



# The Ontario Jaguar

Quarterly Magazine of the Ontario Jaguar Owners' Assoc.

Vol. 31 # 4 Oct - Dec 2020

## A MOST BEAUTIFUL CAR



# 2020 OJOA EXECUTIVE



**PRESIDENT & MEMBERSHIP**

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



**VICE PRESIDENT**

**Allan Lingelbach**  
[vicepresident@ojoa.org](mailto:vicepresident@ojoa.org)



**SECRETARY**

**Cyril Steinsky**  
[secretary@ojoa.org](mailto:secretary@ojoa.org)



**TREASURER**

**Tony Burgess**  
[treasurer@ojoa.org](mailto:treasurer@ojoa.org)



**DIRECTOR: CLUB HISTORIAN & CONCOURS CHIEF JUDGE**

**Steve Sherriff**  
Phone: 905-822-7396  
[sesherriff@gmail.com](mailto:sesherriff@gmail.com)



**DIRECTOR: ADVERTISING**

**Walt Molloy**  
[wemolloy@sympatico.ca](mailto:wemolloy@sympatico.ca)



**DIRECTOR: SOCIAL MEDIA**

**Josephine O'Brien**  
[communications@ojoa.org](mailto:communications@ojoa.org)



**DIRECTOR: ACTIVITIES**

**Jim McGrath**  
[jim@ojoa.org](mailto:jim@ojoa.org)

## 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.

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

### **The Ontario Jaguar Owners' Association (OJOA)**

The Ontario Jaguar Owners Association was 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:**

Membership benefits entitles participation in all OJOA meetings and events, a subscription to "The Ontario Jaguar" magazine, free classified ads in our magazine and on our website at [www.ojoa.org](http://www.ojoa.org), and an opportunity to share a common interest with other Jaguar enthusiasts. OJOA membership also includes all JCNA benefits including sanctioned events, the "Jaguar Journal" magazine, and the Tool Loan program.

### **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:

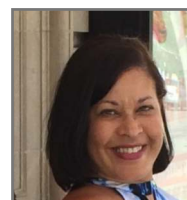
<u>Size of Ad</u>	<u>2 Issues</u>	<u>4 Issues (1 Year)</u>
Business Card	\$ 50	\$ 95
Quarter Page	\$ 75	\$145
Half Page	\$110	\$215
Full Page	\$180	\$350

Contact **Walt Molloy** at [wemolloy@sympatico.ca](mailto:wemolloy@sympatico.ca) for information on placing ads.



**DIRECTOR: WEBSITE**

**Mark Smith**  
[advertising@ojoa.org](mailto:advertising@ojoa.org)



**EDITORS : The Ontario Jaguar Magazine**

**Tracy & Christopher Kailan**  
[tkailan@hotmail.com](mailto:tkailan@hotmail.com)



# The Ontario Jaguar

Publisher: OJOA

Editors: Tracy & Christopher Kailan

Contributors: Anonymous, Allan Lingelbach,  
John Ogden, Mike Parry &  
Paul Smith

## 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.

	Pages
OJOA at a Glance	2, 3
President's Message	4
Membership Notice from the Board of Directors	5
Our Jaguar Story	6, 7
Sponsor Ads	8, 12, 16, 17, 20, 24-26
2021 OJOA Concours	9
In Search Of A Fabled Jaguar XJ-S (cont'd)	10, 11
Laughter is The Best Kind Of Medicine	13
The Peter Puchyr Memorial Drive & Car Club Toy Drive	14, 15
Featured Member- John Ogden	18, 19
The Brass Monkey Run	21
A Leap From Our Past -1981	22, 23
OJOA Logoed Mug Offer	27
OJOA Classified Ads	27- 30
2021 Membership Application	31
Upcoming Events	Back Cover



### 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](mailto:cybon@sympatico.ca)

## WE WANT

## YOUR

## CLASSIC JAGUAR



**FINDERS  
FEE PAID**



BRAMHALL CLASSIC AUTOS

[maurice@bramclassauto.com](mailto:maurice@bramclassauto.com)

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

416-822-0098

*Cover Photo: Vehicle owned by Paul Smith, see accompanying article on pg 6*

Members are encouraged to submit articles or photographs to the newsletter editors 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 .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.

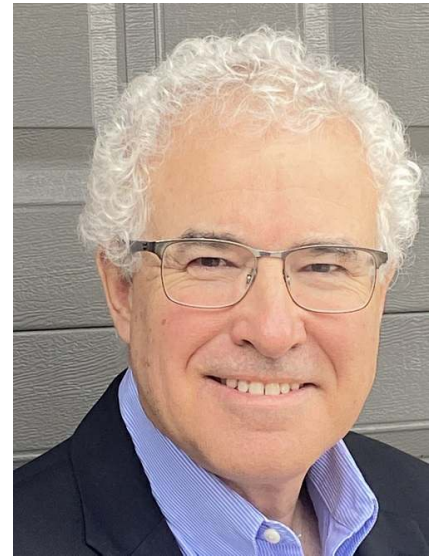
**Deadlines** - Any articles, notices or advertisements for inclusion in the OJOA newsletter must be received by the editors no later than the fifteenth day of the month preceding publication.

2021 Deadline Dates are: March 15, June 15, September 15 & December 1

## PRESIDENT'S MESSAGE

It was less than a year ago while doing my 2019 Christmas, Hanukkah and Holiday Season cards that I wrote the following salutation in them, "With best wishes and good health in the Year of Perfect Vision-20/20", etc.

Little did I realize how true that thought was going to be a portent of things to come, namely the Covid-19 Pandemic. The Perfect Vision we found was actually a clouded one which exposed the vulnerability and interdependence of all those creatures great and small who occupy Planet Earth. However, it also gave us the opportunity to unite in a common cause to work towards a solution to a challenge that the world has not seen in a hundred years. World War II was probably the closest of such challenges but even that calamitous event of seven years did not affect all corners of the world with its tragic loss of life and wholesale destruction of habitat. It is not lost on me that Covid-19 muted or cancelled all the 75th Anniversary Celebrations of the end of WWII that were planned this year.



Covid-19 is a scourge that is different in that it has shut down the largest human activity in the world, namely tourism and all the ancillary parts thereof. Much more, it has repressed the social interaction of all people throughout the world. Here in Canada, many Canadians will be experiencing a full blown Canadian winter with no respite for the first time in many years as they usually migrated to warmer climes like Florida, California, Arizona and the Caribbean to visit old friends and family while sitting out the coldest of Canadian winter months. Your OJOA Board has recognized this need to socialize and buoyed by the success of the August 9th and October 4th runs earlier this year, are planning to stage five drives in 2021 while following again the most up to date Covid-19 protocols of the time. We are even planning our Concours, modified perhaps, at the Canadian Warplane Heritage Museum on Sunday August 15, 2021.

We look forward to these events with a pragmatic optimism that can only be best expressed by the phone call that I received in late November by a man named Adam who asked about our club and the merits of our social driving events and other activities. After telling him about our plans for 2021, I was bold enough to ask his age thinking he was a peer of mine being in his early sixties thereabouts. He was in fact 90 years of age and the driver-owner of a XKR! How is that for unbridled optimism! Needless to say, I sent him our information package the very next day and I await the arrival of his 2021 dues.

Which reminds me, it is time for your renewal of your dues, and I ask that you give serious contemplation to renewing for the three year Lyons Level of Membership (\$220 for single membership/ \$245 for Family). The offer of a free book on World War II still stands for those who partake of this as some sixty of your fellow OJOA Members have done. Now is the time to lock in some savings, and a good Winter read as we are confident that our dues will be increasing in 2022 owing to a projected increase in fees from the Jaguar Clubs of North America.

As the well known telephone ad of Bell Canada espoused many years ago, "To reach out and touch someone with a phone call", if I do not have the pleasure of talking to you this holiday season, please accept the OJOA Board's wishes as well as mine for a very Merry Christmas, Happy Hanukkah, Diwali, Eid and of course most important, a Covid Free 2021!

With best wishes to you and yours for a Happy New Year,

Michael E. Parry

## MEMBERSHIP NOTICE from the Board of Directors

To say that this year has been abnormal for the OJOA would be an understatement, but then life in general has been dramatically disrupted during the worst pandemic in over a hundred years. Our last general meeting was in March, and the club has participated in a few drives since early August. Health concerns and provincial regulations have offered few other options for us in the meantime.

One interesting benefactor of this social shutdown has been “The Ontario Jaguar” magazine. Article submissions and classified ads have increased, and advertising has not declined. The net result is thicker than usual magazine issues. In fact, our exceptional editors, Tracy and Chris Kailan, have assembled enough content to release this particular issue a month earlier than usual.

We also would like to remind everybody that, beyond our quarterly magazine issues, club information and contact can be attained through our Website [www.ojoa.org](http://www.ojoa.org), and Instagram [www.instagram.com/ontariojaguarownersassociation/](https://www.instagram.com/ontariojaguarownersassociation/)

Now, as 2020 draws to a close, the board is discussing plans for 2021, even though the pandemic has not abated. The ability to hold in-person monthly meetings is still somewhere off into the future. As of now though, there are no restrictions to hosting a driving event as long as gathering sizes are limited.

Not only are driving tours quite COVID safe, but recent attendance has proven them to be popular with members. So with that in mind, the board intends to organize a minimum of five club drives of our own in 2021, in addition to any other touring events that we may link into with other organizations. Then, during times when our Jaguars are garage-bound, the board is considering the option of teleconference meetings for the membership.

We are fingers-crossed that, by mid-summer, we will be back on solid footing with our concours extravaganza again. This will be held on August 15<sup>th</sup> at the Canadian Warplane Heritage Museum. If viral conditions at that time are not conducive to a show inside the hangar, we already have permission to use the parking area just outside.

In addition, Walter Molloy has once again invited the club to his traditional Civic Holiday (August 2<sup>nd</sup>) Pool Party. We will say the following with tongue-in-cheek optimism.....maybe this event, at that time of the year, could also serve as an OJOA member COVID-19 vaccination party! One could only wish that this would be a possibility.

More will be forthcoming from our new Activities Director, Jim McGrath, who stepped in recently to replace outgoing Steve Sherriff. Steve has declined to remain as the Activities Director, but will continue on as a board director. He intends to remain actively involved in all events moving forward. This includes the stressful assignment for the fourth year in a row as our concours chief judge. Thank you Steve for the huge amount of organizational effort that you dedicated into club activities early in your 2020 term, and then sadly had to witness each event getting cancelled one by one. Rest assured that your efforts will not have been in vain, and will assist us greatly when “normal” returns.

Even our OJOA bylaws, written to maintain a smooth running club, may be violated as a result of COVID-19. Our in-person Annual General Meetings (AGMs) are required to take place during January, February, or March of each year. The primary purpose of an AGM is to elect the board of directors, and the term of that board extends only to the next AGM. Therefore, our club rules state that the current board must be dissolved no later than the end of March 2021.

Two key points are that the bylaws dictate that our AGM must be in-person (no teleconferencing), and must be undertaken by the end of March. At this moment, the probability of holding a physical club meeting by early spring is not favourable. Hence, given the certainty that provincial laws take precedence over our bylaws, we will have no option aside from violating our club rules.

Our bylaws do spell out a procedure to amend the bylaws, and while that would seem to offer a solution, this amendment process also demands in-person membership participation.

In consideration of this dilemma, the board has passed a motion extending the duration of the current board’s mandate to the date of the earliest possible time that an AGM will be allowed to proceed. We need to inform the membership of this bylaw infraction, even though the impact of this motion to the operation of the club should be negligible, if any.

As is the case always, the board is welcoming of any suggestions or opinions from the membership. We are all in favour of whatever makes the OJOA a better club.

We wish everybody a safe and healthy holiday season, followed by an abundance of enthusiasm for the club year ahead.

*The Ontario Jaguar Owners Association Board of Directors*

## OUR JAGUAR STORY

While visiting the automotive museum on the top floor of the Imperial Palace Hotel and Casino in Las Vegas, I purchased a large poster of Jaguar E-Types. There were none on display.

Immediately in love with the E-Type, I purchased an early [number 218] Series II OTS on January 23, 1988. It was on consignment with a Toronto restoration shop contracted by Rolls Royce to paint vehicles under its warranty program.

I paid the asking price of \$15,000 to Executive Auto Services Inc. for a numbers matching, Willow Green exterior, beige interior, white deep shag carpet, white convertible topped car, badly needing a complete repaint. The documents provided with the car from the previous owner showed he had paid a total of \$20,000.00 over time, including a new paint job. However, the paint was not comparable with the primer, causing many thousands of quarter inch square cracks.

We drove our car until it entered the same restoration shop, Kendrick Coach Works, for an exterior only repaint in November 1989 with an estimate of \$7,000 plus any needed exterior body repairs. I had previously seen a 1964 Impala SS restored and painted in black by this same shop and it was perfectly straight and gleamed like glass.

Having driven at speeds (once nearing 140 MPH on the 401) was exhilarating until I now saw that there were vertical cracks in the firewall at the locations where that the side frames [aircraft-type struts] were bolted. Additionally, once the paint was sandblasted off, it was apparent that a second set of outer sills were welded over the originals [rocker panels], inner sill foot panels had been chromed, both floor boards and a door skin needed replacing and there were many small holes through both rear fenders.

So, a complete rotisserie ground-up restoration was started, with completion eighteen months later, in 1991. Total shop cost – over \$25,000.00 and I bought many of the replacement parts. No longer legal, all seams were lead welded. Eights coats of primer, three coats of Jet Black and three coats of clear Glasurit paint (used by Lamborghini and Ferrari) were sprayed on all metal surfaces and applicable parts. A year or two later, my wife said that she might prefer British Racing Green, which was my first choice, but black was hers so I knew I wouldn't win that battle.

Later, I purchased five Dunlop SP-41 185VR15 Sport Radial (Rated 170 MPH, 274 Km/Hr) tires with tubes from England and five Dunlop Chrome 72 Spoke Rims with Short-Ear Hubs from India, and a rebuilt Blaupunkt AM/FM/Shortwave radio, all correct for this model and year. Over the ensuing years more funds were expended upgrading to a higher Concours level, but as with all older cars, maintenance and parts research was also continuously required.

My application to Jaguar resulted in complete information on our car except they could not identify the country in which it was sold from the factory. As it appears to always have had triple SU carburetors, I installed European tail lamps and it is judged as a European vehicle. Dual Stromberg carburetors would be normal for a North American sale.

We joined the OJOA between 1988 and 1991. Our first road trip, the day following restoration, was to the 1991 Ottawa Club's Concours resulting in three break downs and tows to nearby Jaguar service personnel. Each stop found one more missing filter starting at the engine compartment fuel bottle, then the fuel pump and finally the gasoline tank. The commissioned external mechanics had improperly stored the gas tank which then had dirt in it, followed by not installing the three filters.

Marlene had owned a motorcycle and a MGB, but after years of attending Toronto's Concours, eventually refused to accompany me to any more as I talked while she cleaned. She also worked (manned) the OJOA's Entry table selling tickets to the show and marshalled cars to their appropriate parking spots on the Concours field. I have unofficially judged many times for the OJOA.

Until he passed in 2018, John, my friend since grade 8, then happily accompanied me to several Concours in Ottawa and Flint, Michigan and to Detroit's Woodward Cruise. He only liked motorcycles.

I purchased a 1984 XJ6 from an Ottawa club member erroneously thinking that I could tow the E-Type on a trailer with it. Note to self – always research first. The combined car and trailer exceeded the XJ6's allowed tow weight.

The car has won numerous prizes and only trailered twice:

- 3 Class C06 NC Regional Awards, including one First Place
- 2 Polo for Heart ribbons with "Place" awards
- 8 Classics Against Cancer plaques
- 2 British Car Day plaques
- 20 Michigan, Ottawa and Toronto club Concours event plates



Due to a mechanical issue unresolved and Marlene's health issues, I have not attended a Concours for a few years. Two years ago, I found that the 8-Pin connector had one broken and one pulled out connection on the headlamp side of the inside of the front bumper causing electrical shortages. I had been wary of driving for several years as many of the car's lamps would not work properly.

Having removed everything from the engine compartment except the engine three years ago, I've now have new replacement hardware (nuts, bolts, washers and screws) as well as many personally repainted or polished parts and repainted engine bay interior. If it's back together and actually runs again and the creek doesn't rise, I hope to return to the club's activities soon.

*Paul Smith*







# CRUISING, NOT STREAMING



**HAGERTY**  
FOR PEOPLE WHO LOVE CARS®



Drive with us. [Hagerty.ca](https://www.hagerty.ca) | 877-922-4038 | Local Broker

Insurance. Drivers Club. Car Values. Entertainment. The Shop.

Vehicle make and model names and logos are property of their respective owners and their inclusion does not imply sponsorship of or affiliation with Hagerty or any of its products or services. Hagerty Insurance Agency, LLC, provides insurance and determines final risk acceptance. Membership is provided by non-insurance affiliates of The Hagerty Group, LLC. Hagerty, the steering wheel Logo, and HAGERTY, FOR PEOPLE WHO LOVE CARS, are registered or common law trademarks of The Hagerty Group, LLC. ©2019 The Hagerty Group, LLC.



## 2021 OJOA CONOURS

The Ontario Jaguar Owners Association's 53rd Concours d'Elegance will be held for a second time at the fabulous Canadian Warplane Heritage Museum (CWHM), alluded to by our title "Jaguars and Warplanes.....The Sequel".

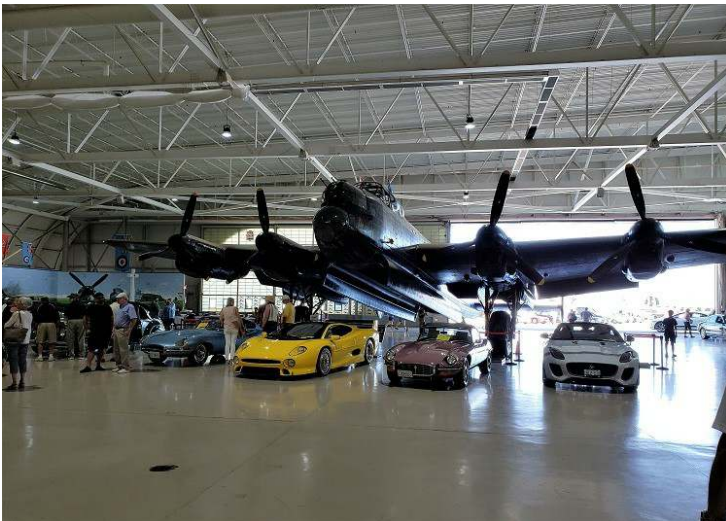
This will be held on Sunday August 15th, 2021.

The CWHM ([www.warplane.com](http://www.warplane.com)) is an aviation museum containing almost 50 military aircraft and displays spanning from World War II to the present. The OJOA has arranged to hold our concours in the hangar surrounded by these aviation classics. We will also dine in the hangar at noon in full view of our Jags and the flying machines. This museum is located at the Hamilton International Airport and is less than a 1 1/2 hour drive from the Buffalo border crossing for our American friends. (9280 Airport Road, Mount Hope, Ontario) All of the JCNA required classes will be judged, as well as a club designed "Regularly Driven" category, which involves judging-on-the-lighter-side.

For the weekend, there will be a block of rooms available at our host hotel, Best Western Brantford. They will also serve as the location for our pre-concours meet-and-greet dinner. More information, including our Registration Form, will be available shortly on our website ([www.ojoa.org](http://www.ojoa.org)).

**\*\*We're always in need of judges. If you would like to volunteer, please contact Chief Judge, Steve Sherriff\*\*\***

### PHOTOS FROM OUR 2019 CONOURS WHICH WAS ALSO HELD AT THE CWHM



Breathing was also enhanced by enlarging the air intake boxes with larger intake trumpets in the precise TWR style. These larger air boxes, less the trumpets, were later used on the six litre Jaguars in the nineties. The rather complex cold air intake system of these later cars was not productive of more power in subsequently published independent tests. TWR appears to have had the best recipe which I have accurately reproduced. This resulted in a noticeable performance gain with no increase in noise in normal driving, but also made a further contribution to the mellow roar at advanced throttle positions. I am pleased I made this low cost air intake modification.

There is no way of detecting a six litre TWR engine since the external appearance is identical to the factory stock 5.3. Only hidden TWR engine numbers would conclusively tell that tale, but I am not so obsessed (yet!) to have a correct TWR number stamped in the appropriate place. Probably only a few lunatics like me on this planet know the correct 1988 TWR engine numbers and where they should be found. As of now, I have precisely correct six litre data plates mounted in the correct spots, which sure beats the expense of a six litre conversion. However, should I ever need a fresh V 12 engine, there might be a hot six litre or more in my future. There is, after all, no substitute for cubic inches!

Although these intake and exhaust performance gains are not earth shattering, in combination they were significant, and came at very low cost with no drawbacks. I do not know whether they have helped fuel economy, since they were made incrementally before the transmission conversion, and like TWR I don't keep records, but logic would suggest that better breathing is of some assistance. In any event, none of the legendary smoothness has been lost. With all these modifications, and especially including the manual transmission, the car is now plenty quick enough for the street. Not as fierce as my 390 hp, upgraded 1998 supercharged XJR used to be, but not as far off that pace as you might expect. It feels like a 300 hp. (net) car, which is now adequate for me, an aged dinosaur motoring in his 32 year old chariot. Of course, it would be outgunned by many modern machines. There sure has been progress in the interim years, but not in improving upon the sound of that Jaguar V 12, reminiscent at least to me, of the distinctive Rolls – Royce Merlin, both included on my all time favourite engines list.

In summary, other than the inevitable gear and engine noise when rowing through the intermediate gears, I believe I have lost none of the grand touring charisma of the car. Acceleration and cruising fuel economy have been greatly improved, thanks primarily to the transmission. The breathing improvements have also been significant, and the handling a night and day difference. You can pick one or all of these areas of improvements for your XJ-S.

### The Badging

I have gone ballistic with authentic TWR badging, right down to correctly engraved data plates as apparent in the pictures. Satin black trim has replaced some chrome which was a TWR option. In a stroke of luck, I discovered correct replacement sill plates for the 1988 Celebration Model XJ-S which commemorated Jaguar's 1988 Le Mans victory. I located these new old stock sill plates at a Jaguar parts purveyor in the Midlands of England who had bought up some JaguarSport parts stock. These sill plates were consecutively numbered to 100, and in case you wondered, it is no accident that I have # XJR-S 007. Although these were not TWR items, they are correct Jaguar parts listed in the fall of 1988 in JaguarSport parts lists. By then, these cars were badged XJR-S, a term not used by TWR. I still could not resist.



Even my grill badge is an authentic, quite rare, early TWR V12 badge. It has taken a few years to locate or replicate these badged items, but the result of extensive research is a car which would be very difficult to detect as anything other than an original TWR/XJ-S.



Indeed, there is a long article on line purporting to assist in the identification of authentic TWR / XJ-S cars. Careful visual external, internal, and under bonnet study of my car would not readily expose non authenticity issues, in part because insufficient evidence as to what was authentic exists. At a certain point there is a logical limit to the quest for real or purported authenticity. After making twenty-five authentic or sympathetic TWR modifications, most sane persons would conclude that I have gone beyond that limit. In any event, I am happy with my TWR recreation, and that is what matters.



On the darker side, I have “manipulated” an authentic TWR Service Record book for a genuine six litre TWR XJ, and adapted it to my car’s VIN and service records (hence the bogus assertion of anonymity!) This document is not available for inspection except upon receipt of written immunity from prosecution. Even though harmless, and although I have a crime free history, I should know better. I was having fun and went too far. I have not touched the VIN which would be an indictable offence. I will never market this car as a genuine TWR, since that would be fraudulent.

My XJ-S should qualify in those Concours which permit factory approved options which were available on new cars at Jaguar dealerships, even though the car was not delivered new with these options. I can prove that these TWR options were available, thanks to TWR sales brochures in my possession recognized in official Jaguar historical publications. Indeed, TWR owned a Jaguar dealership in Royal Leamington Spa near Coventry England. Now you can guess which dealership my “modified” service records originated from. JCNA Concours Rules do not currently recognize TWR modified cars, since none were sold in the United States and a mere handful in Canada. Moreover, the JCNA standard is how the car being entered was delivered new, not how it could have been delivered new. Accordingly, I enter JCNA Concours Special Division S2 Modified Class.

My 1988 TWR/XJ-S recreation pales in comparison to OJOA Treasurer Tony Burgess’ 1984 TWR/ XJ-S recreation, which features an eight litre Rob Beare Racing V 12 (built in the U.K.) and a Tremec six speed manual. Tony’s dyno may yield a 450 hp rating at the rear wheels. I am currently terrified at harming my engine on his dyno despite his generous offer. Mine is far less powerful, probably at least 150 hp. less. Like myself, Tony has incorporated many sympathetic TWR modifications with genuine TWR parts where practicable. He has installed the TWR body kit on his white car. Tony has achieved reliability, coupled with outstanding performance over many years. We had fun dicing together at the Mosport Driver Development track OJOA track day lapping but not racing, only passing on consent in 2019. Tony’s racing experience, his XJ-S, and his modesty far surpass mine. We will both help you, if you want to follow in our footsteps to any extent you choose.

OJOA members familiar with manual transmissions are welcome to drive my car, after they have discovered my identity, which I trust will not require the services of Sherlock Holmes. Rob Laughton and Ron Waine, who both own conventional XJ-S V12’s, are true believers that my XJ-S is much improved for sporty driving. This does not detract from the regular car’s ability to deliver superb grand touring. My XJ-S journey has been fun, but it is OJOA people and fellow Jaguar enthusiasts who make our Jaguar experience memorable.

In the meantime, kindly remember this article if you see a satin black trimmed, tungsten grey XJ-S lurking in your rearview mirror on the open road at a safe distance. If it wasn’t there last time you looked, remember that it may share the heritage of a fabled car, and that if you change lanes and space permits, it may not be in your rear view for long!!

*Wilfully Anonymous*







# EXOTIC MOTORWORKS

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



## British & European Restoration & Service Specialists



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

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

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

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

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



## LAUGHTER IS THE BEST KIND OF MEDICINE

### MOANERS AND GROANERS

Larry and Scott find three grenades and they decide to take them to the police station.

Scott says: "What if one explodes before we get there!"

Larry says: "We'll lie and say we only found two."

While on vacation Larry asks Scott: "Why do scuba divers always fall backward off their boats?"

To which Scott replies, "If they fell forward, they'd still be in the boat."

Scott says to Larry: "Close your curtains the next time and your wife are making nookie. The whole street was watching and laughing at you yesterday."

To which Larry replied: "Well, the joke's on all of you because I wasn't even at home yesterday!"

Submitted by Bruce Bousher

### CHURCH MISSIVES



### SOME COVID JOKES TO TICKLE YOUR FANCY

My husband purchased a world map and then gave me a dart and said, "Throw this and wherever it lands — that's where I'm taking you when this pandemic ends."

Turns out, we're spending two weeks behind the fridge.

Every few days, try your jeans on just to make sure they fit.

Because pyjamas will have you believe all is well in the kingdom.

This morning I saw a neighbour talking to her cat. It was obvious she thought her cat understood her.

I came into my house, told my dog—we laughed a lot.

## The Peter Puchyr Memorial Drive and the Car Club Toy Drive of October 4th, 2020

It was a cold and rainy day..... typical weather for our beloved English marque-Jaguar! In spite of the poor weather, some thirty-five OJOA members turned out to honour the memory of our dear fellow member, the late Peter Puchyr and to contribute with toys and monetary gifts for the Annual Multi Car Club Toy Drive organized once again by fellow OJOA members Wendy & Phil Miller. The actual driving course was charted by Rolls Royce Club Paul Dullaert and a fine run it was of hills and dales throughout Halton Hills and Milton in our Jaguar, Aston Martin, Rolls Royce, Lotus, Daimler, MG, and American muscle cars. There even was a contingent of the "Commie Car Club" featuring Ladas, Trabats and Skodas.

We had the pleasure of meeting new members Greg & Susie Belton of Toronto in their 1973 Navy Blue XKE and Ernest and Jan Murdoch of Beamsville in their 2001 Anthracite XKR while maintaining masked social distancing as it was a prerequisite, rightfully so to all those attending the drive.

On hand to receive the Phil Dyson Memorial Award was Peter Puchyr's beloved wife Phyllis who did the memorial run in her Jaguar "Golf" as Peter's XF had already been garaged for the winter. It was really good to see her as she and her Peter were stalwart and contributing members to our club.

It speaks to the spirit of our OJOA Club that we were the largest attending car club at the Toy Drive according to Phil with some \$10,000 worth of toys donated and \$1875 in cash in the Salvation Army Kettle from all the various car club participants! Thank you, Phil and Wendy, for organizing this annual event for the benefit of underprivileged children in the region. Covid-19 or no Covid-19, it speaks to our membership that we like to get out there with our cats to drive and support such a worthy cause such as this.

Gauging by the success of this drive and our first one of the season back on August 9th to the Canadian Warplane Heritage Museum, we plan to have five drives planned for 2021 including one for our Eastern Ontario members.

*Respectfully submitted by Mike Parry*



Presentation of The Phil Dyson Memorial Award to  
Phyllis by club president Mike Parry





Photos by of Cyril Steinsky & Phil Miller



# JAGUAR F-PACE 2020



**\$0 DOWN  
\$0 DUE ON DELIVERY  
\$0 FIRST PAYMENT**

---

**\$399 bi-weekly plus HST**

2020 Jaguar F-Pace well equipped - 42-month lease - 20,000 kms/yr

The Jaguar F-PACE is a performance SUV that has the DNA of a sports car. It takes the Jaguar legendary performance, handling and luxury and adds space and practicality. Its powerful, agile looks make it utterly distinctive and give it a head-turning road presence.

The aerodynamic performance of the Jaguar F-PACE is a key function of its body design making it as sleek as it looks. Highly advanced aerodynamics reduce fuel consumption and wind noise while adding to high-speed stability.



THE ART OF PERFORMANCE

**JAGUAR WATERLOO**

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





# JAGUAR LAND ROVER WATERLOO

## Special Partners Program

We are very pleased to announce an exclusive partnership with the Ontario Jaguars Owners Association and Jaguar Land Rover Waterloo. We invite club members to come and visit us for special pricing on our award winning vehicle lines.

This Partners program will be an on-going incentive to the club members and we will also pay for one year family membership to the OJOA with the purchase of a new vehicle.

To redeem this special offer it will be by appointment only. Please contact Rob Lee directly at

519-883-2978 [rlee@jaguarlandroverwaterloo.com](mailto:rlee@jaguarlandroverwaterloo.com)



## JLR WATERLOO & OJOA PARTNERSHIP PROGRAM

ANY NEW JAGUAR  
VEHICLE \$3000 OFF  
MSRP + INCENTIVES

ANY NEW LAND ROVER  
DISCOVERY VEHICLE  
\$2800 OFF MSRP +  
INCENTIVES

ANY NEW RANGE ROVER  
VEHICLE \$3000 OFF  
MSRP + INCENTIVES

SPECIAL IPACE \$4500  
OFF IN STOCK UNITS

## JAGUAR LAND ROVER WATERLOO

533 King St N, Waterloo, ON  
N2L 5Z6

<https://www.jaguarwaterloo.com/en/>

<https://www.landroverwaterloo.com/en/>

**FEATURED MEMBER - JOHN OGDEN**



**My Journey with Jaguar Cars**

My journey with Jaguar cars started in 1952 with my dad buying a 1950 Jaguar Mark V saloon. That car is visually in my memory – the impressive front view of the Mark V with faired-in headlights, wing mounted fog lamps and the fold down picnic tables. The Mark V established my interest in Jaguar, and as a result my first performance car was a Jaguar XJS.

*XJ-S and XJS*

My association began in 1978 when I bought a 1977 Jaguar XJS. At that time, the car was only offered in a coupe with a V12 engine. I kept that car for 28 years!- the longest I have kept any car.

In 1990, I bought a 1990 British Racing Green XJS V-12 convertible. This car looked elegant even with the top up. In that I still owned the 1977 XJS, years later I traded the 1990 XJS for another Jaguar, an S Type R.

After A long search for a pristine XJS, I came across a 1993 XJS in Kingfisher Blue, for sale in Pittsburgh. The car had been owned by a Jaguar collector who traded it in for a Rolls Royce. The car was described as being in Concourse condition with low mileage. I

bought it online, and finally picked the car up in a Pittsburgh suburb, after having seen the car for the first time. This car helped me win many OJOA awards in the XJS class.

*S-Type*

In 2003, I bought a 2003 S-Type R, which was powered by a 4.2 litre V8 which was supercharged. Its output was 400 bhp. This car was really fun to drive and was produced for nine years. The last S-Type finally came off the Castle Bromich factory in 2007 to make way for the new XF.

I bought an XF but only kept it for a short time. It was a good sedan but lacked the looks and power I liked.

*XK8 & XKR*

This attractive car (XK8) was built between 1996 – 2006. I had an early model XK8 but much later, I bought a 2004 XKR coupe that was supercharged. It was a fun, fast car that I finally sold because we had too many cars.

*XK 2007 – 2014*

I bought a 2007 XK convertible that was very comfortable and classy in its styling; however, when an F-Type arrived in 2013, I traded in the XK.

*F-Type*

In late 2013, I ordered a red F-Type convertible. I loved this car – it looked great, was fast and had a great exhaust sound. I owned this car for 6 years and I still have second thoughts about selling it.



*E-Type*

I always wanted an E-Type, and in 2014, I bought a 1969 E-Type coupe. I enjoyed just looking at the beautiful lines of the car, but I found it unreliable because my mechanic, at the time, delayed replacing the rusted gasoline tank.

*Present Jaguars*

I have a 2017 XJLK which has a supercharged V8 which delivers 570 bhp. Albeit, the car is large, it handles like a sports car with great acceleration.

For town driving, I have a 2019 E-Pace, a car that many people have said that it looks great.

Also in the family, we have a 2018 F-Pace R which we use in the winter to go to the cottage.

Also, there is the 1995 XJS convertible that will be used for shows.





### *Cars Other Than Jaguars*

I drove many company leased vehicles, all of which were North American cars.

I was always impressed with the early Camaros of the '60's, and so in 2010, when the new model Camaro was introduced, I drove one in Sarasota, Florida and then proceeded to order an orange sedan with stick shift from my dealer in Toronto. Later, I traded the orange sedan for a 2015 yellow and black Camaro 2SS, and in 2017, I purchased a white and black Corvette Sting Ray.

### *Other Cars*

We sourced two original beautiful cars from Sarasota, Florida, where, because of weather, many older cars are in perfect condition. Such was the case for a 2004 Chevrolet SSR truck, and a 2003 Aston Martin DB7 convertible with a V12 engine.

### *Austin Healey*

I also owned a 1964 Austin Healey, red and black which won awards at British Car Day and the new owner showed my 'old' car in 2019 and won the award for the best Healey overall.

### *The Jaguar Land Rover Company*

To top off my interest in Jaguars, I have also owned two Range Rovers and my wife has owned, over the years, about five and so we have been loyal to the Jaguar/Land Rover tradition.

### *Car Clubs*

My wife, Joyce, and I belong to three car clubs, namely: the OJOA, the Aston Martin Club and the Austin Healey Club.

We value our friendships over the years, and yet, in spite of age, we hope to continue to attend the OJOA yearly Concours d'Elegance which we have attended continuously since 2010, showing 1 or 2 Jaguars at each event.





# WELSH

ENTERPRISES, INC.

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

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

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

Proud supporter of the JCNA



# ZEHR

INSURANCE BROKERS LTD.

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

Scott Smith, CAIB, CRM  
Registered Insurance Broker

Tel: 519-595-8108  
Toll: 1-800-268-0543  
Fax: 519-595-8559  
[www.zehrinsurance.com](http://www.zehrinsurance.com)







The BRASS MONKEY RUN, held on Sunday October 25, was designed as a fund raiser event. Everyone left from the Tim Horton's in Milton, just south of the 401, and ended up at Port Dalhousie (St. Catharines) about 2.5 hours later. It was organized by John Burrows of the MG club, with help from others including a strong recruitment effort by Jaguar member Phil Miller. The prime club behind the effort was the MG club, but invitations went to many British car clubs as well as the Miata and Mercedes clubs.

John was very surprised by the OJOA turnout, given that this was the first year that we were invited. Including significant others, there were at least 14 from the OJOA. At the end, 8 OJOA members stayed to enjoy lunch at the Georges Greek Village restaurant in St Catharines overlooking the Welland Canal. Tony and Josephine's Morgan was the star attraction of the day.

John asked that we let everyone know that a total of \$627 was raised for the Salvation Army ,Georgetown, TOYS FOR TOTS campaign. He hopes to see more of us next year!

## LEAP FROM OUR PAST – 1981

*Recently, many automotive companies have been struggling with declining profits, thanks in part to the enormous costs required to transition from internal combustion to electric engines. Certainly, the pandemic and global politics are also having a negative effect on the corporate bottom line.*

*However, this is not the first time, nor will it be the last time, that car companies need to make difficult decisions just to survive. Jaguar Land Rover specifically is not immune to this reality, as it strives to stem a surge of red ink which some pundits claim may bring about some serious restructuring. The Jaguar marque has survived numerous corporate alignments, especially over the past 54 years.*

*The early 80's was a tumultuous era for the British auto industry. "Jaguar Rover Triumph Inc." was a subsidiary of "BL Ltd.", formerly known as British Leyland. Our "The Ontario Jaguar" newsletter issue of October 1981, carried the official May press release announcement (shown below) detailing significant changes within JRT.*

*Simply stated, this marked the moment when Triumph and Rover ceased to be imported into North America. Jaguar soldiered on within the corporate structure of "Jaguar Rover Triumph Inc.", even though it became the only marque exported to the critical North American market within that conglomerate. In a span of three years from this announcement, Jaguar claimed its independence and became a publicly traded company.*

*Press release pronouncements are highly optimistic by nature and, true to form, this one talks about a rosy future. In looking back almost 40 years though, this memo's glowing prediction didn't miss by much. U.S. Jaguar sales exploded from less than 3000 cars in 1980 to over 24,000 in 1986. The "upcoming" revision of the V12 engine became the "HE" version later in 1981, and the predicted "new" six cylinder engine was launched in 1983 as the 3.6 liter AJ6. For the XJS specifically, these two developments contributed to a long production run. The "all-new sedan" however, took 5 more years for production to finally come to fruition as an XJ6 (XJ40 version).*

Allan Lingelbach

\*\*\*\*\*

### **Correspondence**

LONDON, MAY 12: BL Ltd., England's largest car maker,

today announced the stoppage of car assembly at its plant at Solihull where Rover sedans and Triumph TR7 and TR8 sports cars are made. Rover production will be transferred, by next April, to the BL plant at Cowley near Oxford. TR7, TR8 and Rover production will be discontinued for the American market.

At the same time, BL announced a 209 million dollar, five-year expansion plan for Jaguar Cars.

Stocks of Rovers and Triumphs in the United States are sufficient to last through the end of 1981 at current sales rates. Parts supplies will continue to be maintained.



In Leonia, N. J., Graham W. Whitehead, President of Jaguar Rover Triumph Inc., said "Our company will definitely remain a major factor in the luxury car market in the United States with an expanding volume of Jaguars. Sales are up over 30% for the year to date and we are fortunate in having a strong Jaguar dealer body. Most of our dealers have one or more franchises in addition to JRT and there is no question about their ability to stay in business profitably selling Jaguars."

BL's decision concerning the Solihull plant and three other plants was made to ensure that BL stays on course in its government-funded forward program. BL has stopped Triumph production because of heavy losses worldwide. Despite good reviews, the Rover never achieved the volume necessary to be profitable in its highly competitive U. S. market segment.

In a separate statement, John Egan, Chairman and Chief Executive of Jaguar Cars, said that North America is "our brightest hope, having consistently exceeded sales targets over the past few months". He noted that Jaguar production is increasing for North America and at the same time the company is seeking ways to improve production flow and reduce costs. The Jaguar five-year plan includes the up-coming introduction of a high-economy version of their V-12 engine, a revised XJ-S sports coupe to be on sale in the United States by the end of 1981, new high-efficiency six-cylinder engines and an all-new sedan, code-named XJ-40.

The company is working with the JRT National Dealer Advisory Council to effect a smooth transition to a single line marketing organization.

# Keeping your Jaguar on the road



S·N·G  
**BARRATT**  
GROUP

Call us on +44 (0)1746 765432 (UK) / +1 800 452 4787 (USA) or visit [sngbarratt.com](http://sngbarratt.com)



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

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

Thank You. – Gary Nolan

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

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

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





REQUIREMENTS: Bring your own Picnic Lunches.

Wear Masks and Socially Distance at all times.

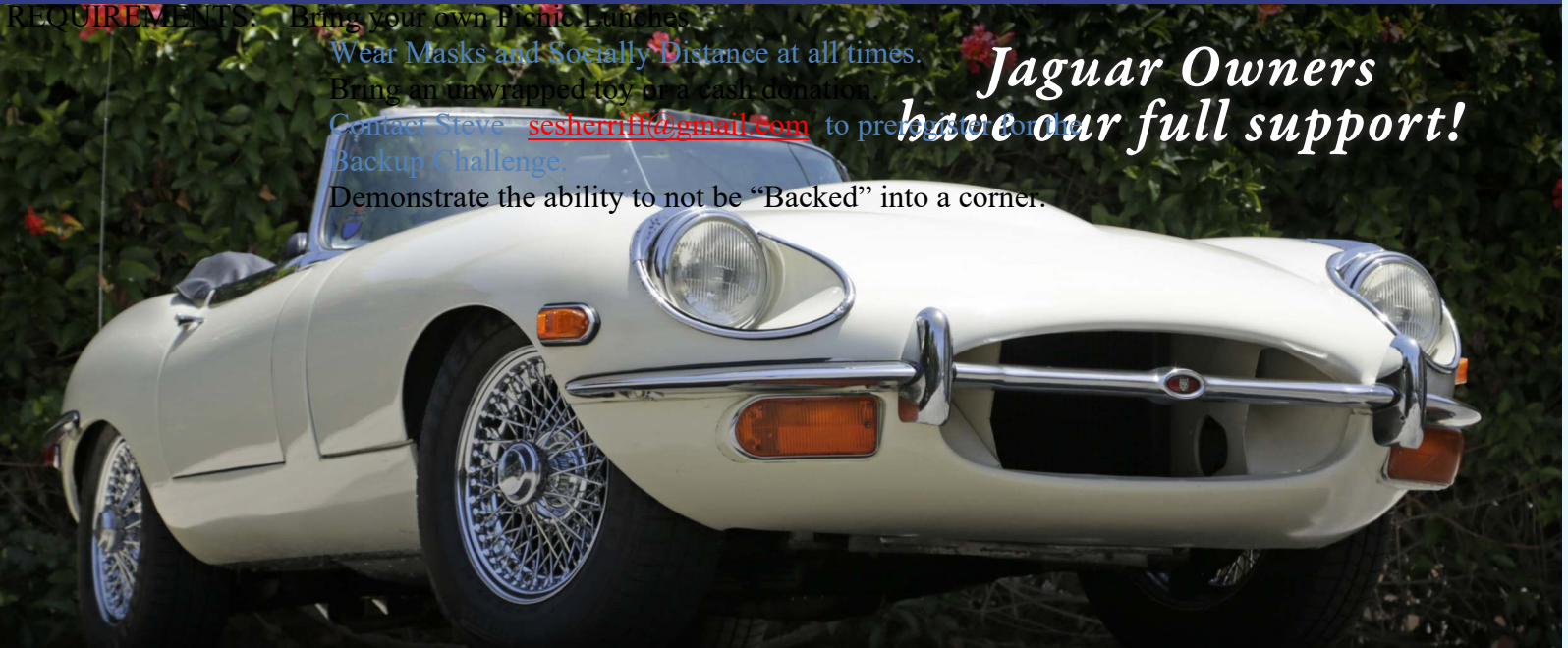
Bring an unwrapped toy or a cash donation.

Contact Steve [sesherriff@gmail.com](mailto:sesherriff@gmail.com) to pre-register for our

Backup Challenge.

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

**Jaguar Owners  
have our full support!**



**CLASSIC  
JAGUAR**

*With Moss Motors' professional sales staff, engineers, technical team, and a long legacy of service, Jaguar owners can expect top-tier parts selection and availability. And with two warehouses, our delivery is fast across the country. **Long live the Jaguar.***

**XK120, 140, 150 / E-Type / Early Saloons / XJ6/XJS / XK8 / Late Models**

**800-444-5247 | [www.XKs.com](http://www.XKs.com) | [parts@XKs.com](mailto:parts@XKs.com)**

## Classic and Antique Oils from Millers Oils

**In Stock Order Online  
Free Shipping In Canada  
(Orders over \$200)**

Ultraray Motorsports  
760 Pacific RD, Unit 2  
Oakville ON L6L 6M5

**1 (866) 720-9866  
[ultraraymotorsports.com](http://ultraraymotorsports.com)**







# CANADA'S GARAGE

## SEASONAL MAINTENANCE CHECKLIST

### Rick Molloy

Well versed in British vehicles

656 Erb St W Waterloo

519-884-1255

canadiantire.erbst@gmail.com

# VINTAGE



CAR CONNECTION

## Antique Automobile Appraisals

Call Allan at (416) 319-3321 or (519) 922-3321

or visit [www.vintagecarconnection.com](http://www.vintagecarconnection.com)



Professional Association of Vehicle Evaluators, Inc.

[trustpave.com](http://trustpave.com)

### PARTING OUT JAGS

S-Type 1960-2004 XJ1,2,3  
 X-Type Rob Laughton XJS  
 MK10 Tel. 905-937-0264 XJ40  
 X-350 Cell. 905-932-0284 X300  
 dadsfarm@computan.on.ca X308

St. Catharines  
**Buy/Sell Parts & Cars**

### Robert Laughton

## Leatherique Canada

Leather Restoration Products  
 388 Lakeshore Road RR#5  
 Niagara on the Lake ON L0S 1J0

tel 905-937-2159  
 fax 905-937-8196

leatheriquecanada@computan.on.ca  
[www.leatheriquecanada.com](http://www.leatheriquecanada.com)



## OJOA LOGOED MUG OFFER

Our Activities Director, Jim McGrath, and his wife Anita, have negotiated with a start-up retailer in their area to supply OJOA logoed mugs for sale.

For example, two mug types: The “Yeti Rambler” retails for \$55, and the “Swig Tumbler” for \$50. Taxes would be additional, but the cost includes our logo etching. Both products are designed for hot and cold beverages, and are dishwasher safe. Plain 20 oz Yeti Ramblers were recently advertised by TSC Stores for \$44.99, so the advertised price is reasonable given the added logo application.

Inquiries, orders, and delivery requirements can be arranged with the McGrath’s by way of their email --- [aneatgirl@hotmail.com](mailto:aneatgirl@hotmail.com). (Neither the McGrath’s nor the OJOA have any financial interests in this offer, and all proceeds go to the retailer.)

For more information about the retailer and **other product options**, please visit [www.scatteredblessings.ca](http://www.scatteredblessings.ca).



## OJOA CLASSIFIED ADS



### 2001 VANDEN PLAS [11-20]

4 Door Sedan  
Really clean condition  
Approx. 225,000 km.  
It will need a few cosmetic fixes but runs and drives great.  
**Price: \$5,000 OBO as is**  
Contact: Jeremy at 519-671-1737  
Email: [atouchorclass97@gmail.com](mailto:atouchorclass97@gmail.com)





### 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 VANDEN PLAS [09-18]

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



### 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





# PARTS FOR SALE



**Parts from a 1971 XKE [10- 20]**

**4 Used Wire Wheels \$50 each  
2 Rossini Rotors Plus Pads in their box**

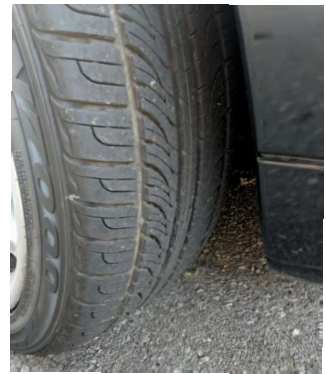
Contact: Chris at 289-675-2289  
Email: [cssorono@yahoo.com](mailto:cssorono@yahoo.com)



**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](mailto:ultimatekstern@hotmail.com)



**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

**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 speed

All photographed

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

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

# JAGUAR PARTS WANTED

## Jaguar 1968 E Type Series 1 1/2 OTS Parts Wanted [06-17]

Roadster Top Front Metal Canopy & Chrome pieces above windows  
Chrome Strip Front & Rear of Roadster Top  
Chrome Hardtop Mounting Brackets  
Door Interior Chrome Strips (4) Series 1 door panels  
Call Jeff Hanning at 416-588-5864  
Email: [jeffery.hanning@gmail.com](mailto:jeffery.hanning@gmail.com)

# JAGUAR ITEMS FOR SALE

## Jaguar F Type 5 Piece Luggage Set [09-20]

Set inspired by Jaguar is designed specifically fit the boot (trunk) space. The set offers ways to carry your luggage, whether it's just for a night, a weekend, a fortnight, on business or with the family. Made from performance wipe clean nylon, metal and leather, this luggage features red interior linings and zipper pulls designed to mimic the actual gearshift of the car itself. Included is a 20 inch and 24 inch suitcase, garment bag, executive briefcase and wash bag.

**The new luggage gift set is offered to OJOA members for \$395.00**

This set is listed on eBay for \$595.00 US. *"S Type" Not Included*

Contact: Ross Hamilton at 519-835-9181  
Email: [hamiltongalleries@rogers.com](mailto:hamiltongalleries@rogers.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,  
Port Perry, ON. L9L 1N7



### 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

Paid by: Cash \_\_\_\_\_ Cheque \_\_\_\_\_ Etransfer \_\_\_\_\_

Cheques payable to: **Ontario Jaguar Owners Assoc.** & Etransfers to: **mikeparry617@gmail.com**

Name (Last) \_\_\_\_\_, First \_\_\_\_\_

Family Member #2 \_\_\_\_\_, First \_\_\_\_\_

Address (No./Street) \_\_\_\_\_

City \_\_\_\_\_ Province \_\_\_\_\_ Postal Code \_\_\_\_\_

Email \_\_\_\_\_ Phone (primary contact) \_\_\_\_\_

### My Jaguar

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

A portion of your fees are forwarded to **Jaguar Clubs of North America (JCNA)** to which we are affiliated as well as more than 50 Jaguar clubs across North America. You will also be receiving your official JCNA membership card and the Journal (The Jaguar Journal).

#### Newsletter – Delivery (check one)

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

#### OJOA Book Interest: Surviving with Grace and Pace

The History of the Ontario Jaguar Owners' Association From 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 enterprises.*

Date \_\_\_\_\_ Signature \_\_\_\_\_

Were you a previous JCNA member? \_\_\_\_\_, JCNA# \_\_\_\_\_, Returning from 2020? \_\_\_\_\_,  
What year did you first join OJOA \_\_\_\_\_



# 2021 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.**

**DRIVING TOURS -Exact Dates TBD**

**May, June, July, September & October**

**OJOA CONCOURS**

**Sunday August 15**

**20TH ANNIVERSARY MOLLY FAMILY POOL PARTY**

**Monday August 2**

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

