



# The Ontario Jaguar

Quarterly Magazine of the Ontario Jaguar Owners' Assoc.

Vol. 32 # 1 Jan - Mar 2021

**CAN'T WAIT TO GET BACK ON THE ROAD AGAIN**



## 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:**

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 7:00 pm. They are held at Symposium Cafe, located at 3305 Dundas St. W., Mississauga, ON. Until Covid restrictions are lifted, meetings are being conducted via ZOOM.

### **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:

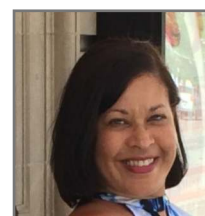
<u>Size of Ad</u>	<u>2 Issues</u>	<u>4 Issues (1 Year)</u>
Business Card	\$ 50	\$ 95
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Full Page	\$180	\$350

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



**DIRECTOR: WEBSITE**

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# The Ontario Jaguar

**Publisher: OJOA**

**Editors: Tracy & Christopher Kailan**

**Contributors: Randy Barber, Gregory Belton,  
Tony Hughes, Allan Lingelbach,  
Jim McGrath, Roy Stevenson**

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## ABOUT THE OJOA

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



### 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)

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*Cover Photo: XJS owned by Randy Barber, see accompanying article on page 7*

**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

As this first issue of The Ontario Jaguar goes to press in late March, we await, with cautious optimism as the province wide rollout of the various Covid-19 vaccines available takes place. In my own family, Pfizer opened the scoring on early shots with my wife Debbie, who is a RN and my 90 year old father.

Undaunted, AstraZeneca potted three unanswered goals with my brother, my sister-in-law and yours truly on the receiving end of the painless jab on Monday the 15th. The only vaccination reaction noted to date is the insatiable desire to get the Jaguar XJS out from within its lair and into the warmth of the sunshine. However, Debbie did note that this may be due to a pre-existing condition!

It seems that this symptom is pervasive throughout our club and amongst some of the general driving population as we have several new members to welcome to the OJOA: Don Dickenson of Ilderton with his F-Type, John & Margaret Foster of Acton with their S-Type, Paul & Chase Hillenaar with their F-Type, Scott & Marilyn Mitton of Cambridge with their XKR, Paul & Martine Shaw of Stayner with their XJS , Gary & Denise Hutcheson of Cambridge with their F-Type and Anthony MacFadyen of Brampton, who is in search of his Holy Grail, an XK 120/140.

As we have not been able to gather for our monthly meetings at the Symposium Restaurant in Mississauga after April 2020, we hope that you have been able to attend our ZOOM meetings of the two past two months where we were thoroughly entertained by Andrew Count of Hagerty and noted journalist and author, Ted Barris, both of whom set the standard for future presentations.

If you were unaware of these presentations, we ask you to look in your junk file as we were notified by some members that they never received the notifications of these meetings. Subsequent investigation did find some of the OJOA emails there. If you did not receive or cannot find these OJOA email notifications, please contact me at my email address contained within this issue and let me know as we are trying to understand how pervasive the problem is.

Your OJOA Board has much planned for 2021, within Provincial Covid protocols, beginning with our first drive on May 30th, and we want you to be there with your beloved Jaguars!

May the Spring and Summer of 2021 be what we all hope it will be as we take to the open roads of Ontario.

Michael E. Parry



## JCNA Mike Cook President's Award

A few issues ago, Mike Parry posted a generous notice informing the membership I had been presented with the JCNA Mike Cook President's Award for 2019.

When I scan through the list of past recipients (two JCNA past presidents, and a predominance of influential JCNA board and administrative members), it's humbling to comprehend how my name managed to surface. That being said, I certainly appreciate the honour, and the encouragement that it brings to my liaison role between the OJOA and the JCNA.

I will continue in that endeavour with enthusiasm for as long as both organizations experience mutual benefits through their association. Hopefully this effort will, in some small way, also raise the awareness and stature of the OJOA within the JCNA family.

It is customary for JCNA to present this award during their annual AGMs. Chalk up another break with tradition, thanks to the pandemic, the award plate was couriered to me, with a much delayed arrival of early 2021.

*Allan Lingelbach*



## OJOA Upcoming Drive

The OJOA would like to announce that our first drive of the year will be '**THE GRAND TOUR**'.

On Sunday May 30<sup>th</sup>, we will drive along the banks of the Grand River leaving from the Cambridge 401 Westbound En Route to the Dunnville, RCAF Museum with a stop at Donn Zver Pottery in Troy.

There will be a driver's meeting at 9:15 am to go over any details and then the drive should start by 9:30 am.

We will continue along the Grand River in Haldimand County with an optional stop in Onondaga. (The price for gas is about 11 cents less per litre, as the stations are on the Six Nations Reservation).

After our time in Dunnville, we end our tour at Shelly's Restaurant in Kohler. The restaurant closes at 1:00 pm but they will privately host our club at 2:00 pm in their converted church which can handle up to 65 people. The cost for lunch will be approximately \$25 per person. Admission to the Dunnville RCAF Museum is free but donations are appreciated.



The total distance of the tour will be approximately 150 km. We hope that you can join us and that Covid-19 protocols will allow this tour to happen.

A reminder email will be sent out closer to the date as we will require a commitment in order to let the restaurant know the number of people to expect.

*Jim McGrath*  
*Activities Director*



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## MY JAGUAR STORY

In the summer of 2017, a friend who owned a 1994 XJS, FINALLY decided to sell it. He was only the second owner and the car had spent over half its life in Texas. He forgot to tell me he was selling, but luckily had mentioned it to my wife, whilst I was on holidays and she was able to let me know.

I immediately called him and said “YES” without any hesitation, as he had a guy coming to look at it in the next two hours. Even though it had high miles on it, it was in great shape and had never been winter driven. Touch wood, I’ve had to do very little to it, except change the rear brakes and get new tires.

I only drive the car from April to October and it has warm winter indoor storage. While it has not won any awards, it seems to be greatly admired. At our 2019 OJOA Concours, I received 93 points for a Daily Driven car and have since touched up several things noted by the judges, since then. I drive approximately 5,000 miles each summer and take part in as many OJOA events as I can. The OJOA, along with my "mechanic" have proven invaluable to me in learning about the "Mark" and appreciating my Jaguar.

Is there any man or boy who doesn't want an XKE? Unfortunately, price and availability has prevented me from owning one so far but my XJS makes me happy.

My wife, Solveig, is less enthusiastic about the entry/exit effort but with my assistance, she comes along for a ride now and again, especially on lovely summer days. I hope to enjoy my Jaguar for many years to come.

*Randy Barber*



Randy's dog Violet "guarding" the XJS



## 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".

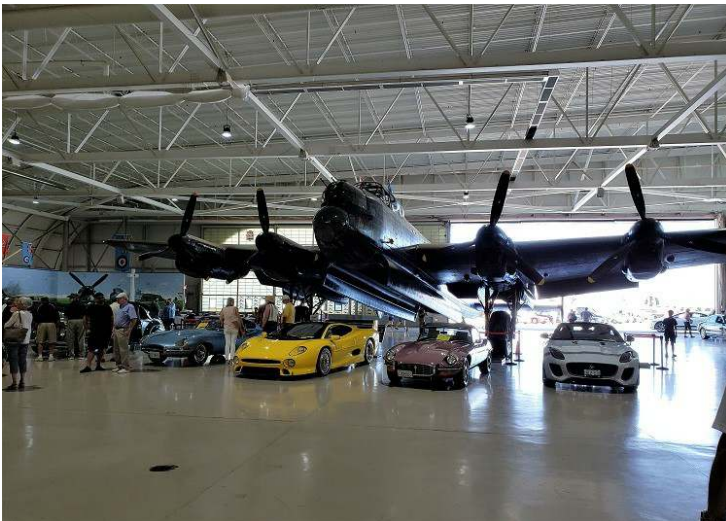
This will be held on Sunday August 15th, 2021.

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 ½ 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







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## RECONFIGURING /RE-ENGINEERING A 1965 MK10 JAGUAR

*I consider myself very fortunate to have been periphally involved in the restoration of the 1965 MK10 undertaken by my friend Rainer Holst. The rebirth of a car that takes me back in time to my early days at Triumph, which I joined in 1963. The MK10 had been in production for a few years prior. Apart from scribing, my role has been to try to procure parts for what is a sixty plus year old vehicle. I hope that you enjoy the process as much as I did. Tony Hughes*

This article is about the rebuilding of a 1965 MK 10 Jaguar. It is termed 'reconfiguring' because with the exception of the body most major items are significantly modified or not original. It is a feat of engineering accomplished by a skilled and very well qualified Tool and Die Maker who went beyond his indentured apprenticeship to obtain a master's degree in his chosen trade. The subject vehicle, car number 1D75332BW, body number 4D50820 is owned by Rainer Holst who also has two other MK10's. One is a 'runner' the other a parts car which will ultimately be stripped and scrapped. All cars are 4.2l versions, what percentage of these cars were originally shipped to Canada? Jaguar Heritage was unable to confirm.

Originally purchased in 2005 the vehicle had three prior owners and had covered some 100,009 miles. When purchased it was in a completely stripped-down condition, many parts in boxes. The body was rust free and required minimal restorative work but as described later, was subject to some minor changes to allow for some of the mechanical changes made. The only visible one is to the wheel arch 'eyebrows'.



### RE-PAINT MK 10

This is, as the car was purchased, the rest of the parts are in boxes.

### PAINTING

Overall the body was in good shape, just some small nicks and dings. As can be seen from the prior photograph all glazing and trim was removed. Prior to paint the body shop corrected the door gaps by adding metal appropriately. The whole body was then given a very hard flattening before the application of body filler to fill all the nicks and dings, thus ensuring a flat surface for paint after a second aggressive flattening.

The original, 1965, color was Opalescent Silver Blue, the new colour chosen was from Jaguars 2003 palette, Indigo Dark Blue metallic, JJX912702.

The underside of the car had been sandblasted, primed, and painted by the previous owner whilst the stripped-down car was on a rotary device to give access to the areas requiring treatment. Rainer subsequently sprayed all of the under-floor areas and the engine bay with a rubberised, asphaltic material.

Externally the only changes to the body was a modification to both rear wheel openings. They were raised 50mm to allow clearance for the revised hubs which include outboard - disc brakes. As shown in the picture on the right.



## BODY INTERIOR

Prior to purchase the seats had been completely reupholstered to a high standard so remain untouched apart from the addition of head rests. With an eye on future occupant safety 3-point seat belts have been installed in both front and rear seat positions. However new carpets have been custom made, on site, to enhance the interior.

Significant improvements in both thermal and acoustic isolation/insulation have been made by the installation of a constrained, visco-elastic polymer layer bonded to the complete floor and firewall areas. This layer is topped with a thin aluminium layer which serves as both a constraining layer, to improve panel damping performance as well as to reflect heat from the saloon. In addition, the whole floor and rear seat areas have been covered in a layer of fibrous felt to both improve acoustics as well as the feel of the custom-made carpeting. The floor carpet is backed with a heavy rubberised layer to improve both carpet stability as well as a noise barrier.

Modifications have been made in the trunk to facilitate the installation of a 38 mm diameter pipe to interconnect the two fuel tanks. This allows for both single and either sided filling of the tanks as well as the use of a single fuel pump to feed the engines fuel injection.

## MECHANICAL CHANGES

### ENGINE

An Oldsmobile 7.4 litre, 375 HP with fuel injection has been installed.

Steel manifolds, two per side, have been fabricated for subsequent coating with ceramic, looks like stainless! They terminate in flanges which then connect to two exhaust systems on each side. Exhausts are stainless steel.



### BRAKES

FRONT: Vented rotors cross drilled and slotted. With four piston calipers.

REAR: Outboard rotors, solid, cross drilled and slotted.

Parking brake foot operated Parking hydraulic. Calipers relocated to rear of the differential for easier servicing access.

### REAR CRADLE

The following pictures taken from front and rear of the cradle clearly show the relocated inboard calipers which allow more clearance for the exhaust pipes, two either side, as well as easier access for servicing them. They also show the enlarged holes either side, again to allow clear access for the exhaust pipes.

REAR VIEW



FRONT VIEW

(Cont'd on pg 13)

# ***New Facility Now Open!***



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**DIFFERENTIAL:** Jaguar XJ-12 ratio 2.84 with Powerlock.

**GEARBOX:** GM 400 Turbo 3 speed.

**WHEELS:** Wire wheels with 15" x 70 x 215 tires.

**SUSPENSION:** New springs and shock absorbers installed at both front and rear. Original specification.

**SEALING:** With the exception of the front door quarter lights, all opening and glazing seals have been replaced. Two complete sets having been obtained from S N G Barratt in the US. This with the second car in mind.

**HEADLIGHTS:** The original 5.5- inch diameter sealed beam units were replaced by 7- inch diameter units,

**STEERING:** Rack and pinion system from a XJ-6 has replaced the original system.

### INTERIOR TRIM

As stated earlier this project is virtually a single -handed effort on the part of Rainer Holst. Initially, he was going to get the carpets and other interior trim parts replaced by professional trimmers. However, apart from laminating materials together he has undertaken all of the work himself. For the headliner and its trim parts use was made of the roof of the third, scrap, car as a jig. A much easier job with the roof upside down on a table rather than continually looking upwards to cut the holes and fabric to size. Laying into a concave surface really expedited the job as well as ensuring accuracy of fit.

The headliner was a matching cloth to the original with a backing of 0.125" of foam. The edge trim parts had a skeleton of 0.125" PVC covered with the foam and headliner material. The sun visors have a skeleton of aluminium instead of the PVC because of their location and potential for heating up from direct sunlight.

These photographs clearly show the 'jig' and the parts being made.



Rainer completed the renovation of this MX10 in time for it's inaugural debut at the 2019 Bronte Creek Car Show.



He is currently working to restore his second MK10. A brand new radiator grill, still in its Jaguar packing, is waiting to be installed. He has plans to modify the rear axle, retrim it and give it a new paint job.



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# LAUGHTER IS THE BEST KIND OF MEDICINE

## LIFE EXPLAINED

On the first day, God created the dog and said, "Sit all day by the door of your house and bark at anyone who comes in or walks past. For this I will give you a life span of twenty years."

The dog said, "That's a long time to be barking. How about only 10 years and I'll give you back the other 10?"

And God said that it was good.

On the second day, God created the monkey and said, "Entertain people, do tricks, and make them laugh. For this, I'll give you a 25 year life span."

The monkey said, "Monkey tricks for 25? That's a pretty long time to perform. How about I give you back 10 like the dog did?"

And God again said that it was good.

On the third day, God created the cow and said, "You must go into the field with the farmer all day long and suffer under the sun, have calves and give milk to support the farmer's family. For this, I will give you a life span of 60 years."

The cow said, "That's kind of a tough life you want me to live for 60 years. How about 20 and I'll give back the other 40?"

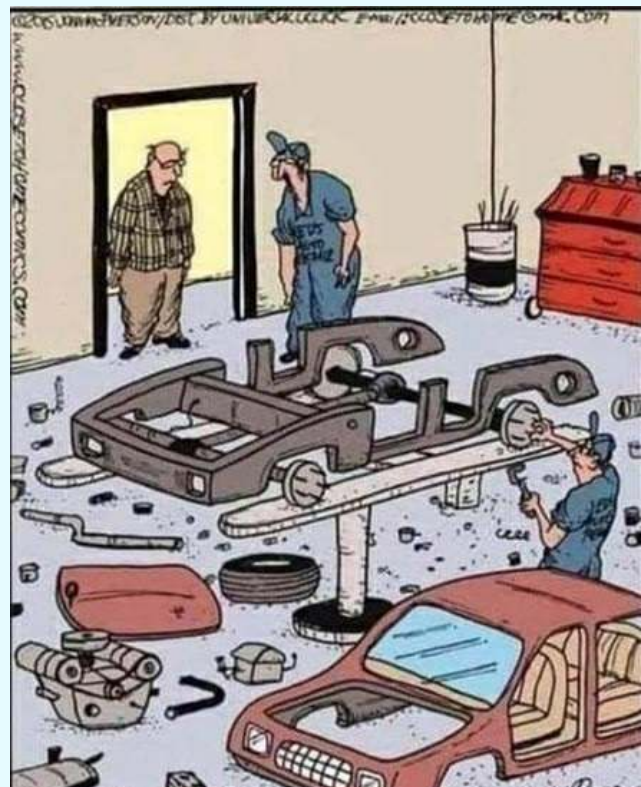
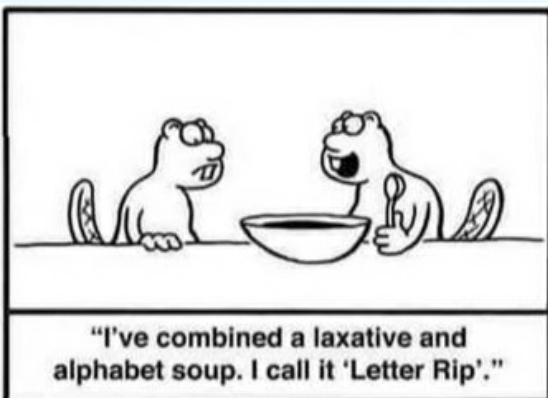
And God agreed it was good.

On the fourth day, God created humans and said, "Eat, sleep, play, marry and enjoy your life. For this, I'll give you 20 years."

But the human said, "Only 20 years? Could you possibly give me my 20, the 40 the cow gave back, the 10 the monkey gave back, and the 10 the dog gave back; that makes 80, okay?"

"Okay," said God, "You asked for it."

So that is why for our first 20 years, we eat, sleep, play and enjoy ourselves. For the next 40 years, we slave in the sun to support our family. For the next 10 years, we do monkey tricks to entertain the grandchildren. And for the last 10 years, we sit on the front porch and bark at everyone.



Turns out, there was a marble in the ashtray....

## ***FEATURED MEMBER - GREG BELTON***



I own a 1959 XK 150 drophead coupe and a 1973 E-type Series 3, both of which I bought and drove in the UK before shipping them to Toronto.

The story and provenance of my well travelled '73 E- type is interesting, I hope you agree.

I first saw this vehicle in an ad placed in the UK publication Classic & Sports Car magazine in April 2019.

The car was owned by a doctor in Switzerland who had done extensive performance upgrades, with most of the original modifications carried out by E-type UK, and subsequently by CKL Historic Cars and Racing in East Sussex, UK.

My understanding is that the owner was now selling the car because he encountered problems registering it in Switzerland due to the modifications that it had received. I assume it did not pass the new stringent omissions guidelines in Switzerland.

What appealed to me was not that this was a concours-ready vehicle but one that I can drive which is fun and very fast. The V 12 E-Type affords effortless cruising with serious performance, and this example has even more of that with upgraded brakes and suspension to match. It was fitted with oversize chrome

wire wheels. The engine has been extensively modified with a 6.9L conversion with fuel injection fitted. It has a Hayward and Scott ceramic coated exhaust system which sounds superb.

Fitted with a five speed Tremec JT5 sport gearbox and 3D electronic injection and ignition system. No expense has been spared on the braking and suspension set up with High Spec Motorsports high-performance brakes and adjustable performance shocks. The bucket seats have been customized to match the original look, while offering excellent support, paired with the correct style MotoLita sports steering wheel.

The vehicle was originally delivered to the USA and first owned in Louisiana in 1973. After several owners, one of whom was in a California, it was purchased and shipped to the UK by it's newest owner a Swiss gentleman.

I called CKL to obtain additional information on the vehicle and was very intrigued. I travel to the UK often and asked if I could place a deposit until such time as I could get over to see the vehicle. At the same time, I wanted to have someone inspect it for me.

As I am a member of the Royal Automobile Club; I called the Club Secretary Miles Wade to ask him if he knew of a Classic car enthusiast who was qualified to complete an inspection and road test for me. I was put in touch by Miles with Michael Quinn, a RAC member who was the Dealer Principal at R A Creamer, the well respected Jaguar Main Dealer for Kensington, London, with three Royal Warrants by virtue of providing vehicles to Her Majesty the Queen and other members of the Royal Family. In addition to his many other qualifications, his passion for Jaguar stems from the fact that he is the grandson of Sir William Lyons, the founder, and Managing Director of Jaguar until his retirement.

Several weeks later I was in the UK and met with Mr. Quinn at the RAC on Pall Mall, where I stay whenever in London. He presented me with a 19-page detailed inspection report with photographs of my vehicle.

With this information in hand I was able to negotiate the rectification of a short list of potential deficiencies. It also gave me confidence in the purchase price I offered. Needless to say, the seller took my offer quite seriously based on who I had inspect the vehicle.





I completed the purchase and asked the dealer if they could hold it for me for 45 days, when I would be back in the UK to participate in a three day Car Tour/rally through the Cotswolds, which ended with a black tie dinner at Windsor Castle.

Six months after the event, my car was featured in a full-page ad in Tatler Magazine for The Duke of Edinburgh's Award, who was the beneficiary of the charity car tour. In the photo, my wife and I are driving up the Long Walk in Windsor Great Park proceeding to a black-tie dinner at Windsor Castle.

Upon completion of the Car Tour which took us through Bicester Heritage, McLaren headquarters and many other classic automobile meccas in the UK, I had the car trailered to the port in Liverpool, places in its own container and shipped to the Port of Montreal and then by train to Toronto.

I had the safety completed and then after having some difficulty getting Service Ontario to transfer ownership and provide me with plates, I had TFX transport it to my winter home in Palm Beach. It was transported back here for the summer.

This vehicle has gone from England in 1973 to Tennessee, eventually to Southern California, back to England, to Zürich, back to England and finally to Toronto, Palm Beach and back again to Toronto.

In 2021, I will ship it back to the UK so that I can participate in a classic car tour which begins and ends in Edinburgh and then in an other classic car tour which begins in Le Touquet, France and ends in Gstaad,





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Date: Feb. 18, 2021

To the Toy Drive Group:

**M. G. Car Club of Toronto  
The Ontario Jaguar Owners Association  
The Signature Series Family  
Jamie Reaume and Staff at the Country Heritage Park**

Greetings to you from The Salvation Army – Georgetown Community Church!

It is with heartfelt gratitude that I take this opportunity to thank you for your generosity to The Salvation Army – Georgetown Community and Family Services' Christmas Toy Distribution 2020.

As you will know, this was a very different kind of Christmas for everyone. It was certainly a very unusual one for us at The Salvation Army, as our ministry to families had to be done in a very different way this year because of the restrictions brought upon us by Covid-19. However, because of your giving hearts (and those of others in the community and beyond), we were able to serve our families-in-need with a plentiful Christmas. With a drive-through method, we were able to give each family toys from their children's "wish list" (shared with us at the time of registration), a gift card to the value of \$100 for each child and a grocery gift card to purchase food for a nice Christmas dinner. In total we helped 91 families, which represented 188 children in our community.

You will remember that the weather was not very favourable on the day of the Car Show, but the turn out was amazing and the donations even more-so. The toys that we received from you filled the greater part of our foyer. We thank you for the generous donation of toys and also for monetary gifts totaling \$2,767.00.

Financial donations at Christmas time also help us to serve families in need throughout the year, through our food bank. This includes gift cards for a local grocery store, actual food items and also the provision of emergency shelter for the homeless in our area, as well as support for other needs as they arise.

Your time, energy and big hearts mean a great deal to us, and we thank you very much for your gift of the above. You can be assured that your donation was and will be used to help those in need right here in Georgetown and in the smaller communities that we support within our catchment area.

Thank you for your partnership in reaching families in need.

*"I thank my God every time I remember you ...  
because of your partnership in the Good News" (Philippians 1:3)*

Sincerely,

Miriam Stevens  
Major/Pastor  
The Salvation Army – Georgetown Community Church



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## Two Jaguars and A Wedding

In early August, I was delighted to receive a call from Liz Kotsamanes, an event planner, who was enquiring about using two saloon Jaguars for a bridal photo shoot for Munaluchi Bridal Magazine. Josephine O'Brien, an acquaintance of Liz, had contacted Mike Parry who suggested my Jaguar XJ's, and I was happy to oblige. At her request, I sent along some photos of my cars to aid in their decision regarding the vehicle's colours. Unsure as to which car would be most suitable, she asked if I would bring both to the photo shoot.

Two days later, my son-in-law, Phil, and I arrived at the Stonehouse in Cambridge for the shoot with my Black Vanden Plas and Green Super 8. Upon arrival, it was decided that they would use the Super 8 since it complimented the bride's dress. Several shots were taken with the groom while waiting for the bride. After a long wait, while the bride and models got their makeup and hair done, they were ready to continue the outdoor portion of the shoot, but the rain had set in. At that point, they chose to move the filming inside in hopes the rain would pass.

Since they had planned the outdoor shots first, there was a further delay for the interior setup. Phil and I went indoors and watched with great interest while the decorators added the final touches, such as stunning flower arrangements to the chapel and tables. It was interesting to observe how much attention to detail was given, and we were impressed by the venue. The lavish decor complete, they were ready to begin shooting indoors. No detail was spared and there was even an artist in place to paint the bride and groom during the mock ceremony. Once they were in place at the altar, they discovered that the groom was missing a wedding ring, at which point I offered my father's wedding band, a memento I never fail to wear.

The rain eased off and we proceeded outside to take some shots of the bride and groom in the backseat of the Super 8. The car's long wheelbase added extra roominess for the bride's dress and several photos were taken, complete with champagne glasses. Outside, the photographer's assistant, Phil, and I held umbrellas over the bride and groom in between the remainder of the exterior shots by the car. The photographers repeatedly stated how impressed they were with the cars and took countless pictures. He had never been up close to one and was impressed by the quality, fit, and finish. Everyone was thankful for our contribution, and a good day was had by all.

*Roy Stevenson*





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## C-Type Replica Builder vs Jaguar Land Rover

We are all aware that copyrights, patents, and trademarks protect intellectual creations, inventions, and branding against unauthorized use or duplication. To ignore these long-standing laws can invite legal repercussions. This reality was recently put to the test in Sweden in a case between a replica C-Type builder and Jaguar Land Rover Limited (JLR).

In early February, this situation became known to me by way of an appeal sent out to Jaguar clubs by a family member of the defendants (Magnussons). As such, the OJOA received a direct request to share the details of this lawsuit with our membership, and for financial support through a GoFundMe program.

In essence, the court sided with JLR in the argument that the C-Type replica in question was a close enough copy of the original Jaguar that it infringed upon its copyright protection established 70 years ago. The Magnussons are now going public with their concern that at least 1500 C-Type replicas and, by extension now through court precedent, all replicas of all brands, may be in jeopardy on a global scale.

The judgement in favour of the plaintiff came down from a Swedish District Court, and part of the verdict is a demand that the defendants must pay £450,000 to JLR to offset their legal fees! This alone is evidence that this case has been waged vigorously on both sides. In addition, the targeted replica Jag, designed and constructed over a nine year span, is subject to destruction. This is a huge emotional and costly levy on its own. The Magnussons plan to appeal this decision to the country's Court of Appeal, and therein lies the need for crowdfunding financial assistance.

The detailed description of this case from the perspective of the defendants can be read on the following link: <https://drive.google.com/file/d/1p7DXZzoVPwpurt2FALrAFPrdtl68PPWi/view> or Google search "Jaguar Land Rover Replica".

However, a more recent open letter by Jaguar Land Rover to the Jaguar community (adjoining page) paints a somewhat different picture, and that is reprinted below. Their implication is that the Magnussons intended to construct a quantity of C-Type replicas for profit, which crosses a line in the opinion of JLR.

The defendants appear motivated to continue the fight, so it's safe to say that the last word has not been heard from the courts. The consequences of this case could be far-reaching.

*Allan Lingelbach*



C-Type: Not the replica from the court case



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## Letter From JLR Addressing The Replica C-Type Court Case

\*\*\*\*\*

To the Jaguar community,

You may have seen a recent news story relating to a C-type replica which portrays Jaguar Cars negatively, after a Swedish court ruled in our favour confirming that the C-type is protected by copyright. We wanted to reassure our customers and loyal enthusiasts that most of this news release was misleading, conjecture or completely untrue. At Jaguar Land Rover we wholeheartedly value our communities' continued support. Importantly, we want to allay any fears amongst the network of enthusiasts that Jaguar Land Rover might pursue individual owners of replica Jaguars and insist upon their destruction. This is not true. We will however, take action to stop businesses using our Intellectual Property illegally for their own profit, as in this case.

The Swedish court's decision in our favour confirms that we were correct to take this case forward. According to the Swedish court, the external shape of the Jaguar C-type is protected by copy right, and this was infringed by a car being built by the defendants' company, the first of six that they planned to build and sell at over Euros 250 thousand each.

At Jaguar Land Rover we understand that original C-types and official continuations are attainable for only a few and would like to be enjoyed by more enthusiasts. We have never, nor would we, take action against private owners of pre-existing individual replica vehicles, nor insist upon the destruction of their cars. In this case Jaguar Land Rover offered the defendants an opportunity to retain their completed replica for private use and enjoyment, however this was declined, and the defendants chose to continue with their plans to make money from our copyright.

The enthusiasm of our fans and the celebration of our heritage is extremely important to Jaguar Land Rover. We will do everything we can to safeguard our heritage and it's to honour this commitment that Jaguar Land Rover Classic was established in 2017. Dedicated to the production, restoration and maintenance of historic models, as well as the manufacture of new parts, Jaguar Land Rover Classic ensures that enthusiasts can enjoy our vehicles long into the future.

Jaguar Land Rover Classic preserve cars of historic significance and collections, we train talented technicians in specialist methods to build and maintain these special vehicles, ensuring traditional skills do not disappear, and work with owner groups around the world. When restrictions are lifted Jaguar Land Rover Classic will once again open the doors of its world class facilities for enthusiasts to enjoy. We thank you for your ongoing support.

Yours sincerely

Dan Pink Director, Jaguar Land Rover Classic on behalf of Jaguar Land Rover



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Thank You. – Gary Nolan



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## Ethanol Blended Gasoline---Yeah or Nay

Ethanol blended gasoline is certainly nothing new on the market. In fact, the Ford Model T used a mixture of ethanol and gasoline in 1908. Even the modern commercial distribution of this concoction through gas stations is now almost 50 years in the rear-view mirror. This was spurred on by the mid 70's oil crisis and the measures taken to stretch a gallon of fuel.

Ethanol by itself, could serve as a fuel in a properly designed engine, but its energy content is substantially lower than what gasoline yields. It would take 1.5 liters of ethanol to release the same energy as 1 liter of gas. Not only that, but ethanol has a higher freezing temperature in relation to gasoline, so cold weather starting in Canada would lead to an unacceptable volume of CAA phone calls.

The solution then was a blend of ethanol and gasoline, the percentage of which was delegated to the provinces to regulate. As of 2020, Ontario mandated the greatest percentage of ethanol in our gas of any province in Canada at 10%. This is about to change as the intention is to gradually raise this to 15% over the next 10 years.

The amount of fuel consumed annually in the province of Ontario is staggering, and the government control over this blend leaves us wide open to intense lobbying by the various parties who stand to gain by their influence. The ethanol used in this application is corn based, and here is a quote by the CEO of the Grain Farmers of Ontario: *“The increase in the ethanol mandate to 15 per cent represents a great opportunity for our farmer-members. Every year Ontario grain farmers produce more corn on existing acres. We are ready to help the ethanol industry meet the demands of this new fuel mandate. We think the government has made the right choice to support this increase and build a more sustainable renewable energy industry for Ontario, and we are looking forward to working together to make this happen.”*

Largely absent from public discussion, however, is what effect this windfall for grain farmers may have on our millions of vehicles, especially our older gems. Given the years that this fuel combo has been on the market, this verdict is well documented, and it is not favourable. Beyond the automobile issue, the benefits versus the disadvantages of corn production for fuel is another discussion that is triggering an ongoing debate. Corn is renewable, oil is not, but considerable quantities of fossil fuels are consumed in the production, transportation, and processing of corn.

Modern engines designed to handle E10 (10% ethanol in gasoline blend) and in fact up to E15, have dominated the roads since about 2001. The upside of this mixture is essentially two-fold....a cheaper way to raise the octane rating of fuel, and benefits to the environment through the use of a renewable energy source.

Premium fuels have octane ratings in the low to mid 90's, whereas E85, an 85% volume of ethanol in gasoline used in specific FlexFuel engines (like my old Chevy Avalanche pick-up), has an octane rating of 105 with a per liter cost less than regular gas. However, don't forget the physics lesson mentioned earlier....ethanol does not contain the same energy as gasoline, so poorer fuel economy offsets much of the cost savings. A discussion about E85 is a moot point for us Ontarians given its unavailability here, but even everyday E10 is an environmentally-friendly way, to cheaply bump octane numbers.

The elephant in the room nonetheless, is what effect does ethanol blends have on older cars, and that is a problem. Ethanol is hygroscopic (absorbs water) and this water separates from the fuel causing corrosion in old metal gas tanks. This hydrocarbon also likes to gnaw on rubber, plastic, cork, and gaskets. These nasty traits are exacerbated in our collector cars that sit idle for long periods, and are not designed with materials that are inert to modern fuels. The submerged fuel pump in my brother's early E-Type was destroyed by the toxic soup that enveloped it.

To add insult to injury, E10 fuel tends to “sour” over a short period of time resulting in all the frustrations inherent with old gas. As the province transitions to E15, these problems will only get worse, especially as fewer gas retailers will offer an alternative. The only solution short of purchasing ethanol fuel treatment additives, is to avoid filling up with blended fuels in the first place.

There is a website called “pure-gas.org” which posts a list of ethanol-free gas stations in the US and Canada. The specific Ontario listing link is <https://www.pure-gas.org/index.jsp?stateprov=ON>. The data on that site is consumer derived, so there is no oversight that guarantees the information. However, it still should represent a helpful resource for the owners of cars from the 80's and before.

Collector car owners are fearful about the future impact that the electrification of our transportation system may have in store for them. And yet today's petrol blend, that they are concerned about losing, is already doing damage to their internal combustion pride and joy investment.

Allan Lingelbach





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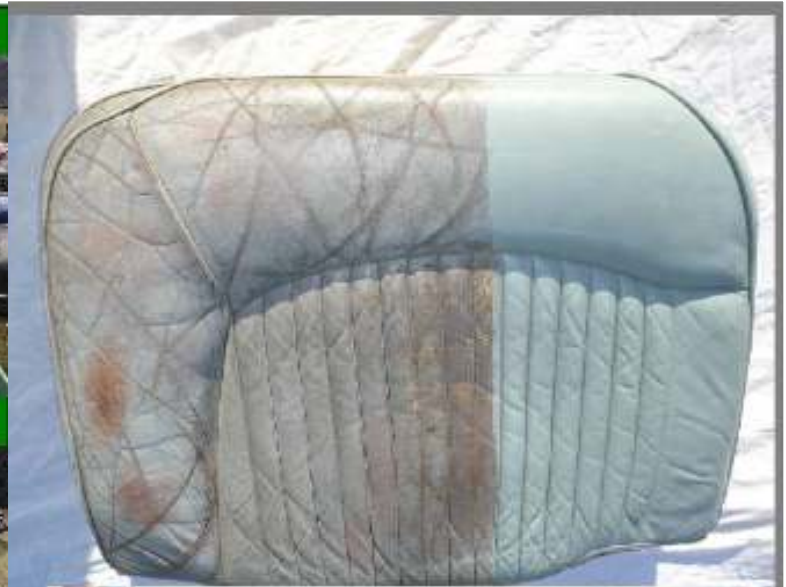
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## 2017 F PACE [03-21]



F Pace Sport Diesel  
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This car is in Mint condition

**Price: \$45,000 OBO**  
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Email: Robert.greaves@fedex.com



## 2008 XKR [03-21]



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This Supercharged car is in Mint condition

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## 1999 XK8 [01-21]



4L V8, 5 Speed Auto  
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Runs great, stored a couple of years, needs  
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### 2004 XJ8 VDP [09-20]



4 Door Sedan  
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[09-20]

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**The new luggage gift set is offered to OJOA members for \$395.00** *This set is listed on eBay for \$595.00 US.*

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Email: [hamiltongalleries@rogers.com](mailto:hamiltongalleries@rogers.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.

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. 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).



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

## Ontario Jaguar Owners Association

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- 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.**

**Although OJOA in person meetings at the Symposium are on hold pending further developments, we continue to meet monthly via ZOOM. Thank you to Andrew Count of Hagerty Insurance for facilitating these meetings.**

## **APRIL 14th: ZOOM MEETING at 7pm\*\***

**Guest Speaker: Dave Lambert  
Canadian Brand Manager for Autoglym Car Care**

*\*\* A FEW NIGHTS PRIOR TO OUR ZOOM MEETINGS A LINK WILL BE SENT TO ALL OF OUR MEMBERS WHO HAVE EMAIL ADDRESSES ON FILE WITH US. IF YOU DON'T RECEIVE IT IN YOUR INBOX, PLEASE CHECK YOUR JUNK MAIL FOLDER.. THE TITLE OF THE EMAIL WILL BE "OJOA EVENTS"*

## **DRIVING TOURS**

**Sunday May 30: The Grand Tour (see pg. 5)  
June, July, September & October: TBD**

## **OJOA CONCOURS**

**Sunday August 15**

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 (JPG OR PNG FORMAT) TO OUR MAGAZINE EDITOR, TRACY KAILAN**

