (Fred Hill) suggested that I enter in the JCNA "Driven Class". Well, the rest is history. I won the class and the overall Driven category with a score of 9.995.

The following is a list of the XK8's accomplishments in JCNA and club competition:

| | | | |
|------|-----------------|---|---------|
| 2003 | Driven | 1st in Class and Best Overall in Category | 9.995 |
| 2004 | Championship | 1st in Class (OJOA) | 99.70% |
| 2005 | Championship | 1st in Class in Troy Michigan | 99.98% |
| 2005 | Championship | 1st in Class and Best in Show (OJOA) | 99.89% |
| 2005 | Championship | 1st in Class in JCNA Regional Standing | 99.93% |
| 2006 | Championship | 1st in Class (OJOA) | 99.75% |
| 2007 | Championship | 1st in Class and Best in Show (OJOA) | 99.99% |
| 2016 | Championship | 1st in Class (OJOA) | 99.91% |
| 2017 | Championship | 1st in Class and Best in Show (OJOA) | 100.00% |
| 2018 | Senior Division | 2nd Place (OJOA) | |



For the 2005 Michigan concours, Fred Hill and myself drove our Jags to the event and enjoyed their great concours. When the awards were given out after dinner, the master of ceremony dully noted that the Canadians once again cleaned house at their event. Fred received 100% and I came in second overall with 99.98. Some of the club members thought that we trailered our cars to the competition.....NOT SO!

The OJOA 50th Concours d'Elegance held in 2017 marked the first concours ever in club history where a Jaguar earned a perfect 100% result. I'm proud that this distinction will forever be held by my Red 1998 XK8 coupe.

D'Arcy Black



The 53rd OJOA Concours- The Concours That Never Was

You are about to enter another dimension. A dimension not only of sight and sound but of mind. A journey into a wondrous land of imagination. Next stop...*The Jaguar Zone of the OJOA*.

Picture this, the 53rd Concours of the OJOA , held again at the Canadian Warplane Heritage Museum where unseen forces conspire to unleash a calamity of misfortune amongst the attendees of this OJOA as proven by most if not all of the following notes for each entrant. Sadly, the Queen of the Spreadsheet , Tracy Kailan witnessed the crash of her spreadsheet so all that remains are the vestiges of the memories of some of the witnesses and the participants and the fate of their beloved Jaguars.

The following are presented in order of their registration:

TONY BURGESS & JOSEPHINE O'BRIEN: Their XJ220 was seized as the import duties had not been paid in August of 2019 when it debuted at the 52nd Concours. Rumour has it that the funds saved purchased a Ferrari Testarossa.

CHUCK & LOUISE DIAMOND: They were not permitted entry into Canada at the border owing to Covid-19 protocols.

PAT GEARY: He too was not permitted entry into Canada owing to the pandemic despite the fact that he claimed he was Allan Lingelbach's cousin twice removed.

"ANONYMOUS": He scored 101.00 points with his authentic TWR XJ-S.

ROBERT LAUGHTON: In spite of his entry of 40 Jaguars in various states of disrepair, all trailered in no less, not one car placed. However, the judges did note that all his cars had the softest and cleanest leather interiors.

CYRIL & BONNIE STEINSKY: During the judging, it was noted that there was a two tone colour to his luggage and not being officially sanctioned Jaguar luggage, this cost him two valuable points for their Italian Racing Red XKR-S

MIKE PARRY: He was disqualified for trying to pass off Walt Molloy Sr's Topaz XJS as his own.

MIKE MEYER: He and his Jaguar were seized at the Detroit-Windsor border owing to the fact that Mike had not paid the property taxes for his northern Ontario cottage for some forty years!

JOHN & DAWN MYERS: In their quest to present the cleanest Jaguar, their car was caught in a local SO car wash where his 2019 I-Pace managed to short out the facility for several hours. Thereby the Myers missed the Concours all together!

BRUCE & DIANE BONCKE: They and their low mileage XJS were another US entrant not permitted to enter Canada owing to the pandemic.

CHRIS KAILAN: His entry, a damaged XJS was disqualified for arriving on a flatbed truck as Chris was hoping to find a parts car amongst other entries to bring his car back to Concours standard.

MARK SMITH: In fulfilling his Covid-19 Control duties at one of Ontario's finest nursing homes, logging in 60 hours per week (really!) Mark was unable to attend this 53rd Concours.

PETE MOFFETT: Unfortunately, the two fire extinguishers aboard his XKE accidentally (sabotage?) discharged themselves during the judging thereby eliminating him from the Special Modified Category. The incident is under investigation.

NICK DENDY: This fine slate colour XK Convertible suffered extensive water damage when the museum's water sprinklers were activated by smokers lighting up underneath the Lancaster's starboard wing.

BILL MARTIN: His red XJR-S had been repainted BRG by a shady paint shop with water soluble paints and so he had one proper mess to deal with when the fore mentioned water sprinklers came on.

ROBERT BOGLE: His 34 year old Black XJ6 was the first to be noticed missing at the Concours and it can only be assumed that it was repossessed by "La Familie".

IAN BOAKE: As he was building a new barn, he was hoping (praying) that an XKE "barn find" would be discovered by the time of the Concours. Sadly, he was disappointed, and his wife Pam accepts the responsibility for this oversight.

RICK RUITER: Sadly, another US based XKR was refused entry owing to Covid-19 protocols though it is believed by some that this JCNA Champion was targeted by "rivals" from other clubs

GERALD GENGE: His XJS V12 Convertible scored very well but his points total of 99.99 was lost to eternity when the spreadsheet crashed.

FRANK CAIRNS: Another black Jaguar, this time a 2007, but it was overlooked by those seeking to restore their fleet of black Jaguars as it was wisely covered in boat decal camouflage thereby fooling the perpetrators of this Jaguar car theft.

JIM & ANITA MCGRATH: As they belong to another club as well as the OJOA, they could only score a maximum total of 50 points at our Concours. Their BRG XK8 scored an impressive 45.67 points that they hope to increase in their Florida Concours late this fall.

STEVE QUILTY: His 2007 X-Type Estate Wagon ran the US Canadian border only to arrive the day after our Concours on August the 10th.

D'ARCY BLACK : He very wisely chose to have his red 1998 XK8 in the display category as he was a judge thereby avoiding any potential conflicts of interest with the plethora of XK8s in the competition.

RON & ANN MARIE WAINE: Another black Jaguar, this time, a real 1989 XJS convertible which managed to escape the scene of the grand theft of black Jaguars as the Waines did a quick touch and go at the museum.

ROBERT & SYBIL BARBOUR: Theirs was another XK8 caught in the deluge of the fire sprinkler though winning the maple syrup prize did salve the task of the momentous clean-up and drying out of their beloved Jaguar.

ELI & BEN MUCSI: Though no fault of their own, both of their concurrent red XJRs were damaged when they were directed by our parking attendants which inadvertently led them to back their Jaguars into the fiberglass Spitfire on display in the hanger.

ALLAN & CAROL LINGELBACH: Unsure as to the true Lingelbach ownership of this red XKR, an ownership check revealed that the previous owner was not the Apollo Astronaut Eugene Cernan as purported in an earlier OJOA Magazine, but it was in fact previously owned Donald Trump. As a result of this self imposed disqualification, the Lingelbach's have sold the car on eBay for \$245.00 which is coincidentally the fee for a three year membership to the OJOA.

PETER & PHYLLIS PUCHYR: Peter set the record for the fastest time, 15 minutes from Guelph to the CWHM but no one was sure if it was in their 2009 XF or his airplane as it was not judged on the ground or in the air!

BRAD MARSLAND: Brad could not enter his previous award winning Silver Opalescent Blue 1963 XKE Coupe as it was corned in his kitchen by his stalled XK120.

IAN MACKAY: His blue MK 10 was stolen by The Firm (the Krays?) and it only turned up in his driveway after the Concours was over.

DOUG BLACK: His 1947 Saloon disappeared into the vortex of the Time Tunnel with Doug fortunately escaping at the last second to remain in the Year of Perfect Vision.

SAM QUIGLEY: His Project 10 garnered an impressive score of 100.00 though some remarked that it looked like a TESLA Model S with a Leaper on its frunk.

WALTER MOLLOY SR.: He was disqualified for passing off Mike Parry's Topaz XJS as his own. It is believed that both Messrs Molloy and Parry were challenging the credentials and attention to detail of the judges but alas Chief Judge Sherriff and his judging staff were not fooled by such a ploy.

RICK & DEBBIE MCQUIN: This being their first Concours, the McQuins wisely chose to display their silver 2013 XK in spite of their son egging them on to enter in the Regularly Driven category.

ROY STEVENSON: With his two fine XJs and his entourage of 8 attendees, Roy elected to hold his own XJ Concours especially as bolstered by the fact that his cars were in a recent wedding shoot for an international ad campaign, with the green XJ being declared champion.

EINAR CARLSON & JENNY BAKER: As Jenny Baker served as the Chief Judge's Assistant and wanted to be considered above reproach, unlike her superior, they elected to not have silver 2001 XKR judged.

DAVID JONES: As he could not retrieve his BRG 2002 XK8 from his Locker and clear off all the barnacles and moss in time for the competition, he chose only to enter his Jaguar in the Display category.

...cont'd on pg 22

PETER KASTNER: His 1994 XJS Convertible , Flamingo Red in colour, sadly seemed to attract every S*# hawk (sea gull) in the vicinity owing to its beautiful colour. As a result, Peter withdrew his original application though the judges were willing to accept its “mottled” colour.

JULIEN & JOANNE BROSEAU: Their Suede Green 1950 MARK V was the 70th Anniversary Car, chosen as the Concours Chairman’s 2020 Choice as it was only one of two cars in attendance that were older than the OJOA itself! Julien could not prove if he was younger than the car himself though when challenged.

JOHN DIAS & KIMBERLEY WRIGHTSON: John being a Canadian whereas Kimberley is an American, ran the Detroit Windsor blockade with their white 2010 XFR and it is currently in an undisclosed location in Mississauga awaiting the return run to New Mexico. Understandably the OJOA judges could not judge a Jaguar that they could not see!

RANDY BARBER: Randy, very kindly donated his red 1994 XJS to a Markham Hysterical Society fund raising event for as yet undetermined date in 2020.

ROSS HAMILTON: His topaz coloured 2001 S Type came first in its class although it was the only one in its class. A rare one indeed in the OJOA membership rolls.

JOHN & JOYCE OGDEN: The Ogden’s with their ir 2014 red F-Type convertible and their 2018 BRG F-Pace, champions in their own right, missed having their Jaguars judged and their subsequent interview by the judge as they were off flying about in the CWHM’s Lancaster.

PAUL LANDRY & KATHY PICKFORD: Having only had their black 2019 XJL less than a year, they were surprised when their Jaguar was commandeered by some unsavoury types at the entrance to the museum. Theirs was the last black Jaguar that disappeared that day to parts unknown.

PHIL NICHOLLS: The last convertible to be swamped in sprinkler water, Phil’s jade 1995 XJS was used to this as Phil was spending more time with his other love, his boat up in the Kawarthas.

CHRIS LOATES: His black 2007 XJ8 scored an impressive 99.50 and its pedigree included ownership by a local Thornhill funeral home so it was not caught up in the black Jaguar theft that resulted in the loss of two black Jaguars.

DEVIN ALEXANDER: His Grey 2008 XJ had its “Leaper” nicked off by the propeller of the Yellow Harvard that was taxiing by which cost him two points.

MIKE MILTON, RON WALKER, NICK SALTARELLI, BRIAN JAMIESON, ALFRED DICK, ROBERT BEARD, GERRY HACKE, MALCOLM & KELLY MASON AND JOHN & ELSEBETH TATE:

These eleven XKE owners, all high on the belief that Enzo Ferrari was so right in his estimation that the E-Type was “the most beautiful car in the world” held their own XKE Concours which was not sanctioned by the JCNA so the results are unknown to the OJOA at this time. Word has it that most XKE cars were trailered to the undisclosed site of that concours for reasons that only an XKE owner understand.

NEW MEMBERS ROB BROUWER, NEIL & CHRISTINE BURGESS, NICK & DAVID DZUBA, REG GRENIER, ROB & LORE MCKERRON, ROY POPE & HARRIET NIXON, BRAD & LAURIE REYNOLDS AND VINCE RICHARDS with little understanding of Concours Rules, Judging and Protocols, having not attended The Chief Judge’s School, decided that it was in their best interest to show their XK8s, XJ6s, XJ8s and MK 2 in the real world 53rd Concours in the year 2021.

Thus, ends our journey into the *Jaguar Zone* for the Concours that never happened.

Mike Parry
2020 Concours Chair



HAGERTY AUTO FUN FARM TOUR

On Thursday September 3rd, Andrew Count, Hagerty's Canadian Event and Operations Manager organized a road trip from Cambridge to Delhi. The tour was limited to a field of only 22 British and North American classic cars. (They welcomed a couple of Porsches as well). The OJOA was well represented with 4 beautiful Jags and yours truly who drove our Lexus RX350 as Bridget, our XK8. was getting a face lift on the interior (She is, after all, high maintenance).

I would call our starting point as a "Meet, Greet, and Treat". The venue was Mito Graphics (Meet). We were welcomed with coffee and doughnut courtesy of Hagerty (Greet, Treat) and our hosts at Mito (Treat)ed us to a plethora of classic automobilia in various stages of restoration including a '37 Studebaker Commander (that this writer went absolutely gaga over), a 45 Duesenberg 'J', and a Willys Pick-up done to the 9's.

We started our one and a half road trip at 11 a.m. Andrew mapped out a picturesque drive through Brant and Norfolk Counties on our way to Ramblin Road Brewery Farm where Hagerty Insurance treated us to lunch. Ramblin Road has a selection of 8 small batch beers. Our navigators enjoyed pineapple radlers and Hop'n'Apple beer while we drivers enjoyed our water and sodas (possibly fake news). A group photo was taken at the side of the barn that is painted like the Canadian Flag. Because we were wearing our face masks the photographer didn't ask us to "Say Cheese".

It was now time to journey about 6 km to our final destination, the Family Auto Fun Farm. Our host, Gilles Croteau, welcomed us to his eclectic collection of vintage cars, trucks, over 200 pedal cars and advertising memorabilia. There was even an electronic 'LUCAS' sign that was actually working. Some may say that's ironic, but I digress.

Our OJOA participants were very impressed and hope to redo this run for our members next year.

Thank you Andrew and Hagerty for an amazing outing! Drive safe and Stay safe!

Jim McGrath



PETER PUCHYR MEMORIAL FALL TOUR --- Sunday October 4

For literally decades, the OJOA has organized a fall tour. Over time this has morphed from a rather challenging rally style run to a stress-free cruise on interesting roads. Even in the midst of a pandemic, the OJOA will keep the tradition alive in 2020.

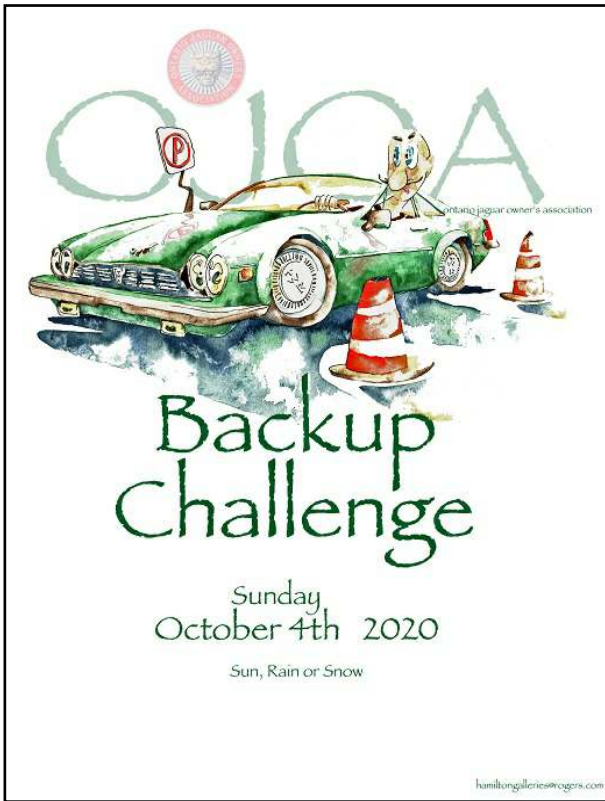
However, just like this has been a year like no other, our tour planning team has hatched a fall tour unlike any undertaken by the club before. For a start, our event will be called the “Peter Puchyr Memorial Fall Tour” in memory of Peter who passed away on August 15th. He was an enthusiastic participant of all club events, and these drives in particular. So this club gathering will be in his honour.

The next break from fall tour tradition finds us joining forces with another independent event with its own many years of experience.....the “Classic and Iconic Vehicle, Toy Drive”. The driving forces behind that event since its inception are Phil and Wendy Miller (OJOA members), and they have invited the OJOA as guests to share the day. On an annual basis, they witness many dozens of classic cars, families, and friends, drop by for a prizes, a visit by Santa, and an Niagara escarpment.

All is not quite what it seems though Millers are motivated by a underlines this event. This auto designed as a charity drive to accept area Salvation Army on behalf of will see the Toy Drive ad issue.)

For reasons which we are eminently have convinced the organizers to entertainment, and prizes as part of isolate at the North Pole. However, than ever, so a scaled down version

As guest participants, the OJOA will including a pair of covered shelters is encouraged to take advantage of also have permission to use their self-guided tour through the Niagara and a quarter (depending on the



and their interesting owners, few hours of food, entertainment, organized scenic drive through the

from just that description. The benevolent purpose which enthusiasts’ fun day is ultimately toys and cash for the Georgetown needy families at Christmas. (You announcement elsewhere in this

aware of, the rules in effect now preclude catered food, the festivities. Even Santa has to the need for donations is greater of the event is still on.

have free access to the park, and inside washrooms. Everybody this and bring their own picnic. We instructions for an inspiring escarpment, lasting about an hour angle of the gas pedal).

Steve Sherriff, our Activities Director, plans to introduce another twist to our typical fall tour itinerary. This will be a fun-filled driving skills evaluation called the “Backup Challenge”. Volunteers, which should mean all of us, will be asked to navigate a short course....backwards!!! Keep in mind that this competition is only open to Jaguars. Ultimately, the winning guy will go head to head with the winning gal for a winner-take-all finish. This may prove why men belong in the back seat while a woman takes control behind the wheel!

- WHEN: Sunday October 4 with everybody arriving at 10 AM
This event will take place rain or shine.
- WHERE: Country Heritage Park, 8560 Tremaine Rd., Milton
.....off of Campbellville Rd
*Follow signs to the Conestoga Room at the Tremaine south entrance
.....this is just beyond the Main Entrance*
- REQUIREMENTS: Bring your own Picnic Lunches
Wear Masks and Socially Distance at all times.
Bring an unwrapped toy or a cash donation.
Contact Steve sesherriff@gmail.com to preregister for the Backup Challenge.
Demonstrate the ability to not be “Backed” into a corner.

SUGGESTIONS: *Arriving in a Jaguar is recommended, but certainly not a requirement.*
Feel free to search out Phil and Wendy and thank them for the invite.

Classic and Iconic Vehicle, Toy Drive

9:00am Country Heritage Park Milton,

Sunday October 4th, 2020



Because of Covid-19 this will be a simplified version of our normal Toy Drive. Entry into the park is still free through the South Gate.

We ask that if you are out of your car you practice social distancing and wear a face covering.

We feel that this year more than any, the Salvation Army will need our help. **Therefore, we propose a “Drop and Drive” event.**

Drop. We ask that you bring a gift or a new unwrapped toy.

Alternatively, a cash donation can be placed in the sealed “Kettle”.

This will then be donated to the Georgetown Salvation Army.

Drive. A handout to an optional 70 minute “self-guided” scenic drive, will be given to you when you arrive.

This will cover local roads, in and around the Niagara Escarpment.

For more information, contact philandwendymiller@gmail.com





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THE LANCASTER MK X

As part of the Masked Meander Drive on August 9, our club stopped for lunch at the Canadian Warplane Heritage Museum.

After all the festivities were over and everyone had a chance to reconnect with friends that we hadn't seen since before Covid, our group was invited to tour the museum. Even though I had been there last year for our Concours, I hadn't found any time to do so. This time around I made sure to make it a priority. Chris & I were amazed at the different planes they had on display.

I was particularly intrigued by the Lancaster MK X. It was the largest plane there and it was very imposing. I remember that the Jags from the Senior Division at our Concours were parked under its wings.

Luckily, one of the museum volunteers, Robert Wilhelm was available to give us a very knowledgeable & in depth guided tour. He explained that the Lancaster that the museum has is the only one in the world that carries passengers. The flights usually last an hour and can carry a total of 4 people. You can call the museum to try to arrange for a flight but make sure that there's a lot of change in your pockets, as it takes a little over 2000 litres of petrol to fuel it.

If you haven't had time to visit the museum as yet, it's worth your while.

Tracy Kailan



FACTS

Type: Heavy Bomber Wingspan: 102 feet
Length: 69 feet, 6 in Max Speed: 27 m.p.h.
Armament: 8 Browning 0.303 in Machine Guns in
3 powered turrets

More than 7,300 Lancasters rolled off the production lines in Britain and Canada. Only two still fly today.

It is dedicated to the memory of P/O Andrew Mynarski & is referred to as the Mynarski Memorial Lancaster.

The Lancaster on display at CWHM was built at Victory Aircraft, Malton, Ontario in July 1945. It was too late to serve in WWII.

It was dedicated to the Snow Birds in 2020



What A Difference A Century Makes!

Here are some statistics from the year 1920:

- The average life expectancy for men in Canada was 59 years.
- Fuel for cars was sold in drug stores only.
- Only 14% of the homes had a bathtub.
- Only 8% of the homes had a telephone.
- The tallest structure in the world was the Eiffel Tower.
- More than 95% of all births took place at home.
- Most women only washed their hair once a month and used Borax or egg yolks for shampoo.
- Crossword puzzles, canned beer, and iced tea hadn't been invented yet.
- There was neither a Mother's Day nor a Father's Day.
- Two out of every 10 adults couldn't read or write.
- Marijuana, heroin, and morphine were all available over the counter at local corner drugstores.
- A labourer in a factory would average around 40 cents an hour income.

Keeping your Jaguar on the road



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

Thank You. – Gary Nolan



REQUIREMENTS: Bring your own Picnic Lunches.

Wear Masks and Socially Distance at all times.

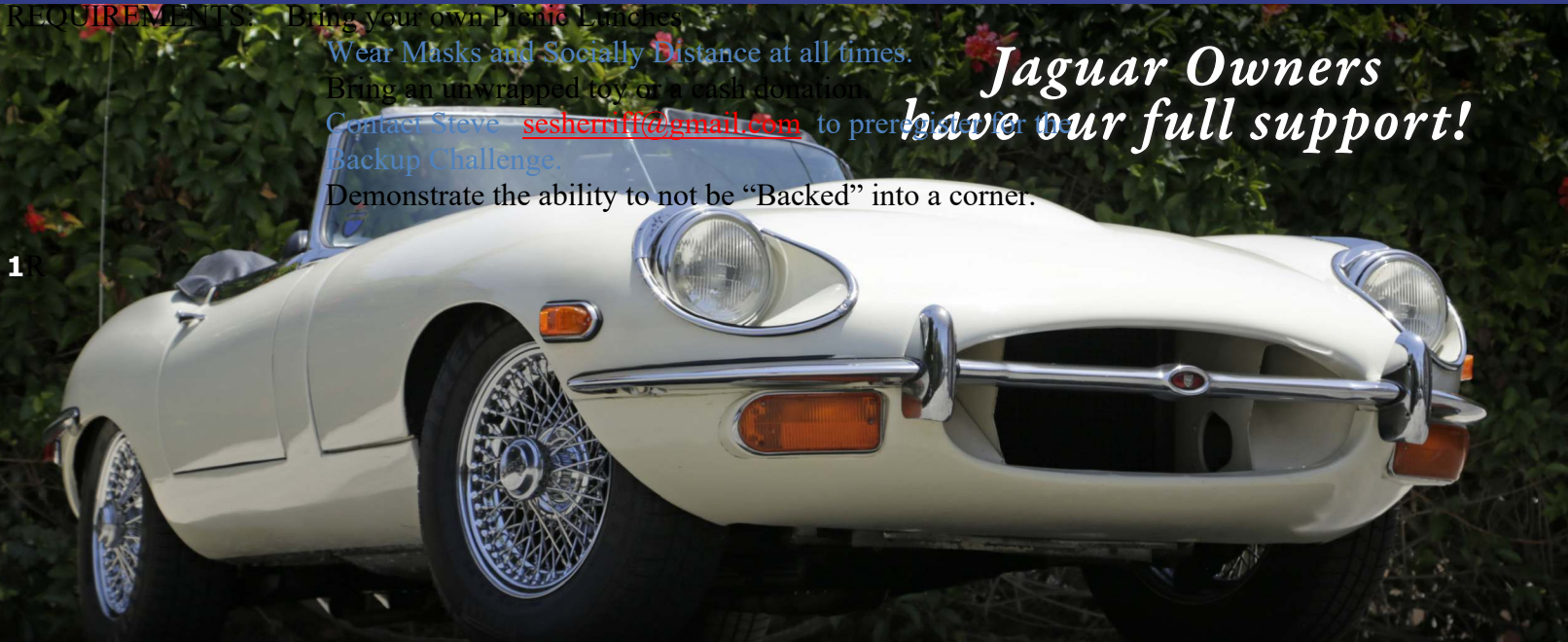
Bring an unwrapped toy or a cash donation.

Contact Steve sesherriff@gmail.com to preregister for the Backup Challenge.

Demonstrate the ability to not be "Backed" into a corner.

*Jaguar Owners
have our full support!*

1



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| S-Type | 1960-2004 | XJ 1,2,3 |
| X-Type | Rob Laughton | XJS |
| MK10 | Tel. 905-937-0264 | X540 |
| X-350 | Cell. 905-932-0284 | X300 |
| | dadsfarm@computan.on.ca | X308 |

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OJOA CLASSIFIED ADS FOR SALE



1996 XJS [09-20]



Features black interior, automatic transmission, no rust. Power locks, windows, roof and side mirrors. New Michelin Harmony tires. Mileage 106,000 KM 1 previous owner, stored indoors, never been driven in winter. Needs minor adjustment to hood.

Carfax Report Link:

<https://www.carfax.ca/myorder/0ea16928b39f4757ad7c938b215f3037>

Price: \$13,000

Contact: Bill by phone at 416-569-8846 in Toronto

Email: nevashparray@gmail.com



2004 XJ8 VDP - 4 DOOR SEDAN [09-20]



Fully loaded - power seats, windows and door locks. Heated leather seats front and rear, heated windscreen, navigation system, 6 CD player, DVD player., new Pirelli tires, AC, wood grain trim on dash. Mileage 167,000 km. Sunroof needs minor repair.

Price \$7,000 negotiable.

Call: Bill 416-569-8846 in Toronto

Email: nevashparray@gmail.com



1964 MARK II [08-20]



Rare two tone Grey with a high spangle roof. Needs Mechanical work. Excellent body, good original interior and immaculately finished dash. Owned since 1992 no winter. Have all original components. With AC Delco Conversion with electronic points. Many extra parts.

Price \$7500.00, accepting offers.

Contact: Vince

Email: vr64jag@gmail.com



1996 XJS [08-20]



BRG, tan leather, tan hood 208k km (odometer replaced, actual mileage about 89k km), Show Condition, new tyres, always well maintained indoors, no rust, heated seats, power seats, A/C (a bit fussy) Owned by Jaguar Collector.

Price: \$14,800.00 (Port Hope, ON).

Contact Robbie Sprules: 416-629-0246,

Email: ideas@navyhouse.ca



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)
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



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I will pay a finder's fee.

**I can be contacted at chris.singhal@gmail.com or
by phone 1-613-894-1141**

Chris Singhal



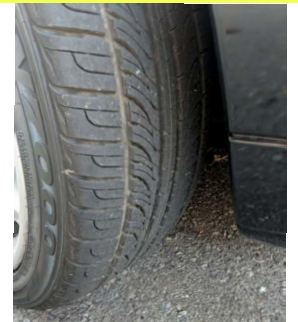
PARTS FOR SALE



**Original Jag Rims
with 245/40/19 Tires
NEW Price: \$750 obo**

[09- 19]

19"
Comes with Spacers
Contact: Ken Stern
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
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

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 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
Email: jeffery.hanning@gmail.com

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 months on our website and 1 magazine issue / \$60 for 1 year on the website and 4 magazine issues. Contact the Advertising Director to place or cancel ads.

Ontario Jaguar Owners Association

Director: Membership
Mike Parry
(647) 472-3465, mikeparry617@gmail.com
437 Lakeshore Dr,
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2021 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

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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 enterprise.

Date _____ Signature _____

Were you a previous JCNA member? _____, JCNA# _____, Returning from 2020? _____,
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 OJOA meetings at the Symposium are on hold pending further developments. Travel to the United States for Concours purposes is prohibited.

OJOA EVENTS ***

| | |
|--------------------------------------|--------------------|
| Peter Puchyr Memorial Fall Tour *** | Sunday October 4 |
| Classic & Iconic Vehicle, Toy Drive | Sunday October 4++ |
| Christmas Dinner: Concordia Club *** | November 27 |

++Please note, you don't have to choose between the Fall Tour & the Toy Drive.
They are a combined venture++

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.

DO YOU HAVE AN ARTICLE THAT YOU WOULD LIKE TO SUBMIT, TO BE INCLUDED IN AN UPCOMING ISSUE OF *THE ONTARIO JAGUAR*?

SEND IT ALONG WITH ANY ACCOMPANYING PHOTOS TO OUR MAGAZINE EDITORS, TRACY or CHRIS KAILAN

