



The Ontario Jaguar

Quarterly Magazine of the Ontario Jaguar Owners' Association

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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, 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
Quarter Page	\$ 75	\$145
Half Page	\$110	\$215
Full Page	\$180	\$350

Contact Cyril Steinsky at advertising@ojoa.org for information on placing ads.



EDITORS : THE ONTARIO JAGUAR MAGAZINE

Tracy & Christopher Kailan
tkailan@hotmail.com

The Ontario Jaguar

Publisher: OJOA

Editors: Tracy & Christopher Kailan

**Contributors: Tony Hughes, Allan Lingelbach,
Mike Meyer & Richard Smith**

ABOUT THE OJOA

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With a membership of over 130 and growing, we are glad to have you as a member.

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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
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Would you like your Jag to be featured on the cover?

-Send the editor a photo (JPG or PNG) along with a short article about it.

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

We hope that by the time you receive this, our second 2021 issue of the Ontario Jaguar, you will have enjoyed our first social event of the year, namely the Grand Run of June 27th as organized by Jim & Anita McGrath. I know that they spent much time and effort to map out a run that would be of interest to our membership while maintaining ongoing Covid -19 Safety Protocols.

Writing of Covid-19 reminds me of the fact that we have in our Port Perry household received our second shot, I with Astra Zeneca and Debbie with Pfizer. We urge you to do the same as I have had an unscientific observation about the experience. It would appear that Jaguar owners/drivers are spared the ill effects of their second shot. The evidence is anecdotal at best but it is an interesting observation, nevertheless. It would appear that XJS owners seem to have had no side effects whatsoever! Messrs. Kailan, Parry and Sherriff can attest to this fact.

At this time, I would also like to welcome our new members who have joined since April, namely Chris & Christa Harvison of Newmarket with their XJS, Arnaud Majstorovic of Mississauga with his XJS, James Venn of Ancaster with his XK8, Harley Dowdall of Peterborough with his XK8, William Carter of Brampton with his XJ6, Ian Giffen of Uxbridge with his XJ6, Joseph Mingolla & Lia Hone of Cobourg with their XJ8 & XKR, John Crawley of Mississauga with his F-Type, Gord & Norma Campbell of Newmarket with their XK8 and our latest member Ian Gant of Mono with his XF & S Type. I know we all look forward to meeting them in the weeks ahead as the summer driving weather is upon us.

All the best, and always safe driving experiences.

Michael E. Parry

70th Anniversary of the C-Type Sports Car

Jaguar is celebrating the 70th anniversary of the C-Type sports racer by creating a limited production run of new C-Type Continuation cars. These cars will be hand built at Jaguar's Classic Works facility in Coventry, England.

The C-Type, which was originally made between 1951-1953 was famed for its exceptionally fluid shape. It won the gruelling Le Mans 24 Hours on its debut in 1951, scoring the first of Jaguar's seven outright wins at the French endurance race. It went on to win again in 1953.

Eight new C-Type Continuation cars will be built to the specification used in the 1953 car. That car was powered by a 220 horsepower, 3.4 litre inline 6 engine with triple Weber 40DCO3 carburetors and disc brakes. Unlike the original, the Continuation cars can be fitted with a FIA approved Harness Retention System, as they will be eligible for historic racing events.



RICHARD SMITH
OJOA JULY ZOOM MEETING GUEST SPEAKER



**TOPIC: LOOKING FOR CARS IN ALL THE WRONG PLACES
 OR
 CONFESSIONS OF A TRUE CAR-A-HOLIC**

Biography

Richard was born and raised in Montreal and attended Loyola High School and College and ultimately graduated from McGill University with a Master of Science in Biomedical Engineering and the Neurosciences.

He bought a Formula Ford with a friend and began racing at the age of 23: this was the start of a 30 year affair with Race Cars, and high performance driving instruction. He started his automotive odyssey with a 1950 Morris Minor 1000 when he was 14 and then 3 Austin 850s, a Bug Eyed Sprite and an MGB. On graduating from Loyola, he found a series 1 1961 E type convertible but a slipping clutch and copious smoke on startup destined it for new ownership.....quickly

Over 120 cars later, in 2018, two project XK8 cars came and went but the seed had been sown. Both were sold and a 1999 XK8 BRG coupe was unearthed in Winnipeg after the untimely death of its owner. The Estate sale was handled by his grandson, and we negotiated a purchase in late 2019. I flew to Winnipeg in 2020 and picked up my Growler at the airport and immediately drove home to Ontario and there this story begins.....

Overview of the July Zoom Meeting Presentation

Richard will be speaking about the easy, challenging, and unlikely places to look for special interest cars. In addition, he will talk about risk tolerance and risk assessment when buying used cars. Can you live in Ontario and buy a used car in Florida, California or the United Kingdom? Richard suggests that “yes” you can! Yes, there is risk, but it can be minimized and a whole new world of cars is open to us away from where we live.

In terms of background, after his medical work career, he entered the car industry and sold Mercedes, Lexus, and Audis and spent a year as a Used Car manager at a Honda dealership. Richard wants to share the ins and outs of the automotive industry, new and used cars and more especially, trade ins and how to buy new, if indeed you must.

It’s an eye popping visit to the secret world of car sales and he promises all is absolutely NOT what you think it is...

Tune in for the lowdown on life as a car-a-holic.....

DATE: JULY 14th
TIME: 7 PM

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”



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**WE'RE LOOKING FOR A FEW GOOD MEN & WOMEN
TO JUDGE AT OUR CONCOURS D' ELEGANCE.
DO YOU THINK YOU HAVE IT IN YOU?
WELL, COME ON DOWN
AND
JOIN US!**



WHEN: Sunday August 22 at 10 am (rain date August 29)

WHERE: Outdoors at 2206 Fifth Line West, Mississauga (Erin Mills Parkway & QEW)

WHY: In order to be eligible to judge at our September 19 Concours or (space permitting) to simply learn more about our cars.

Lunch will be provided

Pre-registration required by notifying Steve Sherriff sesherriff@gmail.com or (905) 822-7396

Masks and distancing required. Masks optional for those fully vaccinated.

Hands on judging. Guinea pig Jaguars which have flaws are welcome to be 'practice judged' by prearrangement.

FUN: Mandatory!!!

2021 OJOA CONCOURS

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 SEPTEMBER 19, 2021 (NEW DATE)

The CWHM (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).

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

PHOTOS FROM OUR 2019 CONCOURS WHICH WAS ALSO HELD AT THE CWHM





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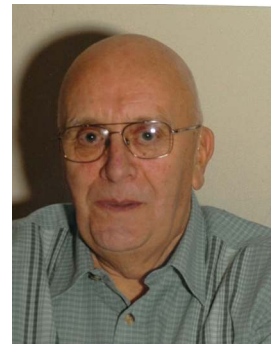
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I would like to introduce you to our guest writer Tony Hughes.

Tony has an extensive automobile background and he has been invited to submit a series of articles on what he knows best -the automotive industry. You might be familiar with Tony from his previous article: "Reconfiguring/Re-Engineering A 1965 MK10 Jaguar", which appeared in the 2021 first quarter issue of The Ontario Jaguar.



AUTOMOTIVE NOISE VIBRATION AND HARSHNESS (NVH)

My name is Tony Hughes and I've spent most of my working life, in the automotive industry. Both on the constructors side as well as the supplier side. I am not sure where the above title came from but suspect it is more North American than British. I will be writing articles rather glibly and simply about what is a complex subject.

I joined Standard-Triumphs Instrumentation Department in the summer of 1963, the Triumph 2000 was about to be launched. I had prior experience in both communication electronics as well as defence industry electronics. It was a time of transition in the electronics industry from valves to semi-conductors.

The group I was joining specialised in the solution of vehicle development problems focused on noise, vibration or early, unexpected component failure using purchased or self-made electronic equipment. Also involved were various transducers such as microphones, accelerometers, strain gauges and stress lacquers. Both vehicle interior noise and exterior noise was a departmental responsibility, at that time multiple International trading blocks had their own procedures and compliance levels. Things are simpler today with one worldwide ISO procedure, just varying levels to deal with. Then it was all about intake and exhaust noise today is largely about tire/road surface contact noise. Special road surfaces having been developed.

Over the next few years, I was involved in virtually ALL aspects of vehicle development and some that really stretched my experience, vehicle safety engineering, unconventional power sources, light emitting diodes, liquid crystals, and electric traction to name a few. I will talk about my time at Triumph and my move to Austin-Morris at Longbridge and touch upon the career move that led me to come to Canada and the building of the first vehicle exterior noise test facility in North America, probably the highlight of my career. This will be achieved via a series of articles if the idea is acceptable to Tracy, your editor. I will include a Triumph reminiscence with this introduction.

I am not unaware of Jaguar and Jaguar personnel. I am a past owner of a 1989 XJS which I gave to my daughter. Also, whilst at Triumph, I attended Electrical Development meetings in Bob Knights office, this in accompaniment with Triumph's chief electrical designer Ted Wood. Derrick Eite, Chief Engineer Electrical from Rover- Group was an attendee as was Jaguar's Chief Electrical guy who's name escapes me. Also attending was Bob's assistant, Jim Randle who I was destined to meet again years later at both, Brown's Lane and much later, after he had retired and was working at Birmingham University. This later meeting was at an 'Alternative Power Supplies' symposium held in the UK, after I came to Canada.

The objective of the regular meeting was to ensure commonization among the various Leyland groups.

I remember Bob Knight as quiet, pipe smoking gentleman. Interestingly I was to meet Sir Alec Issigonis's number two, Jack Daniels, who was similarly a pipe smoking gentleman, quiet and thoughtful. I was struck by the similarity's between the two gentlemen. Jack made Issigonis's ideas work.

Probably the most significant NVH problems relate to resonant behaviour of either the vehicle structure, the drive chain or other major component. The key factor is, that at resonance the amplitude of vibration is significantly increased. I will deal with resonance in its various forms as the basis for my first article, followed by specific vehicle problem tales.

FREQUENCY

The starting point for every investigation, be it noise or vibration, is the determination of the major frequency involved. In a car ALL frequencies relate back to engine rotational frequency.

Through the drive train shaft speeds vary because of the presence of gear trains, ratio's all need to be known to allow for component problem determination.

Engine rotational frequency is easily calculated; $1000 \text{ rpm}/60=16.666 \text{ Hz}$

Firing frequency for a four-cylinder engine is X2 the rotational frequency, for a six -cylinder engine X3 the rotational frequency and for an eight -cylinder engine 4X engine rotational frequency.

Four cylinder engines also have secondary (firing frequency) inertia forces which appear external to the engine and can be a major source of N&V problems. The solution is the addition of extra, balancing components. Subaru are a manufacturer who use the Lanchester Balancer. Its added cost being unacceptable to most vehicle manufacturers.

RESONANCE

Dictionary Definition.

- **The quality of being resonant.**
- **Physics-The increased response of an electrical or mechanical system to a periodic driving force oscillating at the frequency at which the system tends to oscillate naturally.**
- **The intensity of sound, especially of musical tones, by sympathetic vibration.**

Resonance can be useful to us, equally resonant behaviour can result in at best unwanted noise, at worst catastrophic failure and destruction of components, vehicles, or structures.

Use is made of resonance in musical instruments, both wind & string. In wind instruments we generate standing waves on air columns. The classic case is a pipe organ where air is fed via valves & vibrating reeds to large columns, the organ pipes. The tall and large diameter pipes generate the low notes, the high notes being generated in shorter, and smaller diameter pipes. The slide on a trombone, the valves on a cornet change the effective tube length of the instrument thus changing the note being generated. The pipe Brass is commonly used as it is low in internal damping thus is easily resonated. Bells are richness or tone of the sound is due to the material selected for the manufacture of the instrument or excellent examples of devices with low internal damping, brass or bronze, an alloy of brass being commonly used. Similarly, string instruments rely upon dissimilar length, dissimilar diameter, or a combination of both to generate the fundamental frequency, instrument construction contributing to the richness of tone by enabling the generation of harmonics or overtones. A single frequency is very uninteresting as a low frequency boom or gear whine in a vehicle.

In other areas of our lives resonance can be very destructive often resulting in catastrophe, probably the most famous example is the film of the Tacoma Narrows bridge failure. This resulted from wind forces exciting the bridge into a very violent resonance.

A mass flexibly connected to a problem component can be tuned to the same frequency as a problem resonance. Until resonance occurs it vibrates in tune with the component, however at resonance, for both items, the mass goes out of phase by 180 degrees thereby countering the harmful resonant behaviour.

ALL modern car engines make use of this principle in the form of crankshaft dampers. If you look closely at your crankshaft pulley you will see that there is at least one ring of rubber in what is an assembly and NOT solid steel.

I will write about another practical application of this MASS DAMPER system in the future.

BRINGING THE 60's UP TO DATE

In one of those Discovery Channel programs about mega buildings I was absolutely amazed to learn that a SIXTY-TWO TON mass damper had been installed in the upper floors of the "Taipei 101" building which is located in Taiwan. The building was listed as the tallest building in the world until 2010 when it was surpassed by Dubai's Burj Khalifa.

The damper in Taipei 101 is a large egg-shaped mass, flexibly suspended in the hollow centre of the building. Prettied up, it is quite a visual feature in the building. Its purpose is to cancel out the potential destructive effects of wind induced resonance. I would not like to be responsible for the calculations involved in this creation, but it does prove that our solution of forty years ago is still valid today, despite active solutions.

Before and after resonance building and mass move in phase at resonance the mass moves OUT OF PHASE thereby cancelling out the resonant behaviour.

..look out for Tony's article in our next issue entitled "Does Your TR Have A Ding-A-Dong?"

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'Players' who enjoy the experience of the grand old game...pure golfers.

Imagine driving up to the bag drop of the Royal & Ancient Clubhouse of the Old Course at St. Andrews in your finest Jaguar and the attendant says, 'Excellent to see you again Mr. Bond'. Well, we can't quite make that dream come true, but we can come close. Despite the pandemic we are bringing the first ever OJOA Golf Tourney to the first tee of the challenging Royal Woodbine Golf Club in northwest Toronto. Home of arguably the finest finishing hole in the GTA. A day venturing out in our prized cars with clubs in the boot to challenge for the hardware. It will simply be one winning team with the low gross score for the coveted trophy. Imagine being the first to hoist it! A once in a lifetime opportunity. One that can never be taken away. Golf the way it's meant to be. Two venerable entities of tradition meeting on the one stage. Jaguar motor cars and the grand old game of golf. Seems like a natural fit to me!

The outdoor patio area at Royal Woodbine is quite large but social gatherings may be limited under provincial regulations. Therefore, we encourage players to register early to ensure a spot on the patio for the post game scrum of the day's heroics & presentation of the trophy.

The cost is \$105.00* per player including cart and you may sign up in groups of 2,3, 4 or as a single. There will be a designated area in the car park for the Jaguars. (Bring a nice car!)

Tuesday, August 10 with the first tee time at 12 noon
www.royalwoodbine.com

Send your entries to OJOA Member Frank Cairns at frank@torontoboatdecals.com

*\$105.00 is the maximum amount. Depending on the number of players the cost may be reduced but it certainly will not exceed \$105.00. Fee is for golf and cart only.

Food and beverages may be purchased on the patio from Royal Woodbine Golf Club.
There will be a limit of 4 persons to a table.

The 4 Mat

Given the challenge of Royal Woodbine we will be playing a four-person scramble. Every team member hits off the tee and then the best shot is chosen for all to hit from. This process continues until the hole is completed including putts. No minimum of tee shots is required for team members.

It is not a requirement of play to be a member of the OJOA but every team should have at least one member. Assemble your best team. If you happen to be close friends with Corey Connors or Dustin Johnson, do invite them onto your squad. Perhaps we can get them out of their European or Japanese sports cars and into a real car like a Jaguar. Maybe you know someone with a Jaguar who should be a member. Get 'em on your team.

When registering to play please include your name, your home club and your phone number. If you don't have a home club, pick a favourite club you have played that would be lucky to have you as a member!

For those not registering a team of 4 we will top up teams to make foursomes.

PLEASE REGISTER BY MONDAY, JULY 5



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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



Church Lady Typos

The church will host an evening of fine dining, supper entertainment and gracious hostility.

Ladies don't forget the rummage sale. It's a chance to get rid of those things not worth keeping around the house. Bring your husbands.

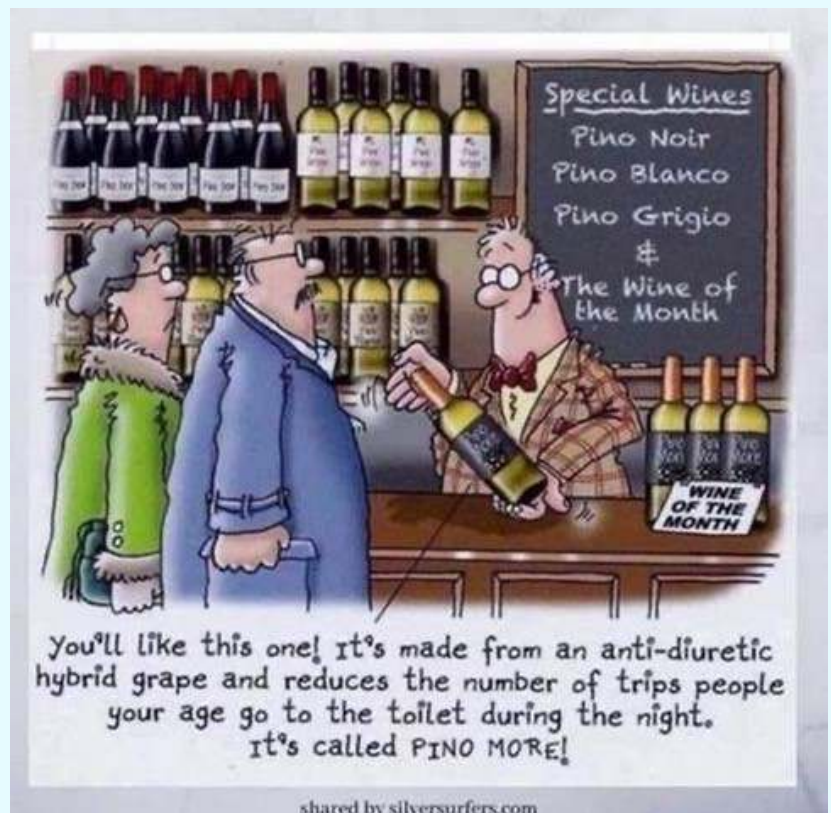
PUNS

The fattest knight at King Arthur's round table was Sir Cumference. He acquired his size from too much pi.

I thought I saw an eye-doctor on an Alaskan island, but it turned out to be an optical Aleutian.

She was only a whisky-maker, but he loved her still.

A rubber-band pistol was confiscated from an algebra class, because it was a weapon of math disruption.





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FEATURED MEMBER - MIKE MEYER, OUR JCNA REPRESENTATIVE



E-Type Story

I bought a Jaguar E-Type after I graduated from college in 1977. Little did I know, that by 1980 I would be in victory lane at Road Atlanta as crew chief of Gran Turismo Jaguar's SCCA C Production Championship winning E-Type.

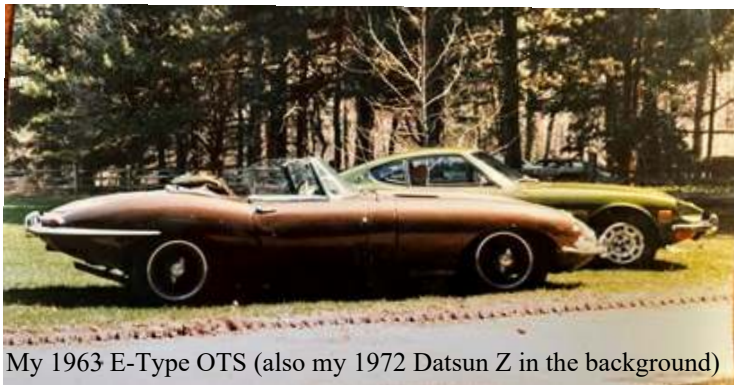
My first E-Type was a 1963 3.8 OTS. The car needed a lot of work and my hunt for parts led me to a small Jaguar dealer in Eastlake, Ohio. The shop had a good parts department and I soon became a regular customer. One day I noticed a race-prepared E-Type in the showroom. I asked one of the owners about the Jag and mentioned that if he ever needed a hand with the race car to let me know. Without skipping a beat, he replied "When can you start?". That chance meeting led to a long friendship with Lou Fidanza that continues to this day.

I could write a book about the long hours, late nights and last-minute scrambles to prepare the Jag for each race. We travelled numerous times to Nelson Ledges, Mid-Ohio, Indianapolis Raceway Park, Watkins Glen and Road Atlanta among others. Each race was an adventure, and I learned a lot about cars, racing, people and life in general.

We participated in the SCCA C Production class. Among the competitors were the factory backed Datsun "Z" cars of Paul Newman, Bob Leitzinger, Logan Blackburn and Jim Fitzgerald. There was also Ken Slagle in his British Leyland backed Triumph TR8 as well as assorted Corvettes and Camaro's. Our 1980 Championship win is a classic David versus Goliath story and was widely reported in many of the automobile magazines of the day.

I went on to own a total of three E-Types over the years. The last being a 1973 Series III V-12 2+2 (my favourite). In 2005, I decided it was time for a more modern Jaguar and bought an XK8 Coupe, which in my mind has a lot of E-Type DNA in its design. After 12 years of ownership, I sold the XK8 to a fellow Jaguar Club of Ohio club member. Currently, I own a "practical" Jaguar, a 2019 F-Pace S.

Mike Meyer



My 1963 E-Type OTS (also my 1972 Datsun Z in the background)



My 1973 Series III E-Type V-12 2+2



My 2001 XK8



My 2019 F-Pace S running a JCNA Slalom

Me, in Victory Lane at the Road Atlanta 1980 Championship



CLASSIC CAR CONCIERGE SERVICE

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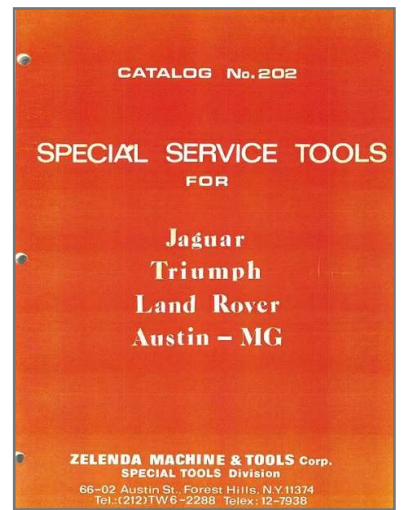
We are not just a business. We are owners and enthusiasts.

info@classicmotorhub.net
301 Rexdale Blvd,
Etobicoke ON
M9W 1R8

CLASSIC CAR PARTS - INTERIOR WORK - DETAILING - CERAMIC COATING - CLASSIC CAR SALES

JAGUAR CLUBS OF NORTH AMERICA TOOL LOAN PROGRAM

My mind and efforts are focused on moving the restoration along. Like any complete car rebuild, progress is slow but steady. There is a logical progression on what order components must be worked on before the next stage can begin. Replacement parts are ordered with enough lead-time that they arrive just as they are needed to keep up the restoration momentum. I'm pleased that almost everything that Jaguar used in the manufacturing of my car is readily available as either an original or an aftermarket item. What could possibly go wrong to derail this project from a fast approaching summer driving season deadline?

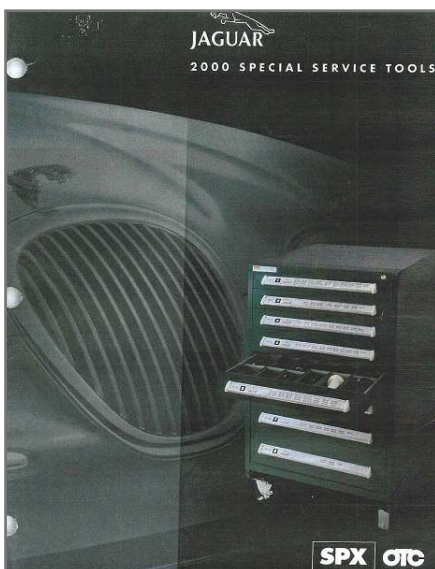


Well...on a particularly optimistic day of accomplishment in the garage, I need to consult page 253 in my E-Type Service Manual for guidance. Reference is made there about the requirement to use a particular Jaguar factory tool. I have encountered those three words before, but I always managed to find something that I owned that I could either cut, or bend, just enough to make for a poor imitation of the required tool. However, this sinister piece of steel was the first of many soon to be encountered that defied homemade duplication. I'm convinced that certain processes were specifically designed by a devious Jaguar engineer in a way that made it impossible to accomplish without the onetime use of a specialty tool.

Of course, this critical item, identified with a Jaguar part number, is no longer available from the factory, and dealers will not loan theirs out... if they even have one. The whole restoration project grinds to a halt for want of an item that does not seem to exist.

This anecdote is a true story and played out many years ago during the rebuild of my '72 E-Type. The delay caused was substantial, and that summer driving season came and went without my Jag seeing the light of day.

For members of the OJOA, which are entitled to all the privileges of Jaguar Clubs of North America (JCNA) affiliation, this scenario need not happen anymore. Over approximately 10 years, JCNA has acquired an incredible collection of factory tools. As a matter of fact, JCNA has built up an inventory such that they were able to open a second tool loan distribution center for the western members. The tool inventory on the JCNA website <https://www.jcna.com/sites/default/files/files/JCNATools%2004162017.pdf> shows over 10 pages with over 60 tools per page!



This came about by way of donations and discounted purchases from individuals and dealerships clearing old stock. Once sufficient inventory was built up, then a tool loan program was implemented.

The inspiration for this program stemmed from a simple goal of helping Jaguar owners keep their cars on the road. Many of the tools are much scarcer than the car components themselves, for which the tools are needed. The ability to rent the necessary item, use it, and then return it for a nominal fee is a huge benefit, both in terms of cost as well as availability.

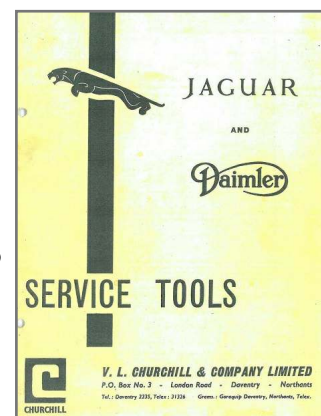
...continued on page 20

The borrowing process itself is quite straight forward. Everything is done online through the JCNA website. They even provide tool catalogues for each Jaguar era, so once you have the tool number from your Service Manual, it's easy to cross reference that tool into the catalogue. The borrower is responsible for the cost of shipping both ways, as well as a refundable security deposit. That's it!

All of the details, as well as the tool catalogues, are on this specific JCNA website:
<https://www.jcna.com/jcna-tool-loan-program-introduction> .

So for all the restorers out there trying to fabricate their own Jaguar factory tools, I've been there.....you have my sympathy. And to make a tool that demands precision or has safety implications, take my advice.....*s l o w l y* step away from the bench, stop cursing, put down the hammer and saw, and take advantage of your OJOA membership to borrow a proper tool! The health of you and your Jaguar may depend on this action.

Allan Lingelbach



MIKE MEYER

Get to Know Our JCNA Rep, Our Featured Member a Little Bit Better

Brief Family Info: Married to Karen for 33 years. Has a daughter named Stephanie and a Golden Retriever named Ginger.

Occupation: Vice President of Engineering/Corporate Pilot, Tomlinson Industries.

Hobbies: Jaguars and spending time at the family cottage in Canada.

Favourite Food: A good steak and a glass of Merlot.

Current Jags Owned: Black 2019 F-Pace S.

Other Cars Currently Owned: 2020 GMC Acadia and 2019 Chevy Traverse.

Favourite Owned Cars: 1973 V-12 Jaguar E-Type 2+2 and 2001 XK8 Coupe.

Dream Car: Jaguar XJ220.

Favourite Car Colour: Black.

Favourite Car Movie: Bullitt with Steve McQueen.

Favourite JCO Event: Any driving event.

If I had a chauffeur, I'd like it to be: Jim Clark-1964 & 1965 Formula One Champion and 1965 Indy 500 winner.

Jaguar Organizations Positions: JCNA VP (2019), JCNA North Central Regional Director (2014 – Present), JCNA Slalom Committee (North Central Rep), Joined Jaguar Club of Ohio in 1985 and has served as newsletter editor, VP, and President

....Mike regularly takes part in our monthly OJOA Zoom meetings & hopefully if our borders open in time, he will be participating in our Concours. Stop by and say 'hello'.



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Thank You. – Gary Nolan



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OJOA CLASSIFIED ADS



2005 S-TYPE [06-21]

4.2L V8
Just under 200K km

Price: \$6,000
Contact: Tim Grant
at 519-943-4268
Email: mailer@bell.net



2004 X-TYPE [04-21]

3.0 LT. AWD, Black
94,000 km, no rust, no accidents,
recent oil change (synthetic)
Everything works including cold air,
one owner, certified.

Price: \$9,000
Contact: Bob Sehn
Email: sehn345@gmail.com



1992 XJS [04-21]

V12 Convertible
99,000 original km
Well maintained with all service
records.
Good running condition
All original, will certify.

Price: \$13,900
Contact: Michael
at 705-242-0390



2005 X-TYPE [03-21]

Rare Grey X-Type Estate Wagon
2.5L 6-cylinder engine, 5-speed manual
140,000 km, leather seats, CD player,
navigation system

Complete maintenance records
Winter and Summer tires.
New front brakes. Certified.
Previous (original) owner British diplomat.

Price: \$2,500
Contact: Norman Shulman
at 416-949-9271
Email: norman.shulman@gmail.com





2017 F PACE [03-21]

F Pace Sport Diesel
Approx. 59,700 km
This car is in Mint condition

Price: \$45,000 OBO
Contact: Bob Greaves at 416-720-5731
Email: Robert.greaves@fedex.com



2008 XKR [03-21]



Rare British Racing Blue/Black
(Blue in Sun and Black in Shade)

Convertible
87,000 km
This Supercharged car is in Mint condition

Price: \$32,000 OBO
Contact: Bob Greaves at 416-720-5731
Email: Robert.greaves@fedex.com



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: atouchofclass97@gmail.com



2004 XJ8 VDP [09-20]



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

Price: \$7,000 negotiable
Contact: Bill at 416-569-8846
(Toronto)
Email: nevashparray@hotmail.com



1992 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 luxurious leather interior, wooden dashboard, sliding sunroof, electric windows, power steering and a stylish Nardi steering wheel. Colour: Oyster

Price: \$17,500

Contact: Ken at 647-385-3034

Email: ken@aalamps.com



2004 VANDEN PLAS [09-19]



In Excellent Condition!!!

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

Price: \$8,500

Call for details, located in Mississauga

Contact: Joan at 647-203-1132

Email Paulkwong22@gmail.com



2000 XK8 CONV [09-19]



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



LOOKING TO PURCHASE

Looking to Purchase a Jaguar Sports Car [10-20]

I am open to any model of E-type, coupe, roadster, 2 plus 2, any Series.

I would be interested also in an XK 120, 140 or 150 again in any configuration.

I am willing to take these vehicles in any condition, from Concours to fixer upper.

I will pay a finder's fee.

Contact: Chris Singhal at 613-894-1141

Email: chris.singhal@gmail.com



PARTS FOR SALE



Several sets of 1996-2004 XK8-XKR **[04-21]**
 Outer Seat Hinge Covers
 Composite Construction and Guaranteed for LIFE
 Available colours: Beige, Carbon Fiber or Paintable Primer

Price : \$50 each or \$90 per pair
Shipping is \$20 flat rate from Collingwood, ON
 Contact: Richard at 705-441-0477
 Email: smith.richard968@gmail.com



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



LOOKING FOR PARTS

I need the following for my 1994 XJS [05 -21]

- 1)A door check for the drivers side door- it looks like a corkscrew steel post that holds the door open in two positions. Without it, the door closes on my leg in a wind!!
- 2)A set of fog lights
- 3)An up and down aerial for the radio
- 4)On the front of the car are three pieces of plastic that protect the underside of the engine attached to the front bumper. I have the two end parts, but the bigger middle piece is missing.

Contact: Randy Barber at 416-919-0023
 Email: Randy.barber1947@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.*

Contact: Ross Hamilton at 519-835-9181

Email: hamiltongalleries@rogers.com



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 enterprise.

Date _____ Signature _____

Were you a previous JCNA member? _____, JCN A# _____, 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.

JULY 14 : ZOOM MEETING at 7pm**

Guest Speaker: Richard Smith

*** 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 July 25 - Details to follow

GOLF TOURNAMENT

**Registration Deadline - Monday July 5
Royal Woodbine Golf Club - Tuesday August 10**

OJOA CONCOURS EVENTS

**Concours Judging School - Sunday August 22
Pre Concours Meet & Greet Dinner - Saturday September 18
CONCOURS d' ELEGANCE - Sunday September 19**

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

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

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

SEND IT ALONG WITH ANY ACCOMPANYING PHOTOS (JPG OR PNG FORMAT) TO OUR MAGAZINE EDITOR, TRACY KAILAN

