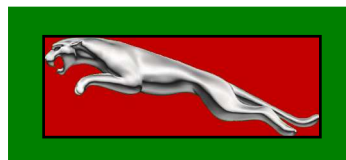




# The Ontario Jaguar

Quarterly Magazine of the Ontario Jaguar Owners' Association

Vol. 33 # 1 January - March 2022



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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.oja.org](http://www.oja.org), and an opportunity to share a common interest with other Jaguar enthusiasts. OJOA membership also includes all JCNA benefits including sanctioned events, and the "Jaguar Journal" magazine.

### ***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. Join us for dinner before the meeting.

### ***Membership, Address Changes, Renewals***

Membership in the OJOA costs \$90 (\$100-Family) for one year (January thru December). Save on a three year membership, with advance payment of \$250 (\$275-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 events and some monthly meetings: 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@oja.org](mailto:advertising@oja.org) for information on placing ads.



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**Tracy & Christopher Kailan**  
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# The Ontario Jaguar

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Editors: Tracy & Christopher Kailan

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Cyril Steinsky

## ABOUT THE OJOA

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With a membership of over 160 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  
[advertising@ojoa.org](mailto:advertising@ojoa.org)

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Cover Photo: Submitted by Nauman Farooq, see corresponding article on pg 6

Members are encouraged to submit articles or photographs to the newsletter editors for possible inclusion in subsequent issues. Submissions should be in the following format to guarantee the best results:

The format requirements for the newsletter are basic ... the rule is "Please keep it simple" ... Text is preferred in plain text - MS Word or similar submissions will be passed through Notepad to strip any formatting before importing it to the desk top publishing software, though we'll try to reproduce your layout if it is important to you - experience has shown that documents created in MS Publisher cause considerable grief. Images are preferred in .png or .jpg format - We will reduce images to 300dpi and 800x600 maximum before inserting them into the newsletter to keep the file size down on the on-line version.

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

2021 Deadline Dates are: March 15, June 15, September 10 & December 1



## PRESIDENT'S MESSAGE

As I write this, I am ensconced in the warmth and peace of my home in Port Perry on the snowy wintry day of March 27<sup>th</sup>, 2022. Some 31 days have passed since Russia invaded the Ukraine and I am reminded of the book sent to me by a very dear friend, former neighbour and post war Luftwaffe fighter pilot (F-104 Starfighters and F-4 Phantoms for the numerous aviation buffs amongst the OJOA), Lt. Colonel Ulrich Lunemann of Sacramento, CA. The book was *Winter is Coming: Why Vladimir Putin and the Enemies of the Free World Must Be Stopped*. The author, renowned World Chess Champion, Garry Kasparov published this sadly prophetic book in October of 2015. So here we are, six and a half years later, watching a true to life movie we have all seen or read about before, but this time with different actors!

Thus, I hope you will find it in your hearts to donate whatever you can to those charitable institutions you choose, which support the freedom of the Ukraine from the tyranny what is best described, in my words, as the 21st Century modern day Vlad the Impaler. This appeal is not a political statement as there is only one line that we as Canadians can take on the War in the Ukraine. The Decent Line. We all know what that is and as imperfect as Canada is for all its political squabbles, I cannot think of a better country blessed with as many resources, climate and people as ours is to live in. Our experience with the pandemic these last two years could very well be steeling us for what lies ahead. Contribute as best you can.

In the meantime, I am very happy to report that we have some 18 new members representing some 31 individuals/couples and 38 Jaguars joining us since January of this year. We are welcoming Robert & Jean Dunlop of Ottawa (XKE, XK, F-Pace), Michael Jackson of Montreal (former XJS owner), David Kenny of Ottawa (XKE, VDPV12), John & Beverly Blais of Carp (XKE, XJS, XJ8), Lee Keeley & Josee Dubois of Quyon, Quebec (S-Type, XKE, XJ6, XJS Coupe, XJS Convertible, XKR, S-Type, XJ8, XJL, X-Type), Edgar & Ada Theoret of Ottawa (XK150, XJ6), Melanie Boam & Andy Hunt of Oakville (F-Type), Alan & Susan Graves of Kanata (XJS, XJR, XF), Barry Cooper of Hanover (XJ12), Surojit Sarkar & Sukanya Ghosh of Newmarket (XF), Gary & Gianna Loader of Port Perry (F-Type), Joe & Grace Allison of Bolton (XK8, XJS, XJ6), Paul Freeman of Barrie (XK8), Dean & Susie Taylor of Collingwood (XKR), Mo Mauri of Mississauga (XKR), Victor Silane & Sabi Kan of Mississauga (XJR, XJL), John & Charlene Witt of St. Mary's (XKR), and lastly, but certainly not the least, Barry Paulson & Barbara Kothe of Ottawa (MKII, XKE).

We look forward to meeting as many of you on our first drive of the season on May 29<sup>th</sup> when the OJOA Jaguars visit the Canadian Automotive Museum in Oshawa and then continue on to picturesque Cobourg for lunch. As always, look on our website for up to the minute details as well as the email reminder that we send out on these events. Other upcoming items include renowned historian Ted Barris, giving his long awaited, live in person presentation on his last book, *Rush to Danger*, on Wednesday April 13<sup>th</sup> at the Symposium and our participation with a booth at the Ancaster based British Car Boot Sale on yes, Easter Sunday, April 17<sup>th</sup>. Of course, we also have our largest annual event of the year, our 54<sup>th</sup> Concours on Sunday August 14<sup>th</sup> which could very well turn out to be the largest number of judged Jaguars entries within the Jaguar Clubs of North America (JCNA) for 2022.

Hopefully all this will unfold as planned.

Michael E. Parry

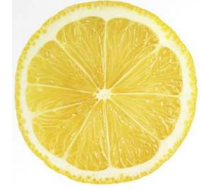




## LIPSTICK ON A PIG

### Avoiding Life's Lemons

By Maurice Bramhall  
of  
Bramhall Classic Autos



#### Why Use A Professional Automotive Trim Craftsman?

I see many restored vehicles. The ones that are done by the owner or the owner's mechanic nearly always have poor quality trim work. The seat covers don't fit properly, and the rebuilding of the internals is so poor as to not supply proper support.

Many owners of classic vehicles see no purpose in paying for quality workmanship when installing interior trim. This is extraordinary in that the area of the car that you see the most is where you sit.

I remember many years ago when I went to see a Corvette which the owner had paid a mechanic to restore, it had brand new seat covers installed but the internals of the seat were left with fill material as old as the car. The mechanic had been the only person to sit in the seat and the seat was only a couple of weeks old but the leather was already distorted. When I mentioned this to the mechanic, he told me that the owner of the car was fat and that it would make no difference. When I pointed this out to the owner, he was not amused.

When I was in the Rolls-Royce restoration business, I was lucky enough to have a European craftsman in trim work close to my shop. His interiors were built to last 30 years and look good for the entire period. Fat or thin made no difference.

#### Should You Buy A Car With A Branded Ownership?

A number of people call our classic car appraisal service looking for help with an insurance dispute over the value of the vehicle that they have been offered by their insurance company. They start out by explaining how little the insurance company has offered. As I dig deeper with more questions, I discover that the vehicle they have has a rebuilt, branded ownership. In this situation, the insurance company normally reduces the average market value of the vehicle by 40%.

This comes as a big shock because people grossly underestimate the value penalty for a branded ownership vehicle. The branded vehicle that they buy may look like new, and the salesperson may be very reassuring as to the quality of the vehicle, but of course they never mention its true value due to its branded status. It's quite common that the owner does not know who assembled the vehicle after it was written off, this can be important in assuring the integrity of the rebuild.

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## Realizing A Dream! Driving The Jaguar XJ220

By Nauman Farooq

Are you a car enthusiast? If you're a member of OJOA and reading this article; chances are that you are! Hence, I'm willing to bet, you have a dream car; a car you lust after and contemplate selling your healthy kidney for!

For me, that car is the Jaguar XJ220.

Back in the 1990's, during my teenage years, I lusted after supercars. The Bugatti EB110 SS, Ferrari F50, Lamborghini Diablo SE30, and the McLaren F1, were all in my fantasy garage; but my favourite was (and still is) the Jaguar XJ220.

I loved its looks from the moment I first saw pictures of the concept version (in 1988), and my jaw fell to the floor when the production version was released in October 1991. Not only was the XJ220 the prettiest car I had ever seen, but its performance was equally impressive - first production car to lap the Nurburgring in under 8 minutes, 0-100 km/h in 3.6 seconds, and a top speed of over 340 km/h; the XJ220 had put all other cars at the time in its rear view mirror!

However, with only 282 units produced, and a price tag of roughly \$750,000 (when new), and the fact that these were never officially sold in North America - my chances of getting up close and personal with one, were slim! My luck took an upswing in the summer of 2006. I had been working as an automotive journalist for a couple of years by this point, and almost all the car companies knew me well!

Jaguar was launching the second-generation model of the XK (X150) in the summer of 2006 as a 2007 model. I charmed (as in, pleaded every day) with the PR person at Jaguar Canada to let me have a go in the new XK, and not only did they agree to loan me the car, I was among the very first batch of journalists in Canada to get access to this car!

With the XK secured, I wanted to up the game! I knew that a used exotic car dealership in Etobicoke had recently imported a XJ220, so I approached them with a plan! I sold them on the idea of doing an article where we bring in Jaguar's latest sports car, with the brands only supercar! I thought - there is no way they'd let me have a go in the XJ220; but they agreed! So, I showed up in the new XK coupe, and with the help of a friend and a dealership employee, I was set to finally drive the XJ220.

This is a low, sleek, wide automobile, with a heavy clutch and fairly heavy steering; so, my first few minutes with the XJ220 were extremely tense - GTA traffic is not calming on the nerves either! I had picked a location in Mississauga to do the photo shoot - mainly because, I could throw in a highway run with the car (you can catch a bit of that drive on my YouTube channel, Automotive Affairs).



The XJ220 is powered by a 3.5L V6 that features two turbo chargers - this results in a fair bit of turbo lag at anything below 3,500 rpm. As I made my way to an on-ramp for the Gardiner Expressway, I was in third gear and leaned heavily on the throttle as the ramp straightened up! What happened... nothing really at first, because third gear was too tall for the speed I was doing, and I should have been in second (given it's a five-speed gearbox, and this car is built for high speeds, the gear ratios are fairly tall). A few seconds later, the twin-turbos started building boost, and then - warp speed! By the time I actually merged with the main highway, the car was living up to its name (you'll have to imagine what sort of speed I was doing)!

In standard form, the XJ220 is good for 475 lb-ft of torque and 542 horsepower, and I think I just about woke every single one of those horses in that moment.

The best part, the XJ220 is extremely stable at high speeds - it was built for the sole purpose of being the fastest production car in the world, and it achieved that with a handsome margin (the Lamborghini Diablo, which was the second fastest production car at the time, was about 20 km/h slower). Not only was the XJ220 the speed king, its interior was far more civilized than what you'd have found from its Italian competition - the XJ220 can devour continents, in comfort, with ease; just send your luggage to your destination in advance, because the trunk can at maximum hold your laptop, toothbrush and paste!

At the time, when the XJ220 was new, it was considered a commercial failure! The concept XJ220 had a V12, all-wheel drive, and Lamborghini-style scissor doors; the production version had a twin-turbo V6, rear-wheel drive, and conventional doors. This, combined with the financial crisis of the 90's, led to many people cancelling their orders for the XJ220. Originally, 350 units were planned, but ultimately, 282 were built! Jaguar toyed with the idea of a supercar once again, when it showed the C-X75 in 2010, but despite a positive response from the public, JLR management got cold feet, and axed the project.

As the trend moves towards electrification, could Jaguar produce an all-electric supercar? Nothing seems to be on the table, but anything can happen! But while electric cars are fast, they won't offer the drama of a fire breathing, twin-turbo, speed machine - so its unlikely that the XJ220 will ever be topped in my books!

I hope, one day, I can acquire a XJ220, however, since these are worth a lot more than my kidney, that'll likely not happen! However, I am grateful that I got to experience it at least once, and that day is not something I'd ever forget.





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## OJOA MAY “FUN RUN”

The dynamic team of Barry Moloney, Randy Barber and John Henderson have organized our very first “post pandemic” run. So wake up your cats, tighten those lug nuts, dust off your dash and get yourself in gear for this spectacular driving event!

Our starting point will be the Canadian Automotive Museum. This is an impressive venue which hosts a large number of exhibits ranging from Rolls Royce's and Daimlers to the Aquacar and everything in between. The entry fee to the museum is \$25 per participant which covers the discounted entry as well as a guided tour and is payable in advance.

We will have an hour to check out all the models and take some selfies, before heading out on the road towards Cobourg. The drive concludes at our lunch venue, Arthur's Pub. The cost of lunch is payable by the participant on the day of the drive but a menu will be circulated in advance, so that the pub will have our meals ready for when we arrive.

More details will follow, closer to the date.

**WHEN:** SUNDAY MAY 29

**WHERE:** Canadian Automotive Museum  
99 Simcoe St, S, Oshawa, ON

**ARRIVE:** 11:15 AM

**TOUR TIME:** 11:30 AM

**RUN STARTS:** 12:30 PM

**LUNCH:** 2:30 PM  
Arthur's Pub @ Best Western  
930 Burnham St., Cobourg, ON



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## LAUGHTER IS THE BEST KIND OF MEDICINE

These insults are from an era “before” the English language got boiled down to 4-letter words.

1. "He had delusions of adequacy ” - Walter Kerr
2. "He has all the virtues I dislike and none of the vices I admire.” - Winston Churchill
3. "I have never killed a man, but I have read many obituaries with great pleasure.” - Clarence Darrow
4. "He has never been known to use a word that might send a reader to the dictionary.” - William Faulkner (about Ernest Hemingway)
5. "Poor Faulkner. Does he really think big emotions come from big words?" - Ernest Hemingway (about William Faulkner)
6. "Thank you for sending me a copy of your book; I'll waste no time reading it.” - Moses Hadas
7. "I didn't attend the funeral, but I sent a nice letter saying I approved of it.” - Mark Twain
8. "He has no enemies but is intensely disliked by his friends.” - Oscar Wilde
9. "I am enclosing two tickets to the first night of my new play; bring a friend, if you have one.” - George Bernard Shaw to Winston Churchill
10. "Cannot possibly attend first night, will attend second... if there is one.” - Winston Churchill, in response



PARAPROSDOKIANS are figures of speech in which the latter part of a sentence is unexpected.

Some examples:

1. Where there's a will, I want to be in it.
2. Since light travels faster than sound, some people appear bright until you hear them speak.
3. If I agreed with you, we'd both be wrong.
4. War does not determine who is right - only who is left.
- 5 Knowledge is knowing a tomato is a fruit. Wisdom is not putting it in a fruit salad.
6. They begin the evening news with 'Good Evening,' then proceed to tell you why it isn't.
7. To steal ideas from someone is plagiarism. To steal from many is called research.
8. I didn't say it was your fault, I said I was blaming you.
9. Going to church doesn't make you a Christian any more than standing in your garage makes you a car.
10. And Finally: I'm supposed to respect my elders, but it's getting harder and harder for me to find one.

## ANCESTRY OF 2 JAGUARS

*By Cyril Steinsky*

I knew that when I purchased my Jaguars, they were very unique. I became very interested in finding out exactly how many were built in the configuration that I had.

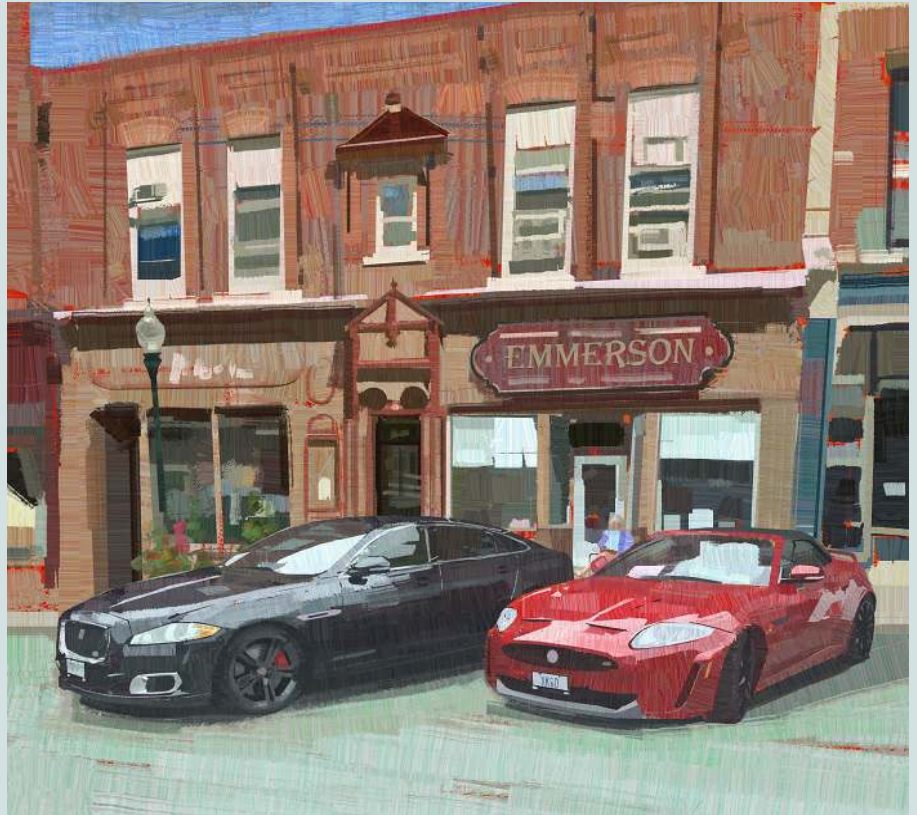
I knew that the 2014 XJL "R" that I own was very rare in that it was built with the Premium Executive Package. This package included full control of the front passenger seat from rear passenger seat controls, Soft grain leather stitched and tailored upper fascia, door top and door pannier, door armrest, centre console lid w/twin needle stitching, seat valance and A/C vent area, semi-aniline Leather, rear seat Entertainment Multimedia system, dual 10.2" screens (mounted on the rear of front seats) with rear media interface, touch screen remote controls and digital headphones (2).

It also has a rear centre armrest w/3 RCA connectors and 1 rear media interface, storage, cup holders, rear seat control switch panel and RSE remote storage, electric rear side window blind as well as active ventilated heated/cooled/massage front and rear seats.

A memory feature is included front and rear. Rear seats have seat back movement (recline, set pan slide and upper articulation) as well as two drop in footrests, front and rear winged headrests, LED reading lights, driver button for front passenger seat away, rear business tables and leather Headliner.

This option was priced at \$9,000 and was only offered in the 2014 and 2015 model years on the XJL "R". The 2016 - 2019 versions of the XJL "R" could not be equipped with this package.

I discovered that only one Stratus Grey/ Ivory XJL "R" was produced bearing that option and I own it. This fact is shown on the last line of the attached table provided by Jaguar Canada. The table also shows how many other XJL models were built with this option. In the table one can also see that only 12 - 2014 XJL "R" bearing that option were produced. A further 5 were produced in 2015.



Description	Count of VINS
XJ with Premium Rear Seat Package 1 & Rear Seat Entertainment 10.2" Screen	6420
XJ with Premium Rear Seat Package 1 & Rear Seat Entertainment 10.2" Screen. And 14MY	1152
XJ with Premium Rear Seat Package 1 & Rear Seat Entertainment 10.2" Screen. And XJR	17
XJ with Premium Rear Seat Package 1 & Rear Seat Entertainment 10.2" Screen. And 14MY And XJR	12
XJ with Premium Rear Seat Package 1 & Rear Seat Entertainment 10.2" Screen. And Stratus Grey	80
XJ with Premium Rear Seat Package 1 & Rear Seat Entertainment 10.2" Screen. And Stratus Grey / Ivory trim	15
XJ with Premium Rear Seat Package 1 & Rear Seat Entertainment 10.2" Screen. And XJR And Stratus Grey	1



Another interesting fact that I found out was that Jaguar produced 63 short wheelbase models with the Rear Seat Entertainment package. Very unusual, as all Jaguar brochures for the 2014 and 2015 model year indicated that this option was only available on the "L" (long wheelbase) versions.

Once having found this information out, my focus turned to the rarity of my 2014 Jaguar XK-RS convertible. I had heard that very few of these cars were built by Jaguar.

In the table attached I learned that only 258 were produced over 3 model years: 2013-2015.

Model Reporting - Vista Data	Full VIN	DPCK Description	Bodystyle	DPCK Engine Power	Model Description - Vista	Model Year Description - Vista
X150_XK	48	XKR-S	Convertible	TL7-550PS	XK	2013MY
X150_XK	18	XKR-S	Convertible	TL7-550PS	XK	2014MY
X150_XK	8	XKR-S	Convertible	TL7-550PS	XK	2015MY
X150_XK	112	XKR-S	Convertible	TL7-550PS	XK (NEW)	2013MY
X150_XK	58	XKR-S	Convertible	TL7-550PS	XK (NEW)	2014MY
X150_XK	14	XKR-S	Convertible	TL7-550PS	XK (NEW)	2015MY
<b>Sum:</b>	<b>258</b>					

In addition to this information, I learned that the distribution of the 7 exterior colours available was as follows:

- Ultimate Black - 79
- Polaris White - 66
- French Racing Blue - 34
- Italian Racing Red - 34
- Stratus Grey - 29
- British Racing Green - 15
- Rhodium Silver - 1

I also learned that there were only 12 - XK-RS convertibles built with a colour combination of Italian Racing Red Exterior/Red/Warm Charcoal interior which I own. None in 2015.

I was fortunate enough to have a friend paint a portrait of these fine cars (Pictured at the 2019 "Brits On the Lake" in Port Perry). I had no idea at the time just how rare these lovely cars both were.





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## GARY CHAPPELL - FEATURED MEMBER

### Of Boys, Of Men and Of Jaguars. How did I end up with a Jag?

I grew up in Sussex, UK in the 1950's in a centuries old town called Crawley. This sleepy town, halfway between London and Brighton was to undergo a major change. It was to become a New Town along with three others around London. The government had decided in the early fifties to move the population of London out into districts with clean air; this was mostly due to the congestion in the City and the public outcry over the Big Smog in 1952 that killed around 4000 inhabitants (a Pea Souper). Anyway, long story short, huge amounts of money was invested in the development of several New Towns i.e. new industry, huge shopping centres, new hospitals, and massive homes developments such as subdivisions in our parlance.



Amongst these brand new businesses was a Jaguar dealership, Fields Engineering, there they sold new cars, and fettled and repaired the older models. They also serviced Daimler and Alvis motor cars. This business had a large workshop for those days and at any time you could see maybe a dozen cars being attended to. Growing up, I was always interested in anything mechanical and when close to Fields, took every opportunity to try and sneak into the workshop to watch the mechanics at their trade. In those days as long as you kept safely out of the way most of the guys paid you no mind. However, there was one mechanic, who sometimes took time to explain to me what he was doing. He was closest to the door and maybe flattered a little that I was so interested in what he was fixing. He shared that during the war he had been employed in the REME, training other mechanics, especially on tank servicing. I think this may have been the time the notion was seeded that I should own one of these great cars one day. The lasting memory of these visits was admiring the gleaming cam covers on the E types.

Fast forward to the '70s and my transportation attention is firmly fixed on motorcycles, the only conveyance that was fast and affordable on an apprentice's wages. I was lucky enough to have owned top models in the Norton, Triumph and Vincent Marques.

In England it always seemed difficult to earn a good salary, and I had heard how much higher the living standards were in Canada. Moving to Canada was to be the next goal for myself and family.

1975 found me, my wife and small son in Oshawa, Ontario, where we had managed to become owners along with the BMO, of a new, very cozy back split, and where we started to make a new life for ourselves in Canada. We did well and 1986 finds us in our second house with now two young sons. We felt the need to celebrate our success and were very optimistic regarding the future. We wondered about another car, something more exciting than the station wagon we were driving. We visited several Show and Shine evenings, there were lots of nice cars, but nothing really appealed. We were invited to a classic car show run by the Triumph Owners club and were surprised by the variety of cars that arrived; to our great delight several Jags arrived, they were E types. We drooled over these and asked many questions of the somewhat puzzled owners and got a much better understanding of what to look for when buying one. We were convinced after leaving the meet that this would be the car we would set our sights on. Our car had to be British and what is more British than a Jaguar?

Where to find one of these elusive cars? We had no contacts and knew little about these special cars. Research was needed. I sourced and purchased "E type the End of an Era" by Chris Harvey, a very useful read that filled a lot of details about the car and its history. Now to find one!

The Globe & Mail was quite a good source and over the period of about seven months we looked at several cars, but they were quite disappointing, needing a good deal of TLC. A quick look under the hood could rapidly tell if the car had been cared for (notwithstanding the owner's assurance that "my mechanic has just tuned it and it is running perfectly!") After looking at four or five cars we almost gave up and were tempted to look at a DB5, but it was a little too expensive. ...cont'd on pg 17



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...cont'd from pg 15

Then out of the blue up popped a Series 3, for sale that was owned by an engineer. I arranged to see it the next evening. The car was spotless and in excellent condition throughout and had just been fitted with a new Opus ignition module, the device that I was to become intimate with during my ownership, LOL! The owner was selling the car as it made his wife nervous, go figure! We agreed on a price, monies were exchanged, and we became the proud owners of a low mileage, 1971 Series 3, Sable Brown, 2+2 E type. Wow, what a thrill to drive with that great long hood in front of you. It always thrills me to see it.

We spent a few weeks getting used to the car. We took longer and longer drives and thought we should go somewhere special. A friend of a friend, John Funnel, himself a club member, had told us of a special meeting organized by the JCNA and the SVRA at Mid-Ohio to celebrate the 40<sup>th</sup> anniversary of the XK140. A vintage race, meet and car show. The event started on the Friday and lasted the weekend. The last week of June 1988 finds us in the early Thursday hours, car all spiffed up, loaded with kids and modest luggage, heading south on the 401 towards the USA. The trip was long and hot but straight forward, watching out for the potholes around Detroit and on to Mansfield, Ohio our base for the weekend. This was our first trip to the USA, and we hadn't realized how big the country was. The roads seem to go forever, lots of stops for us all to stretch our legs. We had luckily managed to score a room at the Holiday Inn that had a pool, a real necessity as that weekend that turned out to be a scorcher.

The weekend event was fantastic! The JCNA pulled out all of the stops, great food, drinks and events. The SVRA organized some great racing and Mid-Ohio is a great spectator circuit, very exciting, and we were allowed to take our cars around the track at modest speeds, of course. The temperature at its height was 103F which was a bit unbearable, so rush back to the pool every night.

The icing on the cake was to win 3<sup>rd</sup> place in the best driven Jaguar Concours and also to experience one of the LeMans winning XJR 9s being ripped around the track.

For many reasons this trip, was to become the only long family trip we took in the car. We had a great trip and enjoyed the journey although the passengers did complain about lack of space. The car was and still is a thirsty beast, but it ran perfectly the whole trip, a credit to British manufacturing.

The car is a member of the family, well, that's how they become, don't they? It became christened with the nom de plume of Gertrude a little insulting I feel because it's no slouch but still looks great and attracts much attention at shows, mainly due to the 12 cylinders powering it. The car is a wonderful piece of British history, and like all classic cars really works better if used regularly. My car is lucky, it's stored in my heated workshop where I can tackle almost all repairs required. You have to use them or lose them!

I could go on and on about this wonderful car. It's a blast and a privilege to own it, suffice it to say, "owning a Jaguar is a lot like being married, you love them to bits, but you have to take the good with the bad and keep on smiling!"





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## ***LEAP FROM THE PAST:* THE OTTAWA JAGUAR CLUB**

For decades, the OJOA has staked its spot, as an affiliate of the Jaguar Clubs of North America organization, in the vastness of Southern Ontario. We are one of about 60 “sibling” clubs scattered throughout all of North America, all born at different times. As with any family, we do our utmost to maintain harmony with our Jaguar kindred.

Outside of our Southern Ontario domain, we are surrounded by neighbouring Jaguar clubs. To our west is JCNA’s most recent offspring, the Canadian Prairies Jaguar Club (CPJC), with an official birth date just prior to Christmas 2021. Our closest brothers and sisters counter clockwise from the CPJC are the Jaguar Affiliates Group of Michigan, the Jaguar Club of Ohio, the Jaguar Aficionados of Greater Buffalo, and finally to our northeast, the Ottawa Jaguar Club.

The Ontario Jaguar Owners’ Association is the eldest kid in this immediate neighbourhood, and in fact, according to our incorporation birth certificate, is 62 years older than the CPJC almost to the day! From evidence in our archives right through to the present, there has been ongoing support amongst our club relatives, especially through member participation in each other’s concours.

Our provincial partner, the Ottawa Jaguar Club (OJC), has recently voted to withdraw as a Jaguar Clubs of North America affiliate. For long time members of the OJOA, this topic of discussion is not foreign, and has surfaced multiple times throughout our history. Our membership even had an opportunity to vote on a motion to secede from the union about 20 years ago, and it was narrowly defeated.

The OJC will continue to thrive outside of the JCNA umbrella as a strong, active club of about 80 Jaguar enthusiasts at present. Their 2022 activities calendar displays their commitment to have a year full of meetings, driving tours, and their own car show. In other words, business as usual!

Several of their members (7 memberships to date) have decided to join our club this year. Some have taken us on as a second club in addition to the OJC, and others have departed the OJC, for what is assumed in all cases to be their desire to continue in a JCNA affiliated club. As with any new OJOA addition, we welcome them wholeheartedly into our fold.

Both of our clubs have expressed a desire to interact closely on an ongoing basis with each other. For several months now, we have been submitting reports about the OJOA, which are featured in their monthly e-newsletter. Not only have they posted our concours date, but efforts are underway to organize a driving tour with our show as the final destination. The current outreach between our organizations was somewhat more restrained however, some 36 years ago.....

A meeting of Ottawa area Jaguar enthusiasts was held on Sunday August 4<sup>th</sup>, 1985, at the Carleton Golf and Yacht Club. Out of that meeting, attended by 15 founding members, arose the Ottawa Jaguar Club. It’s noteworthy that 10 of the 15 participants in that historic meeting owned E-Types. Surprisingly, despite 10 years of production by that time, not one XJS was found in the Jaguar roster of original Ottawa enthusiasts!

An OJOA member by the name of Merv Clarke was the prime mover of this new club and became its first “Chairman”, assigned with OJC membership #2. During that era, I recall judging his 1973 E-Type at our 1985 and 1986 concours. This is etched in my mind, as I was in the midst of restoring my ’72 E-Type and was just a couple years away from competing in that same class.

Then in 1987, Merv placed first in class with his “new” 1986 XJ6L and reigned over that class for several years. Of course, by ’87, he was posted on our concours records as an OJC member and was accompanied at our concours that year by fellow OJC member Ron Sierolawski with his 1956 XK140. I understand that, not only is Merv still a member of the OJC, but he remains the owner of that immaculate ’73 E. Impressive Jaguar credentials indeed! However, I’m digressing seriously off-topic.

It’s revealing to read in the Ottawa club records that the Minutes of that inaugural gathering were sent to three recipients....JCNA, the president of Jaguar Cars Canada, *and the president of the OJOA, Mr. Doug Cram(sic)* (should have been spelled Cramb). A notation was also made that the OJOA had the JCNA charter for Ontario. Certainly, this is evidence that affiliation with JCNA was not immediately on OJC’s agenda.

*...cont’d on pg 21*

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...cont'd from pg 19

The eye opener is that *affiliation with the OJOA* was a scheduled topic of discussion at their second meeting. I'm not aware that this intention ever gained traction, and it wasn't long before the OJC was granted JCNA's blessing to come aboard. The fact that the OJOA is mentioned in the original Minutes, and a copy of such was sent to us, implies that there must have been some OJC interest in maintaining a strong rapport with the old Ontario club.

I was not on the OJOA board in those years, so I have no idea what our "official" response was to the Ottawa Jaguar Club formation. However, I do recall that there was some disappointment, shared in hushed tones within the membership, about the formation of another club within *our* Ontario territory. This reflex was nothing more than bruised egos, and we got over it. Reality was that the almost 5 hour drive between the Greater Toronto Area and Ottawa (4 hours behind the wheel of a Jaguar!), precluded OJOA event participation for Ottawa area Jagophiles and begged for a second club. The strength of both provincial clubs right now is proof that each organization has done an exceptional job in their respective jurisdictions.

At the cusp of our 38<sup>th</sup> year of provincial cohabitation, the Ontario Jaguar Owners' Association and the Ottawa Jaguar Club are welcoming cooperation after decades of almost complete detachment. Credit to this encouraging development has to go to Ray Newson, board member and newsletter editor of the OJC. Ray has launched us on a path that can only enhance the membership benefits and experiences for both clubs.

Allan Lingelbach

### OJOA Golf Tourney Returns For A Second Year!

Sorry, it's not a Spring Run to Augusta! However, this issue of Ontario Jaguar releases about the same time that golf's most illustrious event is played. The first week of April means 'The Masters'. I bet there's a lot of nice Jaguars in town that week. Some beauties on Magnolia Lane for sure. The finest of golf's elite dreaming of slipping their arms into the sleeves of the coveted green jacket in the Butler Cabin. My first game is Monday morning after 'Sunday at the Masters'. My season begins in earnest. I take the Jag every time...makes for a better day!

Last year's first ever OJOA Tourney success made it a very easy decision to return to the links for another go. We have a tentative date at Royal Woodbine in Toronto for Monday, June 20<sup>th</sup> starting at noon. We expect the cost to be the same as 2021, coming in at about \$100, and the 4-person scramble format will also be the same. If you don't have 4, we will join you with others. If you are interested, please drop me a note at: [frank@torontoboatdecals.com](mailto:frank@torontoboatdecals.com)

Details will be firmed up by mid-May.  
*Enjoy the Masters!*

Frank Cairns  
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## OJOA CONCOURS HOTEL: Book Now!!

Sunday, August 14 will be the setting for the 54<sup>th</sup> Annual OJOA Concours d'Elegance. This year's venue will once again be the Canadian Warplane Heritage Museum at 9280 Airport Road in Mount Hope, ON. Gates open at 9am.

There will be a welcome dinner reception for OJOA members and participants the night of Saturday, August 13 at the Best Western Brantford Hotel & Conference Centre. A block of 30 rooms will be available at the hotel for that Saturday night at the rate of \$129 plus taxes with an occupancy of two people. This rate is fully refundable up to Friday, August 12 by 4pm.

The block will be held until July 16, so book now to guarantee the best rate. Please advise the hotel that you are with the **Ontario Jaguar Owners Association** when booking.

You can call the hotel directly at 519-753-8651 or use the link below to book online:

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## Out Of The Mainstream

By Tony Hughes



I don't know when NVH (Noise Vibration & Harshness) became the norm, I just remember the department being called the Instrumentation Department. We were a group of people often called upon to do things outside of their day-to-day activities.

Triumph Sales often held dealer education evenings in a large tent set up next to the sports field pavilion. This setting gave them access to essential facilities; toilets and bars to name two. A meal was followed by serious sales stuff then Entertainment to finish the evening off. Our job was to provide the sound equipment for the entertainment. The event I am specifically talking about was when the Beverly Sisters were to lip synch to an earlier supplied tape. Our boss, Stan Holmes was a notorious 'fiddler'. He messed with the tape and managed to delete a section of it. We could not get to speak to the sisters before they went on stage. They somehow managed to get through things with only a minor blip. Relief!!

Sales wanted something different for the Triumph 1300 launch at Earls Court. Decision was to make a recording extolling the virtues of the car which would be played automatically if someone sat in the driver's seat of the demo car. A simple job in reality, a rugby football bladder, partially inflated, was installed within the seat cushion such that it operated a pressure sensitive switch to turn the recorder on. The recorder was set to self rewind at the end of the recording to wait for its next customer. Sales declared it a great success, next show was in Geneva, a dual language city, German and French. A recording in both languages was required. There was some hilarious discussion on how to sense a Germans butt rather than a Frenchman's. Seriously, the most difficult thing to deal with was the difference in lengths of the two recordings, the German one was a lot longer than that in French. They needed to be about the same length to make a sensible presentation. We slowed the German one down by applying light pressure to the wind-up reel. It took a long time of careful work, but a sensible level was achieved without spoiling the clarity of the German recording. Success, and then onto Tokyo.

Service Division were only a mile or so away from us, so often called on our services if they had a particularly difficult vehicle. Our contact was David Roach, a joker of the first order. I was in one of Triumphs soft top cars one day, driving down Browns Lane, past the Jaguar factory. Workmen were doing things with the pavement and as such workmen appear to do, were resting on their shovels talking. We did our test drive and returned along Browns Lane to find that they were still taking it easy. David stopped the car and shouted something at them. One of them promptly picked up a lump of paving slab but prior to hurling it at us, fortunately, he over balanced and fell backwards. We left in a hurry.

### THE LEFT HOOKER

We had both right and left hand drive cars at Triumph, commonly called left or right "hookers". Our boss, Stan Holmes, was a very fast driver, and always seemed to be in a hurry. During the time I'm talking about, the entrance to Engineering was directly from the Coventry by-pass, a dual carriageway road. Stan was in a TR4 with Dave Dennis in the RIGHT-hand seat. As Stan turned right towards Birmingham, he abruptly cut off another driver. Unfortunately, as he entered the carriageway, they both ended up stopped at a red light. The infuriated cut off driver, charged out of his car and promptly punched poor Dave in his right ear. I suppose that's the hazard of being Stan's passenger.



### HELP NEEDED

Steve Sherriff recently received a request from Richard Jacob of Red Deer, Alberta to help him trace the history of his 1954 Jaguar XK 120.

Richard has determined that Jacques Gauthier of Toronto, a CBC French radio announcer, owned this car at some point before he traded it around 1967 to Elgin Motors in Toronto.

Does anyone know anything about Jacques Gauthier, especially how to locate him or his family, or indeed anything about Gauthier's XK 120?

If so, please contact Steve at [sesherriff@gmail.com](mailto:sesherriff@gmail.com) or 905-822-7392



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## JAGUAR AFFILIATES GROUP OF MICHIGAN INVITES MEMBERS OF THE OJOA TO PARTICIPATE IN THEIR CONCOURS

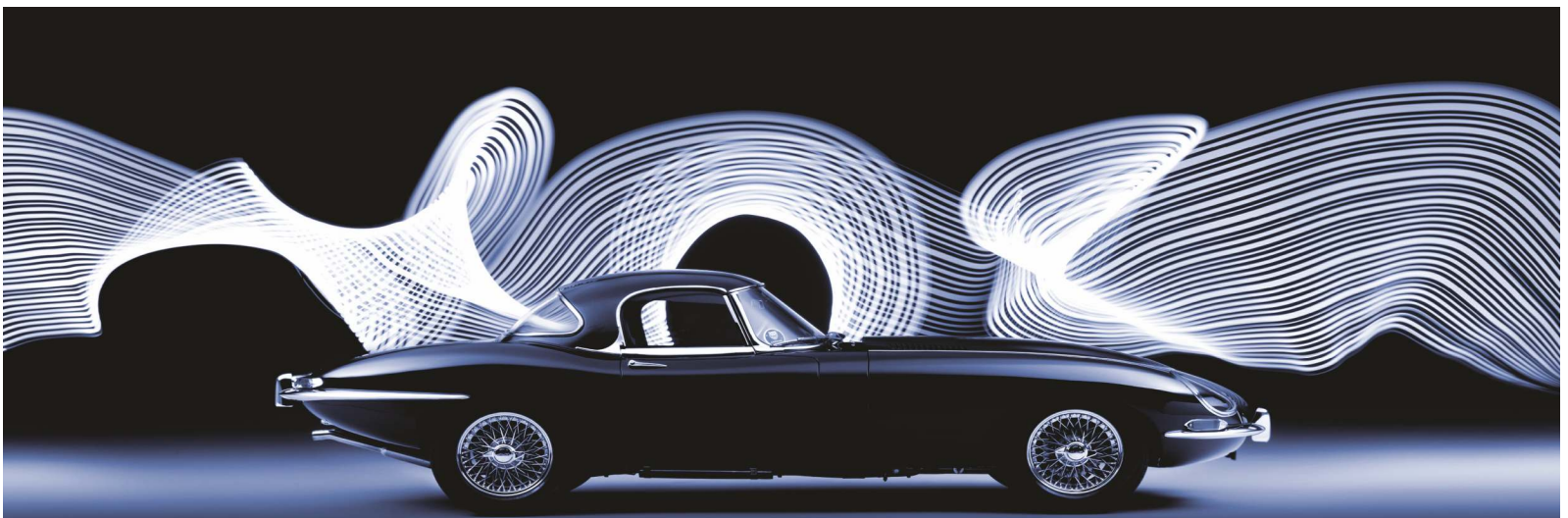
This year, JAGM will be showcasing not only a large group of E-Types and other Jaguars, but they will be expanding the event to include other British marques, including Aston Martin, Bentley and Rolls-Royce. And the OJOA has been invited!

Their Concours will return to the weekend of the Woodward Dream Cruise and the location of some of the club's earliest Concours events, the Somerset Inn in Troy. The festivities include:

**Friday, August 19** - There will be an informal welcoming cocktail reception for JAGM members and out-of-town participants. A block of rooms will be available at the Somerset Inn for both Friday and Saturday nights.

**Saturday, August 20** - The Concours d'Elegance will take place on the grounds of the Somerset Inn. An awards banquet will take place at the Somerset Inn shortly after the car show ends.

If you have any questions, or need additional information, please contact Mark Griffith, the Concours Chairman for JAGM, at either [MarkGriffith50@yahoo.com](mailto:MarkGriffith50@yahoo.com) or 248-437-5442







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# OJOA CLASSIFIED ADS



## 2000 XJ8 [10-21]



For sale by original owner who has been the only driver. There is NO RUST on the car and it has been kept in a garage every night. It has NOT been driven when salt has been on the roads.

The car has never been involved in an auto accident.

178,000 honest kms  
The battery was new in April 2020. All 4 tires were new in October 2020 and the front brakes were replaced at that time.

**Price: \$4,995**  
Contact: Carl at 416-709-6164  
Email: qwa.jwx@live.ca



## 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



## 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



### 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



## 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  
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**Price: \$7,000 negotiable**  
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(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



## Luge Nuts [03-22]

Gorilla Automotive 73187B Standard Mag Lug Nuts  
 1/2 inch Thread Size (they fit my 2000 XK8 but didn't match)

**Price: \$13.50**

White knight 5307-4 Medium Mag Lug Nuts with Washer, Chrome

**Price: \$15**

Contact: Jim McGrath at 289-253-5513

Email: [aneatgirl@hotmail.com](mailto:aneatgirl@hotmail.com)



## XK8 / XJ8 Transmission: Professional Rebuilt and Unused [10-21]

Completely rebuilt with new solenoids, seals, clutches and main shaft. Has not been installed since rebuilt. Full warranty from pro transmission shop.

**Price: \$1850 and I will give you a credit of \$300 on your old transmission**

Contact: Richard Smith

Phone: 705-441-0477



## Several Sets of 1996-2004 XK8-XKR Outer Seat Hinge Covers [04-21]

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](mailto: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](mailto: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](mailto:advertising@ojoa.org)

# Ontario JAGUAR Owners Association

Director: Membership  
Mike Parry  
(647) 472-3465, mikeparry617@gmail.com  
437Lakeshore Dr.  
Port Perry, ON L9L 1N7



## 2022 Application Fee (January 1 - December 31)

**ONE YEAR MEMBER:** Single **\$90** or Family **\$100**

~ OR ~

**THREE YEAR MEMBER:** Single **\$250** (save **\$20**) or Family **\$275** (Save **\$25**)

Amount Total: \_\_\_\_\_ Paid by: Cash \_\_\_\_\_ Cheque \_\_\_\_\_ E-Transfer \_\_\_\_\_

Cheques payable to: **Ontario Jaguar Owners Assoc.** / E-Transfers to: **mikeparry617@gmail.com**

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

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

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

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

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

### My JAGUAR(s)

#1 Year \_\_\_\_\_ Model \_\_\_\_\_ Colour \_\_\_\_\_

#2 Year \_\_\_\_\_ Model \_\_\_\_\_ Colour \_\_\_\_\_

#3 Year \_\_\_\_\_ Model \_\_\_\_\_ Colour \_\_\_\_\_

#4 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 - Deliver (check one)

- Electronic Delivery - download from Web (easy & convenient) - YES \_\_\_\_\_
- Canada Post - YES \_\_\_\_\_

### Disclosure Statement

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

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

Were you a previous JCNA member? \_\_\_\_\_, JCNA# \_\_\_\_\_, Return from 2021? \_\_\_\_\_  
What year did you first join OJOA? \_\_\_\_\_



# 2022 Upcoming Events

**OJOA MEETINGS: APRIL 13, MAY 11, JUNE 8**

**Guest Speakers: Ted Barris on the “Rush to Danger” in April  
John Dixon in June**

**More details will be posted on our website.**

**Reminder emails will be sent to those of you who have provided their email address**

## SAVE THESE DATES

- **Ancaster British Car Show & Flea Market: Sunday, April 17**
- **OJOA East Run: Sunday, May 29**
- **2<sup>nd</sup> Annual OJOA Golf Tournament: Monday, June 20**
- **Brits-In-The-Park: Sunday, July 17**  
(A Car Run is scheduled for Saturday July 16)
- **Classic Car Tour & Rolling Car Show: Sunday, August 7**  
Replaces Port Perry's Brits-On-The-Lake
- **OJOA 54<sup>th</sup> Concours d'Elegance: Sunday, August 14**
- **Jaguar Affiliates Group of Michigan Concours d'Elegance: Saturday, August 20**  
In conjunction with the Woodward Dream Cruise
- **Watkins Glen: September 7 - 11 (this year's marque is the Mustang)**
- **British Car Day: Sunday, September 18**
- **MG Club's Brass Monkey Run: Sunday, October 16**

**DO YOU HAVE AN ARTICLE THAT YOU WOULD LIKE TO INCLUDE IN AN UPCOMING ISSUE OF THE ONTARIO JAGUAR?**

**SEND IT (Word Format) ALONG WITH ANY ACCOMPANYING PHOTOS (JPG or PNG Format)  
TO OUR MAGAZINE EDITOR, TRACY KAILAN: tkailan@hotmail.com**

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

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

