



The Ontario Jaguar

Quarterly Magazine of the Ontario Jaguar Owners' Association

Vol. 32 # 3 Jul - Sep 2021

60TH CELEBRATION OF THE CLASSIC E-TYPE



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.

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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
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The Ontario Jaguar

Publisher: OJOA

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ABOUT THE OJOA

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With a membership of over 150 and growing, we are glad to have you as a member.

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 advertising@ojoa.org

WE WANT

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Cover Photo: 1963 E-Type owned by Ken & Lyn Hatton...see article on page 6

Thank you to this issue's contributing photographers: Josephine O'Brien, Anita McGrath, Pete Moffett, Cyril Steinsky & Alec Moore

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

Here we are just a few days after our 53rd OJOA Concoors on September 19th and the thrill of seeing some 65 Jaguars, the largest OJOA gathering of our beloved marque in over 25 years, is still very fresh in our minds. The Jaguars represented included two classic XK120s from the years 1953 and 1954, two XJ220s from 1993 and a dozen XKE's, celebrating the E-Types 60th Anniversary of its world debut with these iconic cats ranging from the years 1963 to 1969. Other notable Jaguars in attendance included the rare Project 7 and Project 8 Jaguars. A brace of MKII's from 1960s as well as a 1968 Daimler were followed by more modern Jaguars like the XJS, XJS TWR, XJR-S, XJ6, XJ8, XK8, XJ12VDP, XK, XKR, XKR-S, S-Type, XF, XKR, XKL-R, XJ50, F-Pace and the 2021 Model Year E-Pace and F-Type Jaguars.

The Canadian Warplane Heritage Museum proved once again to be a most popular venue for our Concoors and Cathy Dowd and her staff did such a great job once again, of exceeding our expectations especially with the challenges of Covid-19 to complicate matters.

The success of this concours was supported by our loyal sponsors- Hagerty Insurance, Keith Smout Ventures, Jaguar Land Rover Waterloo and our newest sponsor, with their fine stable of car care products, Autoglym. Behind the scenes of this 53rd Concoors was a concours core committee of Tracy Kailan, Allan Lingelbach and Chief Judge Steve Sherriff, the latter ably supported by Jenny Baker and of course the 24 JCNA Registered Judges and Apprentices namely Randy Barber, D'Arcy Black, Frank Cairns, Duncan Curd, Nick Dendy, Nauman Farooq, Corey Finkelstein, Richard Gayne, Rob Hutchison, Alexandra and, Brad Marsland, Jim McGrath, Mike Meyer, Barry Moloney, Ben and Eli Mucsi, Roy Pope, Sam & Ross Quigley, Mark Smith, Cyril Steinsky, and Ron Walker. Assisting Mark Smith in the parking of some 45 JCNA Champion, JCNA Special and JCNA Driven judged vehicles within 40 minutes of entry on to the CWHM tarmac were Jim McGrath, James Parry, Hannah ter Weeme, Catherine Parry and Julian Walkowiak.

Lastly, we cannot forget the contribution of the ladies manning the registration and OJOA Regalia desks, Debra Parry, Darlene Preston, Carol Lingelbach and Anita McGrath.

Without the contribution of all these volunteers' time before and the day of our 53rd Concoors, it would not have been the success it in all the metrics that this, our premier OJOA event was.

We hope that all who attended our 53rd Concoors d'Elegance look forward to next year, our 54th, probably to be held in August 2022. Until then, it is my wish that safe driving and travels follow you and your family for the rest of 2021.

Michael E. Parry
2021 OJOA Concoors Chair

Jaguar Classic Celebrates 60 Years of E-Type

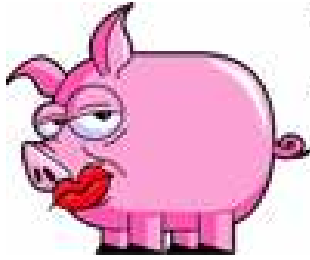
This past March, Jaguar celebrated the 60th Anniversary of the E-Type.

To celebrate this milestone it is creating six limited edition matched pairs of restored 3.8 E-Types.

The 60th Edition specifications includes commemorative detailing and exclusive paint colours, paying tribute to two of the oldest and most famous Jaguar E-Types. The 9600 HP and the 77 RW, which played pivotal roles in the unveiling of the car at its world debut in Geneva, Switzerland in March 1961.

In the 60's the celebrities who owned E-Types included the likes of Frank Sinatra, Steve McQueen, Tony Curtis, Brigitte Bardot and George Harrison to name a few.





LIPSTICK ON A PIG

Avoiding Life's Lemons

*By Maurice Bramhall
of
Bramhall Classic Autos*

Look Under the Car

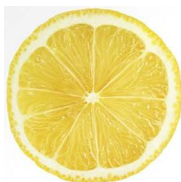
Nothing replaces looking under a car to get a sense of its desirability.

When buying a car, you or your representative should look at the underside for corrosion, leaks or damage. Everything on the underside is expensive to fix and do you want a car that has been allowed to deteriorate in this manner?

My favourite story here is the one where a young guy was sold an old original Mustang convertible. He omitted to look under it to see the tin cans with their labels still on them that were used to fix the floor.

When people are selling a car and I ask them about the underside and can they send me pics of it, it comes as a big surprise. I tell them, get an iPhone or similar, turn on the flash, stick their arm under the car and shoot twenty or thirty pics, out of those there will normally be some useful ones.

An experience I had this week was of being offered a car that was described as very special. Inside it was pristine, same with the engine compartment, great wheels, beautiful colour. The seller didn't seem to understand the drawbacks, two body panels with hard to repair corrosion that would probably give problems matching the paint and they were surprised at my request for underside pictures as the car was "perfect". Perfect included an undercoat application which for many collectors is the kiss of death, "what is it hiding"?



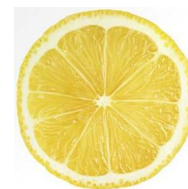
What Do You Learn From A Pre-Purchase Inspection?

When buying a classic car, either modern or old, a pre-purchase inspection is an excellent foundation for long term enjoyment. Knowing what the vehicle needs today to operate safely and enjoyably and knowing what it is going to need in the immediate future, helps you make a decision on whether to buy the car, and also what kind of offer is realistic. A pre-purchase inspection is an excellent tool with which to negotiate the purchase.

It's not unusual that the seller does not know the current condition of the car and what it will cost to recondition it to safe and normal operating condition. This is especially true for vehicles that are being sold by an estate where it may have been sitting for several years. When the person selling the vehicle is a spouse or an inheritor, they often have no knowledge of the true condition of the vehicle and its value.

It's a common situation where the longtime owner of the vehicle often tells his spouse and family members what great condition the car is in and how valuable it is, but, in the true light of day, after they have died or become infirm, the market does not support the owner's opinion.

A pre-purchase inspection along with research of the current market will help in educating both parties to the transaction.



SELL IT OR RESTORE IT

My 1963 Series 1, 3.8 OTS E-Type spent it's first few years in Montreal as a company executive car with it's first owner. It went on to have four more owners bouncing between Quebec and Ontario. I'm pretty sure that it was driven in the shoulder seasons with lots of salt on the ground, especially in Hanmer and North Bay. But more on that later.

I received it as a partial payment for a "job" that a client couldn't pay me for 33 years ago. At the time it was being stored in an old wooden garage that had a partially collapsed roof as well as a family of cats living in it.

Prior to it's garage stay, the last time the car had been on the road was 10 years prior and it was very "weathered", shall we say. I was able to pull it out of its resting place with a winch onto a friend's race car trailer, but as expected it wasn't quite ready to race!

Initially, my intentions was to get it cleaned up and do some minor repairs and drive it. I made some initial repairs, got the engine freed up, replaced the brake lines, repaired some wiring, the distributor and managed to get it running.

Then I test drove it around the block, as it still wasn't certified. It sounded fantastic when it first started, and I'm still hooked on that 6 cylinder XK engine sound. On further inspection of the body my friend and I found severe corrosion and rot in the floor and sills. I later found out that it had been previously repaired four times over 25 years with various "bodging techniques". Not the best but it did keep the car around and out of the wreckers yard.

Having seen this structural issue, I decided that the only way was to completely strip the car and restore it. Many articles and books were read on this procedure, and I started the strip down in my garage. After a partial strip down, the project stalled due to work and family commitments and there it sat for another 17 years.

I got tired of looking at the partially striped car as well as all those numerous boxes and parts everywhere. Finally, comments from my wife to the effect of "it would be nice to get my car into garage" and "sell it or restore it" as she was leaving for a cruise with her two girlfriends, spurred me on.

At that time, I attended the British Car Show and had seen the nice display of E-types. One of the owners made a suggestion to me to contact a shop he knew, to have them look at the bodywork. Once again, the car was winched out of my garage for another trip on a trailer, to the restoration shop. After some initial discussion we decided to completely strip the shell and have a really good look to see what we would have to do. Two weeks later, I received a call from shop saying, "you need to come down here and take a look at this". That sounded very ominous!



Upon arrival at shop, it was an eye opener to see how extensive the corrosion was throughout the shell and the series of patches, filler and welding that had been done over the years to keep this baby rolling. All the other major mechanical components were restorable, but the shell was not, but it was a matching numbers car, so the value was there, so we decided to take the plunge and build a completely new shell on a custom built jig.

We cut the car in half, literally, in a field with a metal saw and kept only the; front bulkhead, trunk lid, rear deck and gas cap flap, that's it. Everything else was junk! At this point, with only these four items left from the bodysell, I thought "Will this car ever be on the road again?"

The story continues, with all the restorable items to be striped and rebuilt by either other shops or myself, I now had to locate and purchase all the parts required from the UK, USA, Europe, and Canada. This process took another three years. We decided to build a show level car with some upgrades, so that it was able to be driven long distances reliably. We also kept it to original Opalescent Silver Blue colour with a Dark Blue interior. As the restoration progressed, I learned more and more about the car and just what an engineering marvel this car was, from 1961 (incredible design) throughout. It was years ahead of its time.

During the rebuild, I had joined the E-Type Club in the UK, run by Philip Porter of Jaguar fame and I was able to get lots of help from owners all over the world. Also, the website: XKEDATA.com was another great source to see what can be done at various points during the rebuild. I also contacted three E-Type shops in the UK and visited a well known E-Type restoration shop in Shropshire to look at some options for enhancements during the rebuild and I was able to purchase some parts from them.

I was also in touch with another E-Type owner in Cornwall who was building a car, 10 chassis numbers ahead of mine from 1963. He also gave me lots of help in restoration & deciding what upgrades to do and what not to do.



The rebuild continued, now four years in. All mechanical components were totally rebuilt, the shell was now finished and ready for prep and paint, so another trailer ride now for the finished shell to my friends paint shop for finishing. This was actually a collision shop, but my friend Larry (the owner) is a classic car guy who has rebuilt many American muscle cars, but he wasn't so sure about this British Jaguar.

We next built a custom rotisserie for the shell, and it was there for another 18 months. While there I did all the prep work before the paint process (I was cheap labour). One good thing was that Larry was an old school car guy who was very experienced in body restorations such as lead filling work which is a lost art. He was able to fill all required seams and panels, as they did for Jaguars back in the day. With the prep and paint process complete we had a brand new finished E-Type bodyshell to work with.

The next step was the complete rebuild and refitting of all the components in the car. These components were spread out between four shops in the area, all of which I had assisted in rebuilding and the refurbishment. I also provided all required parts and materials. At this point, all the E-Type parts suppliers had my credit card on speed dial. There were some hold ups for some obscure parts as basically all smaller parts were replaced during rebuild.

The fully rebuilt and upgraded XK engine was test run with the new custom 5 speed transmission on an engine test bed and it ran for about 3 hours to make sure there no major issues. We then re-installed it as one assembly & everything lined up perfectly -thankfully!

The complete assembly process took another 18 months and then the car was finally ready to go to the trim shop for a new interior. Prior to this, I added insulation to the complete shell for noise deadening and thermal block, also we added some subtle upgrades like; power electric assist steering from Holland, and an electronic ignition system. We also installed new wiring systems throughout and also installed instruments and controls which were rebuilt in the UK.

We finally took the car for its last trailer ride to the trim shop for a full interior refit, which is again an art in itself. Note that if I had tried to do some of this specialist work myself the car would still be "under restoration". The car was finally finished after the interior work was complete and it was totally stunning, it could now be driven. No trailers needed.

The whole process took approx. six years. It was a project with a great learning curve but I'm so happy I embarked on it. The finished car is incredible, and we drive it as much as possible. The one thing that kept me going during this journey, while I was wondering what I had undertaken, was the fact that we had purchased a personnel license plate a few years earlier which I had on the garage wall to keep me enthused. It was named after our first Granddaughter Abigayle and my favourite band from my hometown, The Beatles... hence "**ABI RD 63**".

After those long ago words from the wife "Sell it or Restore it" the restoration was complete. If anyone is thinking of embarking on such a process, I will gladly assist with any information I can help with, on what we did.

Ken & Lyn Hatton



The Grand Tour

It was postponed in April. It was postponed in May, but COVID couldn't hold the OJOA down forever. Finally on Sunday June 27th the Grand Tour was a go.

The run was to start at 9:30 so we arrived at the Cambridge en Route at 8:45 to register our members. We were greeted with a plethora of beautiful Jags raring to hit the road. I'd like to give a special shout out to former director Pete Moffett and his gorgeous E-Type, whom we haven't seen in almost two years.

Our first destination was to Donn Zver Pottery in Troy. Donn and his staff welcomed us with a cold water stand while we waited to be allowed into his studio, five people at a time. It worked out well as it gave us more time to kick tires and reconnect socially.

Our exalted president Mike Parry made a few presentations in the parking lot and then the growls of the exhaust came to life, and it was on to our next destination.

We made a brief stop to purchase petrol in Onandaga, on the Six Nations Reserve and continued along the shores of the Grand River to the R.C.A.F. Museum in Dunnville. Steve Sherriff saw that one of our turns was poorly marked and graciously waited at the corner to point us in the right direction. Thanks Steve.

The curators of the museum were kind enough to open for us and followed all protocols (five people at a time) for our viewing pleasure. Several of our members are very interested and knowledgeable about warplanes. We were forewarned that birds had invaded the hangar and were dropping their 'bombs' all spring.

Our final stop was for lunch at Shelly's Family Dining in Kohler. Although the wind made it a bit difficult to enjoy our meal, the breeze was a relief on this warm day. We had a few draws for some 'Jag Swag'. Mike also had a draw specifically for our seven new members.

I wondered why a Miata pulled into the parking lot, but it turned out that this couple also own a 98 XK8. We may get another new member.

Later that afternoon Mike Parry's Tesla was a victim of a massive bird attack. Fortunately, I as a loyal peon to our illustrious and fearless leader, was commissioned to clean up the aftermath.

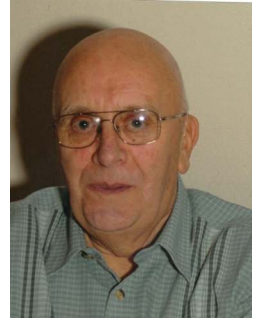
Anita and I would like to thank everyone that came out. We hope that you had a great day.

Jim McGrath



DOES YOUR TR HAVE A DING A DONG?

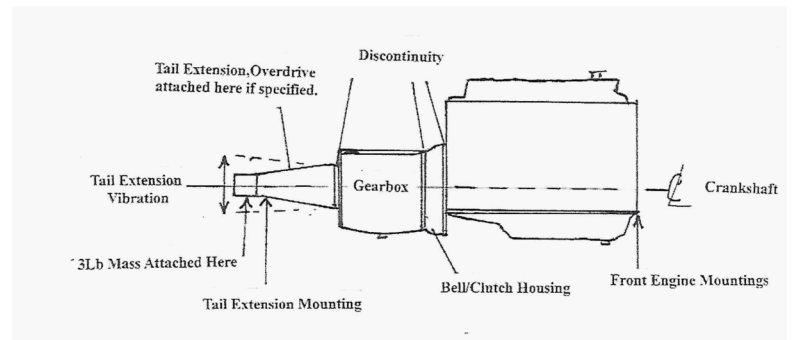
By Tony Hughes



A tale that is both serious and amusing. I am unsure about precisely which TR I am talking about but feel strongly that is the TR4A with its Triumph 2000 derived rear suspension which possibly required drive line changes. The transition from TR3 to TR4 was largely the redesigned body from Giovanni Michelotti in Italy. The wet sleeve four-cylinder Triumph engine was increased in volume to over 2000cc. This engine option was not always taken up in the USA as engine volume dictated which class a car raced in. Also, IRS (Independent Rear Suspension) was not favoured by all, hence through the TR4 and 4A production periods both engine sizes and rear axle arrangements were produced.

The various changes had resulted in a high-level booming noise at 70 mph motorway cruising speed, with an extremely annoying 95Hz frequency.

At first sight the various parts that make up a vehicle's power unit are rugged and strong; they are statically, BUT not dynamically. The cast iron engine block is dowelled and bolted to the cast iron bell housing (flywheel housing) as are the bell housing and cast iron gearbox. Then, either the cast aluminium tail extension or overdrive unit is also bolted. The third support mounting for the engine/gear box assembly was at the rear of the tail extension. The problem car had that tail extension version. Dynamically 'slip' an occur at all of the component junctions.



TRIUMPH TR4/4A ENGINE/GEARBOX ASSEMBLY

The frequency of resonance was accurately determined using frequency analysis equipment and an accelerometer. An accelerometer is a compressed crystal device which is used to measure vibrations.

Before investigating the resonant damper option, a lot of effort went in to try and stiffen up the structure dynamically, the obvious one being the lower unsupported part of the bell housing. None succeeded in reducing the resonant behaviour of the tail extension.

It is worthwhile to note that adding mass, stiffening efforts, to a resonant system changes the characteristics of that system, but not always positively. Extreme care is required.

Calculations determined that a 3-pound mass was required to provide a corrective force to the resonant tail extension. Thus, a cast iron mass was selected with a hole in the centre to accommodate the necessary flexible double sleeved rubber bush. As vehicles varied a fairly wide "tune" had to be achieved. Tuning was carried out on an electro-mechanical vibrator, rather like a speaker, a coil in a magnetic field. A variable frequency oscillator providing the variable frequency energy to the vibrator and an accelerometer to measure the behaviour of the mass. A number of the requisite diameter bushes with a range of rubber or extended polymers were obtained from Dunlop Polymers Metalastic Division. It was then a period of experimentation to determine the correct stiffness and the broadest "tune" polymer. Bushes were drilled to remove rubber to achieve the correct stiffness. Then, it was the selection of flexible medium to get a wide tune. Ultimately, a number of parts were obtained from Metalastic, such that a number of vehicles could be treated successfully.

The resolution was the subject of conversation in the senior staff dining room and a mass damper promised to Quality Engineering to treat a customer's car. Later that day, an engineer from the Quality Department came into our office loudly asking for a 'Ding-A-Dong'. Perplexion all round, until the penny dropped, he wanted a mass damper for a TR. Thus, a name was born.

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.



“Cats Convoy to Cobourg”. **Anatomy of Organizing a Run for the OJOA**

It was mid June 2021 when I got a text from Mike Parry with the idea of organizing a “Run” designed for the eastern GTA. In the past all the Runs had been planned in the western part of the GTA. Mike lamented that we as a group were missing out on potential members from the eastern part of the province due to the distance they had to drive to participate. Mike also felt that this might be a good time to try and organize a Run of this kind, since many members would be happy to get on the road again after having their Jaguars sit idle during the pandemic.

I had never planned such an event before. At first, I was a little overwhelmed. The obvious question was where do I start the drive & where do I finish? My wife Bonnie, a retired teacher was eager for the challenge. We both decided to start the Run in Pickering and conclude the event in Cobourg. We pulled out a road map and plotted our course. We needed to avoid the traffic congestion in Pickering, so the route had to go north. Given that our mandate was the eastern GTA we had to travel east. We finally concluded that we would snake our way north and east to the town of Hastings, then wrap around the southern edge of Rice Lake on our way to Cobourg. Our journey would take us up and over the Oak Ridge Moraine, over the drumlins towards Cavan and allow us some pretty lake vistas. The route provided us the opportunity to drive through several unique hamlets along the way. It was also imperative that the roads were all hard surfaced, vitally important as some of the automobiles in our group are worth many thousands of dollars and all are very well maintained. Bonnie and I mapped out a route. Next, we followed the route on Goggle Maps. Our next step was to type up the instructions being cognizant of road names, directions and specific landmarks. Finally, we were ready to do the test drive.

We carefully documented the kilometres readings between each turn and made modifications when necessary. We encountered some construction delays and asked the road crews when the construction would be completed. We were assured that all resurfacing would be done well before the planned date of July 25, 2021. I even tried to recruit a new member. One of the sign bearers forcing us to stop and wait struck up a conversation as I pulled up in our XKR-S. Turns out this gentleman was an owner of a Ultimate Black 2011 Jaguar XFR. I handed him my OJOA business card and invited him to check out our website. The initial drive took nearly 4 hours as we made a few wrong turns along the way. When we arrived in Cobourg, we spotted a lovely Pub just south of the 401, and to our delight it was a British themed establishment. Bonnie and I decided that this would be a perfect place to end the Run. It offered a tent to house the group in the event of inclement weather, lots of free parking and the variety of menu items included British favourites like Fish & Chips and a Guinness meat pie. We decided to have a bite there after our journey and were suitably impressed.

I followed up our visit with a phone call to the General Manager of the Restaurant and was very impressed with his cordial reception. Brad Willcocks not only welcomed our visit but offered to affix the OJOA logo to the pre-order menus he provided. All we needed to do was send them in prior to our “Drive” and he and his staff would look after the rest. They even allowed us to park in a parking lot reserved just for our “Cats” Amazing!

Mike and Debbie Parry offered to drive the Run one more time with Bonnie and I in the back seat (in a Tesla no less) a week prior to the run to ensure the instructions were clear and that all construction along the route was complete. The scavenger hunt questions and answers were verified at this time as well. The final draft of the route instructions were finally ready for distribution.

Well July 25th arrived. All the hours of planning and answering member’s questions were over. 25 cars and 49 participants met at 9:15 am at Brock Rd. and 401 to commence the “Cats Convoy to Cobourg”. It began as a very cloudy, hazy day, but as we approached the town of Hastings the sun broke through affording all who attended wonderful views of Rice Lake from the south shore. Lunch was served in a very efficient manner and speeches followed. Prizes (generously donated by Lakeridge Jaguar) were awarded to the winner of the Scavenger Hunt who successfully answered 11 of the 12 questions correctly. The remainder of the prizes were awarded by selecting names from all who attended. Seven lucky participants walked away with either a “Jaguar Logo” water bottle or a Cap plus a key chain. The Mayor of Cobourg, John Henderson (a new member to the OJOA) spoke to the group and welcomed us all to the fine City he represents. The festivities concluded at around 2:30 pm when Mike Parry wished all members a safe drive home.

Cyril Steinsky






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First Ever OJOA Golf Tourney Is In The Books!

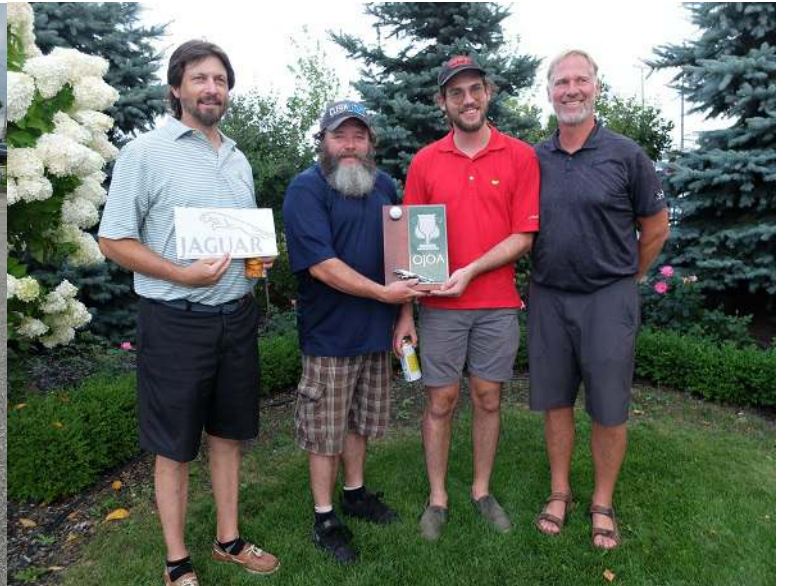
In the days leading up to the Tourney every weather source was predicting rain and pestilence of biblical proportion. This did not deter the 28 golfers from descending on the Royal Woodbine Golf Club on Tuesday, August 10th. Those challenging for the trophy came from Cambridge, Guelph, Port Perry and also one from Selkirk, Ontario which I have yet to look up where it is, but I understand it is far. You will notice that the pictures have a lack of sunshine. Very simple, there just wasn't much of it!

The speculation as to who would win was far outweighed by whether it would be a wash of rain. Turns out there was just one downpour for a few minutes. Everyone got their game in. It came down to a battle between a group from the Whistle Bear Club in Cambridge and the group from Savannah Links also in Cambridge. The first Cambridge squad was led by Chase Hillenaar with members Tristan Peacock, Jack McFarlane and Ben McFarlane who were stroke for stroke with Ralph Rosseutscher and his playing partners Konnor Rosseutscher, John Elliott and Peter Bohlender. Both squads posted 9 under with spectacular play. In the event of a tie one formula to determine the winners is which squad reached 9 under first. After agreement among several it was decided to use that format giving the Tourney to Ralph Rosseutscher's group. Congratulations lads!

There was only one suspicion of foul play. According to President Mike Parry and his group including Steve Sherriff and Nick Dendy, they were somehow unable to find the 7th hole. Sounds innocent enough until you find out that the 4th member of the team, Julian Walkowiak, the ace of the squad, had played Royal Woodbine 5 times in 2020. Hmm. Having played this club many, many times I'm not sure how you could make your way from the 6th green to the 8th tee without wondering what green they were passing by. Plus, a simple glance at the scorecard at the 8th tee would clearly show that the 350 yard plus hole was not a simple 8 iron to a 135 yard pin. Knowingly or unknowingly, they discovered their card was messed up with a hole missing. They did go back to play it but thankfully it was not a factor in the final scoring.

Great day for the start of what could very well be an annual event.

Frank Cairns



THE WINNING TEAM

Left to Right:

**Peter Bohlender, John Elliott,
Konnor Rosseutscher and
Ralph Rosseutscher**

BRASS MONKEY RUN

The Brass Monkey Run, organized by the MG Club of Toronto will be held on Sunday October 17.

Members of the OJOA have been invited to participate.

The goal of this event is to raise funds/gifts for The Georgetown Salvation Army "Toys for Tots" program.



PHOTOS FROM OUR COMBINED
CONCOURS JUDGING SCHOOL
& TONY'S
BIRTHDAY CELEBRATION



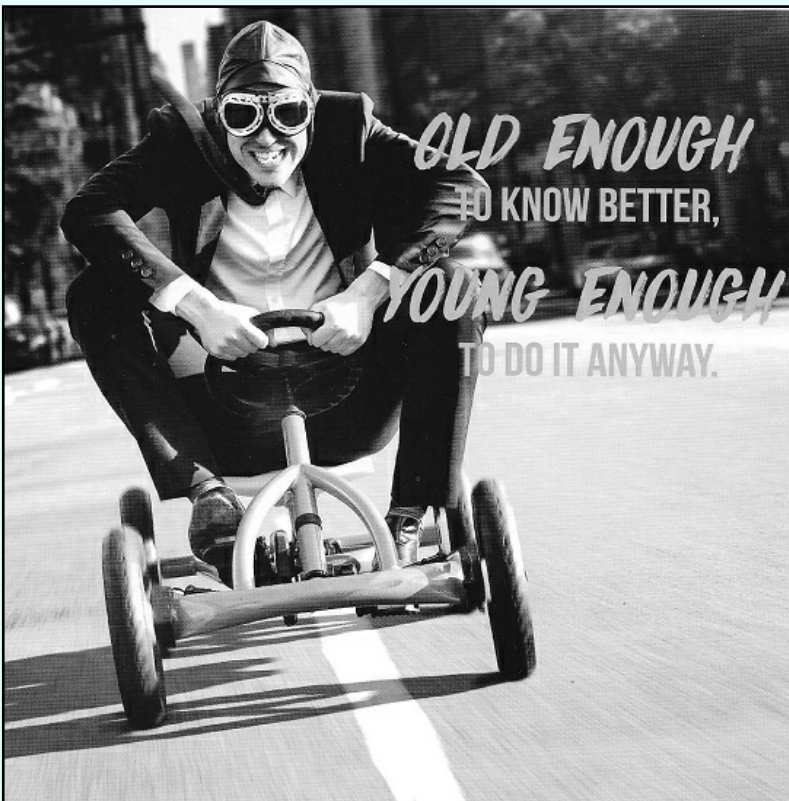
LAUGHTER IS THE BEST KIND OF MEDICINE

Never Squat With Your Spurs On

Will Rogers, who died in a 1935 plane crash in Alaska with bush pilot Wiley Post, was one of the greatest political country/cowboy sages that America has ever known.

Some of his sayings:

1. Never slap a man who's chewing tobacco.
2. Never kick a cow chip on a hot day.
3. There are two theories to arguing with a woman. Neither works.
4. Never miss a good chance to shut up.
5. Always drink upstream from the herd.
6. If you find yourself in a hole, stop digging.
7. The quickest way to double your money is to fold it and put it back into your pocket.
8. There are three kinds of men: The ones that learn by reading. The few who learn by observation. The rest of them have to pee on the electric fence and find out for themselves.
9. Good judgment comes from experience, and a lot of that comes from bad judgment.
10. If you're riding' ahead of the herd, take a look back every now and then to make sure it's still there.
11. Lettin' the cat outta the bag is a whole lot easier'n puttin' it back.
12. After eating an entire bull, a mountain lion felt so good he started roaring. He kept it up until a hunter came along and shot him. **The moral** : When you're full of bull, keep your mouth shut.



SENIOR DRIVING

As a senior citizen was driving down the motorway, his car phone rang. Answering, he heard his wife's voice urgently warning him, "Vernon, I just heard on the news that there's a car going the wrong way on M25. Please be careful!"

"Hell," said Vernon, "It's not just one car. It's hundreds of them!"

PUNS

No matter how much you push the envelope, it'll still be stationery.

Two hats were hanging on a hat rack in the hallway. One hat said to the other: 'You stay here; I'll go on a head.'

Two voyagers sitting in a kayak were chilly, so they lit a fire in the craft. Unsurprisingly it sank, proving once again that you can't have your kayak and heat it too.

Two silk worms had a race. They ended up in a tie.

New Facility Now Open!



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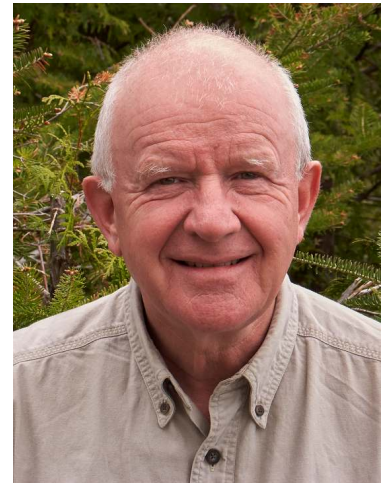
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BILL CAUFEILD-BROWNE - *FEATURED MEMBER*

In the Spring of 2019, I took delivery of my long-awaited Jaguar I-Pace BEV400. I had ordered it in August of 2018 when I decided it was time to go electric and do a little to cut down on the use of fossil fuels. You might wonder why I didn't settle on a Tesla, clearly the leader in battery electric cars at the time.

The reasons were several. First was sentimental; I worked for a Jaguar dealership in Kingston-upon-Thames for about five months in 1965 as my wife and I were awaiting our papers to come to Canada. My job was mostly parking cars and being a gofer for the mechanics, but it was enough to install an appreciation for the marque. While a Jaguar was clearly out of financial reach for a recently minted university graduate, I did hanker after a used 3.4 saloon. Little point in acquiring it when I was about to leave the country (even if I'd had the money) so I stuck with my Triumph Mayflower "razor edge" saloon, purchased for 30 pounds sterling, of which I was probably the fifth or sixth owner. At least it had real leather upholstery!



It was over a decade later that I finally bought a two-year old 1976 XJ6. I loved the car and my stint working with mechanics became quite useful in maintaining - and fixing - it. The only irritant was the ticking noise that sounded like tappets but was actually the steel cylinder liners moving slightly inside the aluminium block. It got fixed with judicious application of set screws. That car remains in my memory as one of the best combinations of ride and handling that I now know is a characteristic of Jags. I only gave it up when I graduated to a company car and began a long affair with BMWs.

That ride/handling combo is the second reason I didn't go with Tesla. The ones I drove just didn't have the precise "glued to the road" feel of the I-Pace. Plus, a bunch of other reasons - adjustable air suspension for rough road travel being one. I don't generally go truly off-road, but I do explore some pretty rough terrain where the ability to increase road clearance is comforting. And I'm afraid I'm traditional enough to like a real cockpit rather than a computer screen. Call me an old fogey.

Finally, the styling, fit and finish of the I-Pace is very attractive to my eyes - whereas the Tesla's I've tested just did not appeal. One of my friends described the interior as resembling his grandmother's vintage Toyota. But I'm not knocking Tesla overall - they remain the technological leader and have an enviable network of recharging stations.

So what about my I-Pace? She (Kat) now has over 22,000 kms under her belt, which is somewhat less than I'd normally drive because of our pandemic lock downs. There have been no driving issues of any kind - the car has performed perfectly. Quiet and supple, great road holding, and acceleration that makes me dizzy. (What do you expect from 398 hp?) I like the one-pedal driving that electric cars afford you. The brakes are rarely used more than to hold the car stationary.

The various screens can be a bit laggy when employed, but thanks to updates over the air, they're much improved from the originals. The navigation system works well enough but can be irritating in that it will alter your route to include charging stations if it thinks you need to recharge - even though you're going to someone's home which has a charger. Fortunately, I eventually found this feature can be turned off.

Complaints? I said there were no driving issues, but there was one major irritant - the front passenger door would not open from the inside. It was fixed under warranty, but shortly gave up again. Thanks to lock downs that prevented me from returning to the dealer in London, I had to spend many months being gallant and getting out to open my wife's door for her. Our friends were very impressed with my gentlemanly behaviour but I was not - especially on a cold and snowy winter's day. It has now been corrected again and I'm assured that this fix will never fail! So far, so good.

There have been no expenses as the warranty covers everything for four years. No oil changes or other mechanical servicing of course - just checking brake and battery coolant levels.

The elephant in the room with BEVs, is of course, range. I think this one of the most misunderstood issues. There are hundreds of charging stations in Ontario alone. For example, two years ago there were only a couple of public chargers on the Saugeen Bruce Peninsula where I live. Today there are seven that I know of in Tobermory alone and 16 on the Peninsula - with another 20 or so planned. These are both Tesla and J1772 stations. Still, one has to plan ahead for long journeys - the reward is that often fuel is free.

I travelled from Tobermory to Pelee Island last year, a round trip of nearly 1,000 kms. By topping up at tourist bureaus and chambers of commerce while we ate lunch and staying at hotels with overnight charging, our total cost was... zero. That's cheating a little because 6 years ago I installed a 10 kw solar array to power my home. This means I charge at home for free.

Kat's summer range is around 430 kms; the best I've had is 450 kms with a powerful following wind! Just like ICE cars, driving style is everything. Because I don't live anywhere near a freeway, I rarely (and never legally) cruise at more than 100 kms/hr. Winter range is roughly 340 kms, but even that is enough for me to drive to Toronto or London without stopping. A good lunch in downtown Toronto while the car is plugged into a high speed charger gives enough to juice for the journey home.

So, a couple of things I've learned: you can beat most everybody in a stop-light drag race, not that I'd ever do that, of course, but seeing the Porsche in your rear view mirror until you reach the speed limit is fun. Or so I'm told....

But seriously, planning a long trip carefully pays off. Carrying a Tesla Tap that enables you to plug into the Tesla network's regular chargers gives some peace of mind, though J1772 level 2 chargers are now so ubiquitous that I've only ever used it once. Joining the Charge Hub and Flo organizations makes plugging in easy. Leaving a card on your dash with your cell number on it is courteous if you're plugged into the only charger available, so a new arrival can ask you to move on if you're sufficiently charged.

Most of all I've learned that Kat is the best car I've ever owned and that I'll never buy another ICE car. I know the era of free charging will taper off as EVs become widespread, but here in Ontario you'll have the compensation of knowing the hydro you buy isn't generated by fossil fuels.

And - it is a Jaguar!



*The 2021 "OJOA" Ontario Jaguar Owner's Association Concours...
The 1953 Jaguar XK120SE Mishap Story; "Don't ever let them see you crying."*

Jaguars have been part of my life since I was 7 years old when my mother used to drive me to school in her 1960 Old English White/Red interior XK150 3.8 Liter Coupe with automatic transmission.

Even back then when the car was brand new it looked "Olde" when compared to the other Circa 1960 cars on the road, but I was intrigued by the little tell-tale red plastic light indicator lens atop the forward parking light nacelles which illuminated when the lights were on and the multiplicitous soft round congruous curves of the all the exterior surfaces.

When I saw a Black with Red interior and Black wire wheel Model Year 1953 Jaguar XK120 SE 3.4 liter, open two seater, left hand drive manual, on offer from my trusted classic car dealer of the last 30+ years, Bill Noon of Symbolic in California with its "as born" colours, matching numbers and a fully sorted fresh five year restoration starting with a rust free, undamaged, one owner, California black plate car I thought it would make the perfect 42nd anniversary gift for my wife Julia.

So, on June 7, 2021, I purchased "Our" car which came off the production line in Coventry, England on 22/12/1952, dispatched from the factory 31/12/1952 and delivered to Charles H. Hornburg Jr. the first Jaguar Importer/Dealer from the Hornburg Dealership at 9176 W. Sunset Blvd. in Los Angeles, USA where it lived its life for the first 13 years in Los Angeles with it's first owner Alan Auerbach.

I did some investigation into the history of the car and found that I was only the fourth owner. The second owner was a WWII 8th Air Force bomber pilot stationed in England during the war who flew 25 plus missions. He changed the as born colour to "Opalescent Blue". He only passed away three years and it was he who placed the original 8th Air Force window sticker on the passenger side that some of you may have seen during the Concours. The owner previous to me, never drove the car an inch during his time with it.

Unlike the coin toss between Clark Gable and publisher Hastings Harcourt that Gable won, allowing him to purchase the first Jaguar available in the United State I had to send Bill Noon a wire transfer to pay for "our" car which arrived at our Garajmahal in Toronto August 2021.

We gave it a few local runs to dinner and to my mother and mother in law's home to ensure all was sound and it was the centrepiece of our birthday celebration party for Julia at our home. Tony Burgess a member of the OJOA saw it at Scaramouche restaurant and he called me to invite us to compete at the concours in Hamilton. He offered to help arrange transportation in covered trailer, but I did not wish to impose.

Having driven it about 100 km to date I realised that with its period correct OEM spec 16" bias ply tires that you needed two postal codes to drive this car. One for the lane you thought you were travelling in and one for the lane the bias ply tires chose by following any and all longitudinal depressions in the road. You could not white knuckle "man handle" the large four spoke, back Bakelite steering wheel you just had to go along for the "ride" and hope that the grooves did not throw you into the curb or worse the oncoming lane.

I had a laser focus on the cone shaped steering wheel horn button with its Jaguar "leaper" imbedded in clear plastic as it was very reminiscent of the cone shaped horn button in Sammy Davis Junior's 1955 Cadillac that poked out his eye. I was also laser focused on the temperature gauge on our test drives because I discovered if you came to rest or were caught in traffic for more than 5 minutes the engine temperature steadily rose to its outer limit.

Turns out, its common knowledge that the XK120SE needs to keep moving to remain a "cool cat" due to its delicate, narrow grille, small radiator, anemic fan and high output. Accordingly, planning the 1-1/2 hour drive to the Warplane Heritage Museum along three King's Highways seemed to make little common sense. I was definitely going to be sensible and have it towed.

Upon awakening at 4 am, I learned that after three months of work, the Arc de Triomphe was to be surrounded by 400 tons of metal beams, wrapped by a team of 90 daring climbers and 25,000 square meters of shimmering silver fabric and red ropes and only remain wrapped for only 16 days, a vision six decades in the making and a tribute to late Bulgarian artist Christo and his late wife Jean Claude at a cost of \$16,000,000.00 US, and funded by the sale of his art. I said to myself, if they can do something that crazy and nonsensical as a tribute, I too can at the very least do my part for lifting the spirits of mankind by performing a passionate meaningless act. The link below shows that project. It is all about passion, not practicality nor purpose.

<https://www.cnn.com/style/amp/christo-arc-de-triomphe-wrapped-completed/index.html>

“Life should not be a journey to the grave with the intention of arriving safely in an attractive and well preserved body, but rather to skid in sideways, chocolate in one hand, champagne in the other, body thoroughly used up, totally worn out and screaming “WOO HOO, what a ride!!!” - Jools Holland

On my Sunday morning at 7:30 am in my solo start from our home for the 1-1/2 hour journey to the Canadian Warplane Heritage Museum and Jaguar Owner's Association Concours, I had a dour look on my face. The reason was, I knew I was setting off on a highway drive along 401, 427 South, QEW and Highway 6 all with bias ply tires, no seatbelts, no air bags, drum brakes on essentially what could be dubbed a suicide run.

I should have equipped the Jaguar with a defibrillator because for the entire 1-1/2 hour drive though the RPM was 2,200 and the speedometer was at 50 MPH my heart was beating at +200 beats per minute the whole way. You know those things in life you do which are sketchy but in the end you're glad you did that? This wasn't one of those. But when I arrived at 9 am, I was greeted by genuine camaraderie and enthusiasm which made it all seem worthwhile.

Julia came out to Hamilton and joined me at 1 pm to be on hand for the concours and planned to drive me back sensibly in her 2017 Porsche 911S Carrera Cabriolet after I arranged for a flat bed.

Having won those two coveted trophies, “Best in Champion Class” and the “President’s Choice”. even though I was tired and scared witless about the return drive at 5 PM in Sunday traffic I asked myself how could I be a good sportsman and arrange to have the winning car towed ignominiously from the field of 70 beautiful Jaguars and disappoint 140 Jaguar enthusiasts? So off I drove with Julia tailing me as my wing girl behind my tiny, dim, near invisible circa 1950's brake lights.

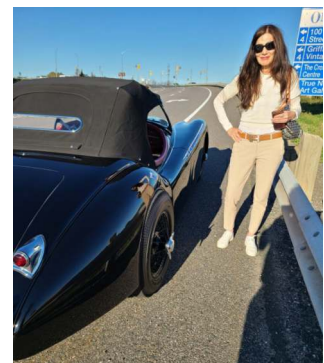
And at 5:30 pm, some 10 miles from the event, I was at the side of the highway, just off the "high speed, killing four lane field" as it appears the rear axle half shaft broke. I called Bill Noon in California for counsel as to how to get it onto the flatbed with the wheel touching and he told me “I won the lottery” because though the wheel separated from the axle the body was undamaged, just resting on fender inner liner atop the right rear tire. Julia, my sensible wing girl gave me a lecture and that "look" every married man has seen and knows all too well.

But fortuitously the pay off was it was all worth it as we made new friends, exited the concours at the Hamilton Warplane Heritage Museum like Super Stars and nobody saw us crying.

After the break down we pretended to be having a picnic at the side of the road until CAA and a police car arrived. The greatest insult came from the officer in the Grey Ford Taurus who pulled up to protect both us and the CAA tow truck driver as we were on a live exit ramp with a broken axle. He told me they had reports of an “old man with a young woman” stuck on the side of the road. It took 2 hours to get the XK120SE onto the flat bed without damaging the paint, as the right rear wheel was touching the inner fender well. We were home safe by 10 pm and ready for the next adventure in the Collector Car Jungle.

Randolph S. Paisley

https://youtu.be/VTgv_W915pY (Link to see my XK120SE in action)



2021 CONCOURS d'ELEGANCE PHOTOS





Life's too short to drive boring cars



CONCOURS SCORING

RESULTS

Congratulation to all those who participated in our 53rd Annual Concours d'Elegance.

SPECIAL AWARD WINNERS

Chair's Choice Award: The Quigley's

President's Award: The Paisley's

MEMBERS WHO DISPLAYED THEIR JAGS:

D'Arcy Black
Neil Burton

Einar Carlsen & Jenny Baker
George & Kay Cox
John Crowley & Aiden Bolger

Nick Dendy
Malcolm Early

Anthony Jones
David Jones

Robert Laughton
Carol Lingelbach

Arnaud Majstorovic

Joseph & Enza Mancinelli
Franklin Moskoff

Micheal Parry

Roy Pope & Harriet Nixon

Stewart & Ursula Pumfrey

Keith Smout

Frank van der Veen

James Venn

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AUTOGLYM

| ENTRANT NAME | CLUB | YEAR | MODEL | BODY TYPE | SCORE | PLACE |
|--|------|------|----------|-----------|--------|-------|
| CHAMPION C2/I20 | | | | | | |
| Randolph & Julia Paisley | OJOA | 1953 | XK120-SE | CONV | 97.81 | 1 |
| Peter & Mike Candlish | OJC | 1954 | XK120 | CONV | 96.49 | 2 |
| CHAMPION C5/E1 | | | | | | |
| Brad Marsland | OJOA | 1964 | E-TYPE | CONV | 98.18 | 1 |
| Brad Marsland | OJOA | 1963 | E-TYPE | COUPE | 98.12 | 2 |
| CHAMPION C6/E2 | | | | | | |
| Anthony Penna | OJOA | 1969 | E-TYPE | CONV | 93.42 | 1 |
| David McKeown | OJOA | 1968 | E-TYPE | COUPE | 85.91 | 2 |
| CHAMPION C8/SLS | | | | | | |
| Tony & Josephine Burgess | OJOA | 1961 | MK2 | SALOON | 96.82 | 1 |
| CHAMPION C11/J8 | | | | | | |
| Devin Alexander | OJOA | 2008 | XJ | SEDAN | 98.88 | 1 |
| CHAMPION C13/JS | | | | | | |
| Bill Martin | OJOA | 1993 | XJR-S | COUPE | 99.54 | 1 |
| Gordon Foss | OJOA | 1996 | XJS | CONV | 99.16 | 2 |
| Michael Parry | OJOA | 1996 | XJS | CONV | 99.05 | 3 |
| Christopher Loates | OJOA | 1996 | XJS | CONV | 97.61 | |
| CHAMPION C14/K8 | | | | | | |
| Julien Brosseau | OJOA | 2004 | XK8 | CONV | 100.00 | 1 |
| Barry Moloney | OJOA | 2004 | XK8 | CONV | 99.80 | 2 |
| Jim & Anita McGrath | OJOA | 2000 | XK8 | CONV | 99.36 | 3 |
| CHAMPION C15/XK | | | | | | |
| Allan Lingelbach | OJOA | 2014 | XKR-S | COUPE | 100.00 | 1 |
| CHAMPION C19/FJ | | | | | | |
| John Ogden | OJOA | 2017 | XJL-R | SEDAN | 99.70 | 1 |
| CHAMPION C20/F | | | | | | |
| Paul & Chase Hillenaar | OJOA | 2016 | F-TYPE | COUPE | 99.98 | 1 |
| John Ogden | OJOA | 2017 | F-TYPE | CONV | 99.97 | 2 |
| Chris Kailan | OJOA | 2014 | F-TYPE | CONV | 99.92 | 3 |
| SPECIAL S1/PD | | | | | | |
| Sam & Ross Quigley | OJOA | 2019 | PROJECT8 | SEDAN | 9.997 | 1 |
| Sam & Ross Quigley | OJOA | 1993 | XJ220 | COUPE | 9.993 | 2 |
| Tony & Josephine Burgess | OJOA | 1997 | XJ220S | COUPE | 9.986 | 3 |
| SPECIAL S2/MOD | | | | | | |
| Dino Finelli | OJOA | 1969 | E-TYPE | CONV | 9.979 | 1 |
| Tony & Josephine Burgess | OJOA | 1992 | XJ12 VDP | SALOON | 9.953 | 2 |
| Tony & Josephine Burgess | OJOA | 1983 | XJS TWR | COUPE | 9.845 | 3 |
| Steve Sherriff | OJOA | 1988 | XJS | SEDAN | 9.780 | |
| DRIVEN D2/E1 | | | | | | |
| Ken Hatton | OJOA | 1963 | E-TYPE | CONV | 9.658 | 1 |
| DRIVEN D3/E2 | | | | | | |
| Robert Beard | OJOA | 1968 | E-TYPE | CONV | 9.260 | 1 |
| DRIVEN D4/E3 | | | | | | |
| Robert Burgess | OJOA | 1974 | E-TYPE | COUPE | 9.260 | 1 |
| DRIVEN D6/XJ | | | | | | |
| Brad & Laurie Reynolds | OJOA | 1976 | XJ6 | COUPE | 9.988 | 1 |
| Bob & Jennifer Bogle | OJOA | 1988 | XJ6 | COUPE | 9.933 | 2 |
| DRIVEN D9/XJS | | | | | | |
| Randy Barber | OJOA | 1994 | XJS | COUPE | 9.635 | 1 |
| DRIVEN D10/K8 | | | | | | |
| Gord Campbell | OJOA | 1997 | XK8 | CONV | 9.990 | 1 |
| DRIVEN D11/XK | | | | | | |
| Cyril Steinsky | OJOA | 2014 | XKR-S | CONV | 9.995 | 1 |
| Joseph "Joe" Mingolla | OJOA | 2010 | XKR | CONV | 9.991 | 2 |
| DRIVEN D12/J8 | | | | | | |
| John Henderson & Donna Tindale-Henderson | OJOA | 2001 | XJ8 | SEDAN | 9.472 | 1 |
| DRIVEN D13/SX | | | | | | |
| Tracy Kailan | OJOA | 2004 | S-TYPE | SEDAN | 9.881 | 1 |
| Frank Cairns | OJOA | 2007 | S-TYPE | SEDAN | 9.468 | 2 |
| Mark Smith | OJOA | 2001 | S-TYPE | SEDAN | 8.975 | 3 |
| DRIVEN D14/FJ | | | | | | |
| Paul Landry | OJOA | 2019 | XJ50 | SEDAN | 9.955 | 1 |
| DRIVEN D15/F | | | | | | |
| William J. Stott | OJOA | 2021 | F-TYPE | COUPE | 10.000 | 1 |





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Owning a classic car is regarded as one of life's luxuries, our Classic Car Concierge Service takes it to the next level. We offer a range of services from maintenance to restoration, so you can make the most of your investment with minimum fuss.



If your paint is looking tired and you want to make it shine again then a ceramic coating is the answer. We can make your car look like new again.

Need that rare part? Let us know and we will find it. If detailing isn't enough, we can set you up with our painters.



We are also situated right beside JD Auto Service who is a British car and Vintage Race Car Specialist, so we can help you there too. I service all 6 of my British cars there and have worked with Joe for 23 years. We will personalise your package to fit your needs, you can count on us to take care of your treasure in every way...

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

info@classicmotorhub.net
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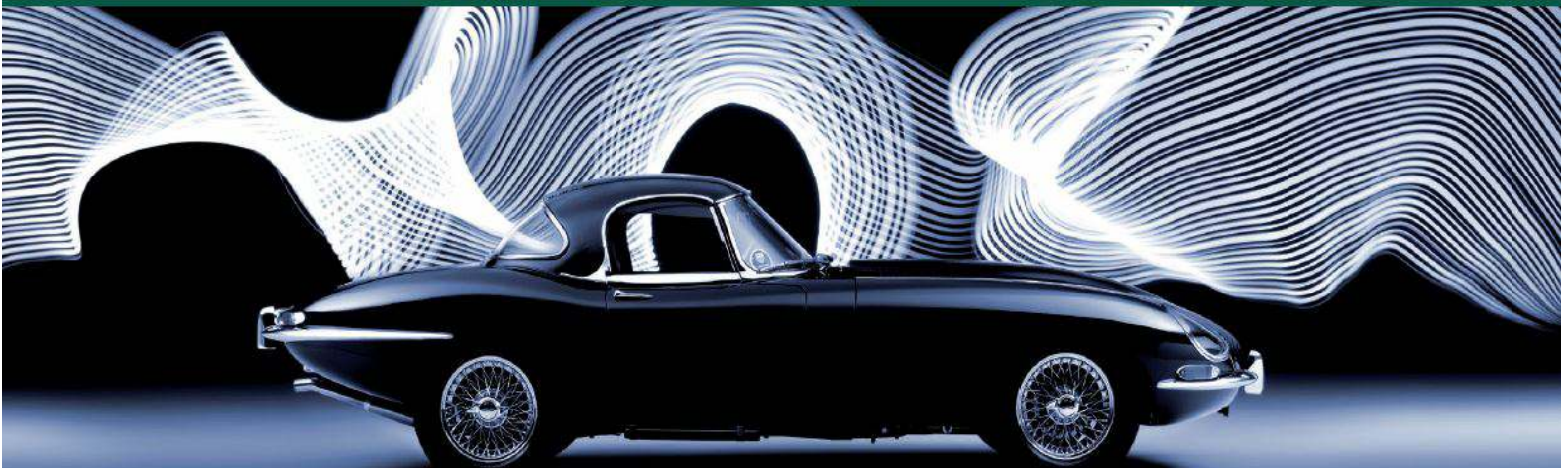
We have car enthusiasts like yourself
To thank for our success and our future.

Thank You. – Gary Nolan



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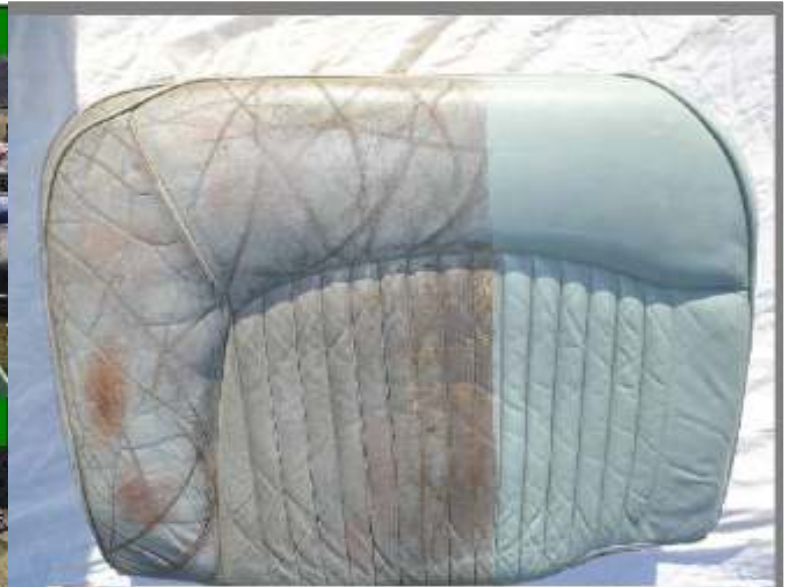
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PARTING OUT JAGS

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OJOA CLASSIFIED ADS



1987 VAN DEN PLAS [09-21]



Series 3 XJ6 VDP in MINT CONDITION

VIN: SAJAY1341HC47440
Mileage: 64,013 original miles
Colour is Alpine Green with Doe Skin Leather.
Nardi Signature Wood Steering Wheel
Factory Gold Spoke Wire Wheels.

Price: \$18,500
Contact: Gordan Eyre
Tele#: 519-372-5149



3.4 LITRE MARK 2 [09-21]



Engine partially disassembled, valve head removed & rebuilt except shimming, original black interior very good. All original, with all the components for an electrical upgrade if so desired for a driver car.

Price \$7000.00 Negotiable
Contact: Vince Richard at
Email: vr64jag@gmail.com



2005 S-TYPE [06-21]



4.2L V8
Just under 200,000 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]

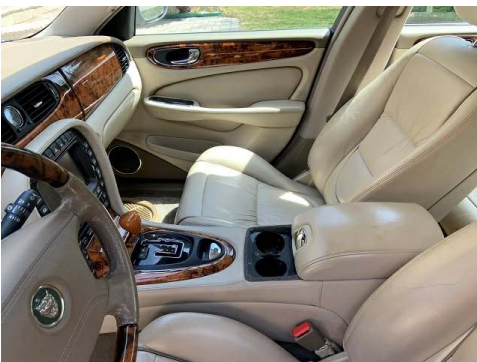


It's only one of 100 final edition Series 3 cars built for the Canadian market. It is in excellent condition both inside and out and has only 31,000 km on the clock. The air conditioner blows cold air and this car also boasts its original headliner which is also in excellent condition. The V12 engine 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



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 month on our website & one magazine issue or \$60 for 1 year on the website and and 4 magazine issues.

Contact the Advertising Director to place or cancel ads at: advertising@ojoa.org

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 1959, With An Eye Towards The Future

- If more copies of the OJOA Book are arranged, I would be interested in ordering a copy - Yes _____

Disclosure Statement

My signature indicates approval to publish my name and phone number and e-mail on the club roster which will be available only to members and not disclosed to any commercial enterprise.

Date _____ Signature _____

Were you a previous JCNA member? _____, 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.

OCTOBER 13 : ZOOM MEETING at 7pm**

*** 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

Brass Monkey Run: Sunday October 17

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 (Word Doc) ALONG WITH ANY ACCOMPANYING PHOTOS (JPG or PNG Format) TO OUR MAGAZINE EDITOR, TRACY KAILAN

