



# The Ontario Jaguar

Magazine of the Ontario Jaguar Owners' Association

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# The Ontario Jaguar

**Publisher: The OJOA**

**Editors: Tracy & Christopher Kailan**

**Articles By: Nick Dendy, Nauman Farooq, Tony Hughes, David Jones,  
Jim McGrath, Steve Sherriff, Cyril Steinsky, The Ottawa Jaguar Club**

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## ABOUT THE 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 or 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 the Jaguar and Daimler automobiles. The OJOA is an affiliate club of the Jaguar Clubs of North America (JCNA).

With a membership of over 180 and growing, we are glad to have you as a member.

**Join us for club events which include our  
Spring & Fall Tours and Concours d'Elegance.**

## 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: 2016 F-Type R, owned by Chase & Paul Hillenaar - It earned a perfect score at our 2022 Concours!**

**Event photographs submitted by: Collector Car Canada, Josephine O'Brien, & Cyril Steinsky**

**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. Mar. 15, June 15, Sept. 10 & Dec 1**



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## The Ontario Jaguar is the Official Magazine of The Ontario Jaguar Owners Association

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)

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### Membership Benefits

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

### Classified Ads

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 for 1 year. The fee for others is \$25 for 3 months on our website & one magazine issue or \$60 for 1 year on the website and 4 magazine issues.

### Commercial 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



**EDITORS: Tracy & Christopher Kailan**  
tkailan@hotmail.com

## PRESIDENT'S PODIUM



**Michael Parry**

*President, The Ontario Jaguar Owners Association, North Eastern Region*

**It's been some four weeks since 67 Jaguars gathered**, at the Canadian Warplane Heritage Museum for our 54th Annual Concours d'Elegance on Sunday August 14th.

Once again there was a record number of Jaguars in attendance with some 41 Jaguars being judged under the watchful eyes of Chief Judge Steve Sherriff and his team of judges: Randy Barber, John Blais, Frank Cairns, Duncan Curd, Nick Dendy, Corey Finkelstein, Richard Gayne, Pat Geary of Erie, PA, , Rob Hutchinson, Barbara Kothe, Jim McGrath, Alexandra and Brad Marsland, Mike Meyer of OH, Joe Mingolla, Eli and Ben Mucsi,

Barry Paulson, Roy Pope, Cyril Steinsky, Victor Tilane, and Ron Walker. Supporting them on the scoring tabulation desk were Corine Cairns and Anita McGrath with our very own "Queen of the Spreadsheet", Tracy Kailan, keeping it all so very well organized on her computer. Judging by the laughter and smiles coming from that table, it sounded like they were all having too much fun!

As one can well imagine, the success of our Concours could not be achieved without the financial and gift-in-kind support of our sponsors. Thanks to fellow OJOA member Keith Smout of KNS Ventures (OJOA Member), JLR Waterloo, JLR Brampton, JLR Lakeridge , JLR Canada, The Mark Anthony Group (White Claw), Autoglym, fellow OJOA member Rob Laughton of Leatherique and Hagerty Insurance, we were able to have a successful 54th Concours! Please remember them for the support that they give our club.

I must also mention the contributions behind the scenes of our volunteers Carol Lingelbach and Bonnie Steinsky who manned the OJOA Regalia Desk and Silent Auction, both very successful operations I might add this year. Therein they shall be known as "the Queens of the Bling".

The energy and commitment of new Concours Committee members, Cyril Steinsky and Tony Burgess for their roles in securing sponsors and in the well organized parking layout cannot be overlooked nor that of long time Concours Committee member Mark Smith who supplied and manned the public address system for us.

I would also like to acknowledge the support of Cathy Dowd and her crew at the Canadian Warplane Heritage Museum for helping us stage our 54th Concours in spite of the fact that "Air Force Day" with its 1000 visitors was held there the previous day.

Lastly, I cannot close off this message without thanking Allan Lingelbach for his immeasurable effort as the "Jack of all Trades" for his contribution to the success of this year's Concours d'Elegance whether it be as the Chief Judge's Assistant, Sponsorship Chair or as the JCNA accreditation coordinator. It is so very much appreciated.

Yours sincerely,

*Mike Parry*

54th Concours Chair







**Tracy Kailan**  
*Editor, The Ontario Jaguar*

**An era has ended.** On Thursday September 8<sup>th</sup> Her Majesty, Queen Elizabeth II, Britain's longest reigning and most beloved monarch, passed away in Scotland's Balmoral Castle at the age of 96.

She was not born to be queen. Her birth, on April 21, 1926 made her the third in line to the throne but her uncle Edward's abdication changed the path upon which she trod.

Duty, rather than whimsy, would rule the Queen throughout her life. She ascended the throne on February 6, 1952, after the death of her father, King George VI, but it would be 16 months before her coronation would take place in Westminster Abbey on June 2, 1953. Her official title became Elizabeth II, by the Grace of God, of the United Kingdom of Great Britain and Northern Ireland and of her other realms and territories Queen, Head of the Commonwealth, Defender of the Faith". A weighty title for such a slight woman but she proved her worth with over 70 years of loyal and steadfast service to her subjects.

Elizabeth was known to favour simplicity in life and liked to take a serious and informed interest in government business, aside from her traditional and ceremonial duties. In her seven decades on the throne she saw 15 British Prime Ministers, come and go, from Winston Churchill to Margaret Thatcher and mostly recently Liz Truss. Countless world leaders met with her either at Buckingham Palace or while she was on tour but it wouldn't be a stretch to suggest that Canada held a special place in her heart. She visited us more than any other country during her long reign.

Whatever your views are on the monarchy, Queen Elizabeth II should be remembered for her resilience, when the rest of the world often seems to be coming apart at the seams. She demonstrated dignity and civility when acrimony and antagonism seems to be the order of the day. But most importantly, we can thank her for having lived a life that truly defined commitment, honour and service.

Rest in Peace Your Majesty.

*Tracy Kailan*

An online condolence form is available on the Government of Canada's website: [www.canada.ca/en/canadian-heritage/commemoration-her-majesty-the-queen/book.html](http://www.canada.ca/en/canadian-heritage/commemoration-her-majesty-the-queen/book.html). It will give members of the public an opportunity to pay their respects and express their memories about the Queen. With a limit of 500 words, any person can write a message, as long as they include their name & province.

Condolence books will also be available in person, likely in legislative buildings across the country. Rideau Hall in Ottawa has installed one that will be open to the public.





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## 2022 Jaguar F-Type P450 AWD Convertible - All The Sports Car You'll Ever Need!

Jaguar's attempts at gaining market share over the last decade, hasn't quite gone to plan!

The XE was launched - with great applause - to take sales away from the BMW 3-Series, but it didn't!

Jaguar stabbed themselves in the foot with the XF by giving it a model refresh in 2015 (which is generally a good thing), but then taking all the performance out of it (no more supercharged V8's, instead offering this large sedan with a turbo four-cylinder and base V6's) - oh dear! As a result, even the Audi A6 outsold it.

Sales of the last XJ were so far behind the Mercedes-Benz S-class that Jaguar killed its replacement, even before showing the public what they've been working on for nearly a decade - how bad could it have been?



Then, there's the Jaguar I-Pace - made to herald the brand into an electric future, but when was the last time you came across one, out of the blue?

However, not everything has been a failure! The F-Pace SUV has sold in decent numbers and is easily one of the nicest vehicles in its category to drive. But the real star, has been the F-Type sports car.

First shown in 2013, it quickly got the world's attention thanks to its stunning looks! Jaguar enthusiasts were rejoicing - finally a true successor to the E-Type was coming!

But... looks can sometimes be deceiving! Thankfully, no such worries regarding the F-Type; it drove as well as it looked, and that was enough to form a queue at Jaguar retailers - some customers waiting nearly a year to get their car!

Initial hype often doesn't last long, but Jaguar has been clever; they have constantly been updating the F-Type with style and performance packages and offering the vehicle in coupe and convertible form also helps broaden its market share!

The biggest update, however, came in 2020 (right when the Covid pandemic gripped the world). The update not only gave it a completely new front end, but Jaguar now offers this model exclusively with supercharged V8's.

Gone are the four and six cylinder models, this cat now has serious bite!

What kind of power are we talking about? Well, the new base model -called the P450- now has 444 horsepower, whereas the new "R" model serves up 575 horsepower. Both models feature a supercharged 5.0L V8 motor.

Both the P450 and the "R" are exclusively offered with an eight-speed automatic gearbox, but whereas the "R" is only offered in all-wheel drive guise, the P450 -in base spec- is offered with just rear-wheel drive (AWD is an option). So, if you like your cats to be a bit loose in the tail, the base car will be the one for you!

...cont'd on pg 9





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*...cont'd from pg. 7*

Having driven the F-Type in both rear-wheel and all-wheel drive configuration, I can honestly say that the AWD car is much more capable and can even be used all year long - even in Canada. Whereas the RWD model does require a lot more of your attention - even 428 lb-ft of torque is plenty to light up the rear wheels, so best to spend some time learning the limits of adhesion before exercising your right foot!

Trust me, you'd love to exercise your right foot in the F-Type, because it's performance is addictive! My tester -which was a P450 AWD convertible- is quoted by Jaguar to cover the 0-100 km/h sprint in 4.60 seconds; but when I timed it, I got two runs at 4.30 seconds and one run at 4.24 seconds - meaning, Jaguar is playing conservative with their numbers! Nothing conservative about its top speed however, the P450 is electronically limited to 285 km/h (the "R" can nudge 300 km/h) - which means that the only cats that are faster are the limited edition XE Project 8 (322 km/h), and the XJ220 (341 km/h).

So, the F-Type is a phenomenal performance machine, but it's way more than that! This is also a wonderful car to take on a grand tour, because it is comfortable, has plenty of features, and all the infotainment tech you'll ever actually need!

In short, you'll certainly enjoy life with an F-Type - regardless of the model and spec!

Pricing for the P450 Coupe starts from \$87,200 (the convertible will set you back another \$3,100). All-wheel drive will cost you an extra \$10,200; whereas the "R" is another \$23,500 on top of that!

Cheap, it most certainly isn't but in the world of high performance luxury sports cars, it is a very good deal!

*Nauman Farooq*



F-PAC

JAGUAR



Vehicle show n:2023 Jaguar F-PACE R-Dynam ic.© 2022 Jaguar Land Rover Cana



## BRITS IN THE PARK

Sunday July 17/22 saw 171 British Cars descend upon Victoria Park in Lindsay, Ontario. The event was hosted by the Victoria British Car Club and the Jaguar Brand was well represented with 27 various Jaguar models appearing.

Ballots were given to each participant allowing them to vote for whom they felt was the best entry in each of the 17 classes presented. 5 special awards were also presented. Best in Show was one of these awards. A mailbox at each class of vehicle allowed participants to drop off their ballots making it very easy for organizers to tabulate the results.

The weather was spectacular, and many spectators attended the event, making the day a very enjoyable experience.

*Cyril Steinsky*







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## Ontario Steam Heritage Museum West of Toronto Cruise



“This country was built with steam”

These are the welcoming words from Wayne Fischer, the owner/curator of the Ontario Steam Museum (OSHM) in Puslinch.

On Saturday July 24<sup>th</sup> thirteen cars and twenty nine members of the OJOA braved the elements and met at the westbound on Route for a 70 kms drive arranged by Anita McGrath to Mill St and 5 American Tavern in Waterdown with a two hour visit to OSHM.

Nick Dendy, our traffic control “Bobby” stood in the middle of nowhere to guide us to our destination.

We were greeted by Wayne and his staff of volunteers piloting a 1915 Sawyer Massey steam traction engine and trailer to give us a 20 minute ride around the grounds. (This author was 66 years old when he learned that the steam traction engine was the precursor to the farm tractor. Yes, I’m 66 now.) Wayne bought this steam traction engine as an anniversary present for his wife Judi. How romantic is that?!!



Wayne is very knowledgeable at restoring these antique machines and has a full fabricating shop as almost all replacement parts are made on site.

While some of us were enthralled in this fountain of information, others took time to admire Judi’s garden. Wayne built his house 37 years ago using his machinery to cut each stone for the exterior.

After a couple of hours, it was time to head to our next destination, Mill St. and 5 American Tavern in Waterdown for lunch and fellowship. Sarah and her staff were ready and waiting for our arrival. The quality, price and service was excellent.



The last part of the tour was a visit to Leyland’s British Shop next door to the tavern. A number of people in our club believe that British Cadbury chocolate is better than the Canadian version. My personal opinion is that all chocolate is good chocolate, except for bittersweet. (There’s no reason for the word syllable “sweet” in that word!)

I want to thank Nick Dendy, Anita McGrath, and Tony Burgess for making this tour a success. It was great seeing everyone again.

*Jim McGrath*





## NICK DENDY - *FEATURED MEMBER*



I grew up in post war England, on a farm where one repaired everything, nothing was new; so, I learnt to take things apart, by helping my father repair our tractor, which was a Ford Standard from a US air force base. Plough shears were welded, as was any metal that broke, and visiting auctions to buy, became the norm. This repair psyche that I learnt has stayed with me to this day.

My first car was a 1939 Standard Flying 9 (9hp) which I bought in Plymouth for 50 pounds in 1960 and was my daily driver. I moved from our farm in Cornwall to work in the bank in London and lived in Kensington.

The Standard 9 needed repairs, so a new clutch, and needle bearing caps for the Hardy Spicer joints on the prop shaft were fitted in the street outside my flat. The only tools I had, were a metric spanner, which didn't fit anything, a screwdriver, and pair of pliers, and some coins, which I used as spacers to make the spanner work!!

I returned to the farm in Cornwall and realised I needed new brakes, the car wouldn't stop, just slow down, so shoes and cables were fitted. But I found my brother had gone overseas and left his Jaguar Mk V11 M with some petrol in the tank, which one should never do, so felt compelled to drive it around the lanes, replenishing the petrol to keep it running!!

My sister had an Austin A35 which was in dire need of mechanical attention, so I fitted new pistons and big end shells, ground the valves in, as well as new valve springs, it ran like a dream. I also helped my father rebuild his AC 2 litre saloon, an aluminium car that didn't rust, but the wood rotted!! Great machine, with a 6 cylinder AC engine and 3 carbs!!

My love for cars was truly in my blood.

I left Barclays Bank and joined Nuffield Exports in Piccadilly, arranging for tax free cars to be built for overseas visitors, usually MGB's or Austin Healey 3000's, although I remember a London Taxi for Mia Farrow being built and shipped out, and an Austin Healey 300 for Micky Dolenz of the Monkeys pop group.

I bought my first Austin Mini, used of course, but I fitted it with a stage 3 cylinder head, Cooper S exhaust, twin SU carbs which enabled it to reach 100 mph downhill but breaking distances had to be well planned!! Naturally, I worked on the car myself to achieve this, it had such amazing road holding, and such fun to drive, as speed could be scrubbed off by oversteer, and such a nimble car and so responsive, after my Standard 9 from 1939, which had fared me well.

I used to drive down to Cornwall from Kensington, for the weekend, 200 miles, no highways, and 4 hours 32 minutes was our best time, changing gears when the valves bounced!! It is a struggle to do that today with all the highways and so much traffic. Besides the times are different, as is my age, time to stop and smell the roses seems to apply at times.

The administration side moved to the Austin factory at Longbridge, Birmingham, where they built Lancaster bombers and Hurricanes in the war. The Hurricanes could take off down the central road beside the production line, but the Lancaster bombers were trucked to a local airfield and wings attached there and then flown to an RAF base.

I moved to the Cotswolds in 1962, buying my first house for 4000 pounds and started replacing rear subframes, on Austin Minis, in the evenings as a side income, as now I had a mortgage to pay. It was so easy to strip and rebuild such a simple suspension system and I learnt so much in the process.





Joining Sales Operations gave me a company car and exposure to the entire range of products which, with amalgamation, of Rover Triumph and Jaguar gave access to the new Rover 2300/2600/3500/Vitesse and Jaguar demonstration vehicles. A luxury to say the least, and driving a Rover 3500 down to Monte Carlo for a Avis Car Rental convention was a treat on the autoroute du Sud, just after the car had been launched was amazing. I kept some of the camouflage pieces for the girls to play on, in the garden, as they made great slides!!

I well remember, when I was in Scotland, taking a Jaguar XJS along the M90 motorway from Glasgow to Edinburgh to ensure it could achieve 150 mph, which it did. Unfortunately, it was a 2 lane highway which doesn't work well when another motorist pulls out to overtake you at 70 mph!!! I can attest that the brakes are sufficient, but not so sure about my nerves!!

A confirmation that Jaguars are well made and able to handle their performance, par excellence.

I drove a new Triumph TR7 when they first came out, but the carburetors used to freeze up. I remember driving from London to the Cotswolds with the frozen carb fully open, so the gas pedal was the ignition key, turning the engine on and off to make the car run!! Quite a challenge as coasting was the best way to go, as it was flat out or engine off, not in between!!

Leaving British Leyland, I joined a start up company in the printing parts business, earning a 33% share of nothing, and grew this business, initially in the UK, then Europe, and then moved to Canada to set up a Canadian company, and a US company as well.

Initially, I drove a Nissan Maxima, an impressive car, but with limited trunk space so I bought a Volvo 745 station wagon enabling deliveries, and cross border travel with used components, for repair and sale. I acquired the other 66% of the company in exchange for my 33% of the UK company, which halved the company taxation, and I bought warehousing as the company grew in size. I opened a US warehouse in Buffalo, then opened another in Orange County, LA. I bought out a competitor in Ft. Collins, Colorado, and moved back into the UK, and bought a competitor there also thus combining the business. I needed to get out parts closer to our customers in order to increase business, and this worked well.

This growth allowed my ability to lease a Jaguar XJ8 saloon, to get me back into the Jaguar fold, and then replaced it after 3 years with a Jaguar Vanden Plas, and then leased a Jaguar XK8 convertible, which got me well and truly hooked on Jaguar convertibles. A friend wanted to sell me his Jaguar XJS, which was in great condition, except the kick down didn't work, which was likely a switch, tempting for \$5000, but I had nowhere to garage the car!! I bought a Jaguar S Type 4.2 as a winter car as this was more practical and a great vehicle with the XK engine.



I then replaced the Jaguar XK8 with a new Jaguar XK convertible which was a joy to drive. In fact, on collecting the car in Kitchener, I drove up to the cottage at Point Clarke for the weekend, and came across a long line of cars, bumper to bumper, crawling along at 75-80 kph/50 mph, just below the speed limit. When a long straight away appeared with nothing coming the other way, I decided I could easily pass them all with ease and relative safety. I selected "sport mode" and floored it, only to find the lead vehicle had blue lights on top, so with nowhere to pull in, I had to overtake the police car, who naturally pulled me over. All they booked me for, was exceeding the 80 kph speed limit which was quickly accepted, much to my relief, as the radar detector was going ballistic. I since learnt it was a ploy to catch people speeding, on this piece of road, which obviously worked.

To better appreciate the luxury of Jaguars, I bought a 1985 Lotus Super 7 off of TVAvengers fame. I tied an umbrella to the roll over bar as it only had a tonneau cover, and used it to drive to work. You could hear it coming at least a mile away. The Alloy wheels managed to work loose on my way to work one day as the rear became unstable. I stopped only to find I had lost 3 wheel nuts. I had the socket in the car so resorted to 3 nuts per wheel and continued. On returning home, I cycled the route to find all my lost wheel nuts on the side of the road. I then found the wheel nuts were incorrect for these alloy rims and they should never have been used. Problem solved. It was a slower way to travel but I got to see more of the countryside, especially as I was essentially sitting on the floor which gave me a great sense of speed, without actually speeding.



.....cont'd on page 17



# CLASSIC JAGUAR

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



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...cont'd from page 15

I went to Grand Valley Auctions often, and they had a 1985 BMW 635 Csi M spec car parked outside, which peaked my interest, and found the final bidder didn't collect the car, so asked what the final bid was "\$5000", says Carl, so the car was mine. A classic vehicle which I bought up to concours condition, and a delight to drive. Unfortunately, it had a scary fault, the engine kept dying on you for 20 seconds or so. This was especially awkward when driving in the US on I-75 in the fast lane, and the engine dies, so I coasted to the hard shoulder where it came back to life. I found the problem was a resistor component, and all was well.

It had its quirks, as I drove to Detroit Airport and left the car whilst on a sales trip in the US. Upon returning late at night, I found the car was dead, but I had stored a battery charger in the boot, so I was prepared. I pushed the car, close to the only electrical outlet I could find, only to find, it too was dead. So I pushed the car to the top of the ramp, slipped it into gear, it was a 5 speed, and let out the clutch as it started to pick up speed, only to find this was the up ramp, with a car coming up! Foiled again, but the guy called the service that boosts cars, they did it for free. I was so pleased to get home with no more incidents. I didn't want to leave an attractive Jaguar XK convertible in a parking garage in Detroit, as it might go missing.

Living in Sarasota during the winter I started to look for a used Jaguar XJ8. I visited the local Jaguar dealer Wilde Jaguar. I needed a 4 door saloon to take visitors around touring Florida, or evenings out to dinner with friends. Unfortunately, Wilde didn't have a suitably priced Jaguar, but I noticed an Aston Martin tucked around the back, which peaked my interest, but the salesman denied having one. I checked online, to find the car did exist as an online sale only, so I hurriedly returned and struck a deal to buy a 2001 Aston Martin DB7 Vantage Convertible V12 with 11,000 miles on the clock. I bought a Lexus bumper-to-bumper warranty which cost them dearly, but a godsend for me.

On driving out of the dealership the instrument panel went dead. No fault could be found, so I took the car to the Aston Martin dealer in Tampa, where I was loaned a Cadillac. Three weeks later, after a new instrument nacelle and a new fuse box was fitted I got the car back. A spasmodic lack of power, that called for a new radiator, in case it was overheating, was fitted. Unfortunately, the lack of power continued. Flooring the gas pedal on I-75 travelling at 70 mph made no difference! I drove the car to the dealership, and they found that it wasn't the computers, but a faulty fuel pump, so back to the Cadillac and eventually I got the car back, but only used it for 3 months out of 6 but had cured all the problems under warranty, so I traded it in for a BMW 750Li.

Now I had my 4 door sedan at last and must admit that was a very comfortable in which to drive around in luxury. So ends the saga of my DB 7, which when running, was a thrill to drive

When replacing my Jaguar XK, as the lease was up, the cost of a new Jaguar XK convertible lease was more than it would cost to buy a 3 year old, 11,000 mile Bentley Continental GT, so there was an easy answer, which gave me a Super car. I owned, and drove it for 6 years of exhilarating motoring, with endless power under the bonnet, and often regret letting it go. My search for this Bentley took me to Miami, Ft. Lauderdale, Montreal, and Minneapolis but I found the car in Kitchener, at the Ford dealership. It failed to sell at auction, so I paid the reserve price, which was steal.

However, I found my current Jaguar XK 2007 convertible in West Palm Beach, after taking my wife to Tampa airport, I called the Automation Chevrolet dealer who thought the car was still there, so I set off to have a look, arriving around 6:00 pm. I drove the car, which had very low miles, and a strangely low price, which I didn't question. I just assumed they didn't know the car and it was an online sale to get rid of it. Unsold cars from their dealers were sent here for re-allocation or auction. I agreed to the price, which may have been an auction reserve, the sales guy knew nothing about the car. I said I would return and bring a bankers draft. No need they said, we can take your Lexus ES 350 and put some plates on the car, and you can drive away, and you can send us the bankers draft!!



I didn't need anymore temptation, so at 8:00 pm I was homeward bound having found the Jaguar XK convertible I was hunting for. The car is a pleasure to drive, accelerate out of predicaments and is truly the epitome of "Grace, Space and Pace" which it has in every sense. A truly apt description of its character.

Long live Jaguars!!!

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2. "He has no enemies but is intensely disliked by his friends." - Oscar Wilde
3. "I feel so miserable without you; it's almost like having you here" - Stephen Bishop
4. "He is a self-made man and worships his creator." - John Bright
5. "I've just learned about his illness. Let's hope it's nothing trivial." - Irvin S. Cobb
6. "He is not only dull himself; he is the cause of dullness in others." - Samuel Johnson
7. "He is simply a shiver looking for a spine to run up. - Paul Keating
8. "He loves nature in spite of what it did to him." - Forrest Tucker





2022 OJOA CONCOURS d' ELEGANCE  
PICTORIAL OF A SUCCESSFUL DAY





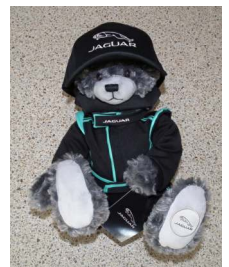


**We would like to thank all of our Judges, without whom our Concours could not have been such a success.**

Steve Sherriff: *Chief Judge*  
 Allan Lingelbach: *Deputy Chief Judge*  
 Randy Barber  
 John Blais  
 Frank Cairns  
 Duncan Curd  
 Nick Dendy

Corey Finkelstein  
 Richard Gayne  
 Pat Geary  
 Rob Hutchison  
 Alexandra Marsland  
 Brad Marsland  
 Mike Meyer

Ben Musci  
 Eli Musci  
 Barry Paulson  
 Roy Pope  
 Mark Smith  
 Ron Walker



*Apprentice Judges*  
 Barbara Kothe

Joe Mingolla

Victor Tilane



Steve would encourage anyone who is interested in judging our 2023 Concours to contact him to discuss details and training. Your good deed will not go unrewarded! Each judge gets a swanky "official" OJOA ball cap as modelled by our Formula E Racing Bear (he's not included).





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## CONCOURS SCORE RESULTS

**Congratulation to all who participated  
in our 54<sup>th</sup> Concours d'Elegance**

**SPECIAL AWARD WINNER  
Chair's Choice: Tony Burgess**

**We would like to thank the following  
sponsors for their donations to our  
Concours:**

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- Jaguar Land Rover Canada
- Jaguar Lakeridge
- Autoglym
- Hagerty
- Leatherique: Rob Laughton
- Mike Meyer

**Their contribution is vital to our success  
and their generosity and support is greatly  
appreciated.**

### Participants Who Displayed Their Jags:

Mike Binns  
D'Arcy Black  
John Blais  
Melanie Boam  
Wayne Bryant  
Neil & Chris Burton  
Gordon Campbell  
George Cox  
Tommy Cross & Mark Saskoley  
Paul Freeman  
Alan Graves  
Ian Hatton  
Tony Hillebrandt  
David Jones  
Geoff Leckey  
Arnaud & Alexandra Majstorovic  
Joseph & Enza Mancinelli  
Jim & Anita McGrath  
Joe Mingolla  
Jeff Pollard  
Raymond Smith  
Oliver & Pamela Stone  
James Venn

ENTRANT NAME	CLUB	YEAR	MODEL	SCORE	RANK
<b>OJOA SENIOR VINTAGE</b>					
Brad Marsland	OJOA	1963	E-TYPE	99.500	1
Brad Marsland	OJOA	1956	XK140MC	99.000	2
Tony Burgess	OJOA	1961	MK11	97.000	3
<b>CHAMPION C6/E2</b>					
Pat Geary	OHIO	1969	E-TYPE	98.430	1
Anthony B. Penna	OJOA	1969	E-TYPE	95.330	2
<b>CHAMPION C9/XJ</b>					
Brad Reynolds	OJOA	1976	XJ6	98.030	1
<b>CHAMPION C11/J8</b>					
Barry Moloney	OJOA	2006	XJR	96.610	1
<b>CHAMPTION C13/JS</b>					
Michael Parry	OJOA	1996	XJS	99.650	1
<b>CHAMPION C14/K8</b>					
Barry Moloney	OJOA	2004	XK8	99.710	1
<b>CHAMPION C15/XK</b>					
Allan Lingelbach	OJOA	2014	XKR-S	100.000	1
Carol Lingelbach	OJOA	2009	XKR	99.970	2
Nick Dendy	OJOA	2007	XK	98.900	3
<b>CHAMPTION C16/SX</b>					
John & Margaret Foster	OJOA	2001	S-TYPE	98.750	1
Frank Cairns	OJOA	2007	S-TYPE	98.690	2
<b>CHAMPION C19/FJ</b>					
John Ogden	OJOA	2017	XJR	99.300	1
<b>CHAMPION C20/F</b>					
Chris Kailan	OJOA	2014	F-TYPE	99.960	1
<b>SPECIAL S1/PD</b>					
Tony Burgess	OJOA	1993	XJ220S	9.997	1
<b>SPECIAL S2/MOD</b>					
Tony Burgess	OJOA	1983	XJS-TWR	9.925	1
Tony Burgess	OJOA	1992	VDP-TWR	9.915	2
Benjamin Mucsi	OJOA	1998	XJR	9.863	3
Barry Paulson & Barbara Kothe	OJOA	1968	XKE	9.840	
Dino Finelli	OJOA	1969	E-TYPE	9.773	
<b>DRIVEN D1/PRE</b>					
Robert Bentley	OJOA	1956	XK140	9.870	1
<b>DRIVEN D3/E2</b>					
Bruce Thomson	OJOA	1970	E-TYPE	9.990	1
David McKeown	OJOA	1968	E-TYPE	9.710	2
<b>DRIVEN D6/XJ</b>					
Mark Smith	OJOA	1992	XJ12	9.687	1
<b>DRIVEN D7/XJ</b>					
Dave Case	OJOA	1988	XJ6	9.973	1
Michael Milton	OJOA	1996	X300	9.967	2
<b>DRIVEN D8/XJS</b>					
George Cox	OJOA	1994	XJS	9.923	1
Paul Shaw	OJOA	1993	XJS	9.831	2
<b>DRIVEN D10/K8</b>					
Terry Ward	OJOA	2000	XKR	9.978	1
Joe & Grace Allison	OJOA	2006	XK8	9.976	2
Frank Preston	OJOA	2006	XK8	9.941	3
<b>DRIVEN D11/XK</b>					
Cyril Steinsky	OJOA	2014	XKR-S	9.980	1
John Witt	OJOA	2009	XKR	9.962	2
<b>DRIVEN D13/SX</b>					
Tracy Kailan	OJOA	2004	S-TYPE	9.958	1
Mark Smith	OJOA	2001	S-TYPE	9.676	2
<b>DRIVEN D14/FJ</b>					
Victor Tilane	OJOA	2011	XJL	9.992	1
Surojit Sarkar	OJOA	2019	XF	9.968	2
<b>DRIVEN D15/F</b>					
Paul & Chase Hillenaar	OJOA	2016	F-TYPE	10.000	1
<b>DRIVEN D16/P</b>					
Mike Meyer	OHIO	2019	F-PACE	10.000	1

## TO DISPLAY OR NOT TO DISPLAY, THAT REMAINS NEXT YEAR'S VEXING CONCOURS QUESTION



By all accounts, except perhaps for one yardstick, our 2022 Concours was a spectacular success. To begin with, we had 67 Jaguars registered and in attendance, one more than last year's banner year. We had 41 judged entrants, one less than last year. The weather gods blessed us as they usually do, even though we have that vast hangar as insurance against bad weather. The OJOA is once again in the very top tier of judged entries for all JCNA Concours events in North America. People were clearly happy. I was glad that our large team of volunteers masterminded by Concours Chair Mike Parry pulled this major event off with a flourish and without any significant problems to my immense relief yet again. I need not have worried. My only reservation is that there were 26 Jaguars in the Display category, believed in itself to be an all-time record which surprises, and to some extent disappoints me, as I will explain.

We had sufficient judges with impressive collective experience. Newly minted apprentice judges were also active. My perennial worries about having enough judges were reduced when judge Corey Finkelstein helped rescue Barry Paulson and spouse Barbara Kothe, two judges from Ottawa on their way to the Concours, who became temporarily stranded in Collingwood where their E Type "failed to proceed". It takes brave and skilled folks to drive an E Type from Ottawa to Hamilton. They made it and judged others while their nomadic E Type was also judged. Every judge who confirmed they would attend did so in a timely and enthusiastic manner. There were no slackers and no posers.

As a result, 20 certified JCNA judges in total evaluated the entries. Many judges entered their own Jaguars which makes organizing judging teams challenging, but viable with this high level of co-operation. Without exception, these judges were keen, reliable, and diligent volunteers, the unsung heroes of this event. Judge Mike Meyer once again came from Ohio and judge Pat Geary yet again from Pennsylvania. This has become a pleasant pattern. They like us and our Concours, and we like them. We can never have too many judges and I welcome anyone interested in becoming a judge to contact me. It is not a difficult process. Once certified, you will judge under the guidance of experienced team leaders and fellow judges or can also begin as an apprentice.

Thank goodness we expanded our score sheet tabulation to three wonderful ladies: Anita McGrath, "Corn" Cairns, and our editor Tracy Kailan. Without that diligent team and the overall highly competent assistance of my judging partner Allan Lingelbach, we would not have been announcing awards at around 3pm, which was the earliest in years. Mark Smith provided the sound system and the music while also judging and entering two cars which merits honourable mention.

We had the "best of the best" competing in the OJOA's Senior Vintage Division under the watchful eye of Pat Geary, the ultra-experienced Invitational Concours and JCNA Judge and his team. In the end Brad Marsland's 1963 E Type fixed head coupe prevailed, barely edging out Brad's 1956 XK 140 MC, Jaguar's iconic post war sports car with Tony Burgess' splendid 1961 Mark II close behind. All of these cars are first class examples, having received advance special approval from me to compete against each other using Invitational Concours Rules, not JCNA Rules. Engines are run, the chassis is examined, and authenticity is emphasized. We intend to run this Division again next year which will be its fourth year.

This OJOA Senior Vintage Division has a "halo effect" on the Concours attracting entries which impress everyone while providing the top rung on the ladder as an incentive for those entries which have won or would otherwise effortlessly win their individual JCNA Champion Division classes. If you believe you have a superior Jaguar of any type manufactured before 1975, contact me and I will likely approve your entry into Senior for next year. I find that potential entrants err on the side of not thinking their car is good enough across all Divisions, not just Senior Division. Your car does not have to be perfect to be accepted, but it should be cosmetically excellent and highly authentic to enter this Division.

Our Senior Division can be viewed as the last step toward entry into major Invitational Concours such as Cobble Beach in Owen Sound and the numerous prestigious American Concours, all of which require applications and prior acceptance. Most of these require the entry to be manufactured no later than 1975. We may make room for up to six Senior entries next year. Trailering of entries in this Division is permitted and there is obviously abundant space to park trailers.



We had only one supercar entered this year, Tony Burgess' yellow XJ 220 S one of six ever made. Naturally, this gorgeous machine won its Special Division class, but the Quigleys will be back next year with their "fleet" of supercars to challenge Tony. By the way, I pronounced Tony as once again the "King of Logistics" at this event, entering four cars for judging as well as smoothly directing parking ably assisted by Jim McGrath and others. I was pleasantly surprised at how well and how quickly the 41 judged cars fit into that hangar

The top of the JCNA Concours ladder is Champion Division which had a somewhat disappointing 13 entries this year. These were all very sharp cars which scored well. What was obvious was that a number of entries in Driven Division were also of Champion Division calibre, and indeed I singled out a few while presenting awards. All high point Driven Division entrants need to do is detail under their bonnet and in their boot areas for next year in order to climb the ladder. Once again "purrfection" is not required. Judging of those areas is what distinguishes Champion from Driven Division. Champion Division should be the goal of every entrant. No prior approval is required to enter. Don't expect a first place, first time out, although it may happen since there are so many JCNA classes resulting in diluted competition in some classes. Do expect to receive your invaluable score sheet in the mail (as with all judged Divisions) pointing out areas of suggested improvement. You can then choose to improve or not at your own pace.

There were a very healthy 19 entries in JCNA Driven Division this year. This is the entry level division for judging. This Driven Division entry volume convinces me that there is widespread acceptance in the OJOA that a Concours is beyond a mere car show or cruise night. You can partake in such non judged activities in shopping centre parking lots. Don't get me wrong, these are pleasant events which I enjoy attending, but they are not be confused with a Concours.

What I do not understand is why anyone would want to enter the "Display" category in our Concours which made up 39% of all entries?! It puts you out on the tarmac in potential scorching heat or rain or worse when your car can be inside the hangar out of the weather in Driven Division for a mere \$5.00 more. Wait until an air mass thunderstorm, (which can be initiated by daytime heating rising from a large, paved parking area) with the potential for hail damage looms overhead, and you will readily become a convert. The under bonnet and boot areas are not judged in Driven Division, so the effort to enter consists of a modest clean up about the same as you would likely do to display the car. If someone can convincingly explain any advantage of entering display to me, (other than a restoration in an early stage, or a vehicle with obvious major cosmetic challenges), as a reward I will pay that informant the difference to put their entry in Champion or Driven. This is a fairly safe bet for me because I am confident there are no advantages.

This year all Driven Division entries were parked inside the hangar. However, in future, very late model entries in Driven Division may need to be positioned outside if space is at a premium.

I realize that one of the great benefits of just being on site is the fellowship and camaraderie with your fellow members. Regardless of what Division you choose to enter, if you drive your Jaguar onto the apron of the Museum that will always remain good enough for me. I was too busy to make it outside to look at Display cars for the second year running. I regret that, because some folks choose to start the Concours process that way, and I can readily spot the Display cars which would do well in judging. Please treat this article only as a gentle prod to be judged next year and no more. All Jaguars are always welcome to attend. The currently challenged entry may become stellar over time or remain a faithful reliable driver.

Thanks for registering early which really helps planning. I look forward to seeing even more of you entering next year.

Constructive suggestions as to how we can improve the Concours, are always welcome.

*Steve Sherriff*  
*OJOA Concours Chief Judge*



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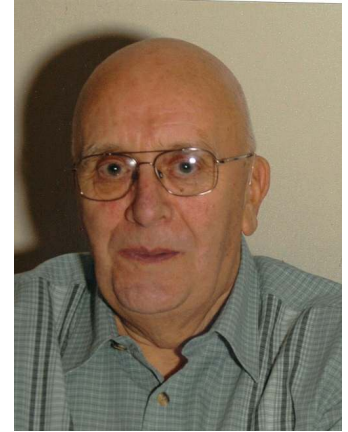
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## FOOD FOR THOUGHT



During the 1960'S & 70'S, I was actively involved in vehicle exterior noise testing, the focus was on intake and exhaust noise to reduce the levels obtained during testing. Significant advances were made in progressively reducing the noise levels of cars during what was, essentially an urban noise test. Unfortunately, the explosion in car population eliminated the overall effect. Further progress in reducing levels is limited by the fact that the interface between tire and pavement surface is now the dominant noise. I am not aware of the situation today as I have not been involved in the activity since resigning my position of chairman of SAE's 'Light Vehicle Exterior Noise Standards Committee' prior to my first retirement in the late 90'S. How I achieved that position is another story to be told. My last actions were soliciting monies to support a University of Texas (Austin) program aimed at researching the tire/road interface noise.

Pavement surface was seen as an essential component in reducing noise in German, inner cities. Material and construction methods were developed to reduce vehicle noise, their open nature requiring special cleaning to maintain effectiveness. Additionally, delivery trucks used in inner cities had to be particularly quiet, generally incorporating totally encapsulated engines to ensure minimum noise emission.

Of possible interest is the initial reason for five speed cars, it was also initiated in Germany by high powered car producers. Details within ISO R362 allowed for testing cars in an alternate than second gear if certain conditions were met. Use of a third gear reduced the acceleration rate through the test area thereby reducing the engine speed and noise. Its inclusion in the vehicles was sold to the customers as a gas saving measure, likely true.

Here in North America, we seem less concerned about vehicle noise, highways are constructed using, probably the noisiest pavement surface, tined concrete. Highway 407 is a Canadian example and similar roads around Detroit in the States are the same material.

Today there is a universal test procedure for determining vehicle noise, ISO R362, I do not know the current revision level. Individual countries set their own level for compliance, however in the USA local areas are free to set their own level. Vehicles failing to comply cannot be sold in that jurisdiction.

The test procedure which is an acceleration test over a 20-meter distance. The starting speed has been in contention for decades, it is 50 kph (30 mph) the urban maximum speed in most countries. During my time at Austin Morris, we took part in an urban driving exercise, with other European manufacturers. This took place in various inner cities, our choice was London, recordings were made of various vehicle parameters such as, road speed, engine speed and gear selection. All results were collated by VW at Wolfsburg and presented to the Common market organisation along with proposals for an alternate, more meaning full test procedure.

All for nought nothing changed.

The latest addition of ISO R 362 is ISO R 362-1-2015, this is currently under revision. A comment re my thoughts on vehicle safety, in the Nineties I was actively involved in designing a car headlining which would add structural stiffness to the cars roof and therefore to the whole monocoque construction. Today one sees cars where virtually all of the roof is taken up by an opening sun roof, probably eliminating any contribution of the roof to structural integrity. Reliance appears to fall solely on cocooning passengers in multiple air bags. Then I am now out of touch with such things in any detail.

*Tony Hughes*



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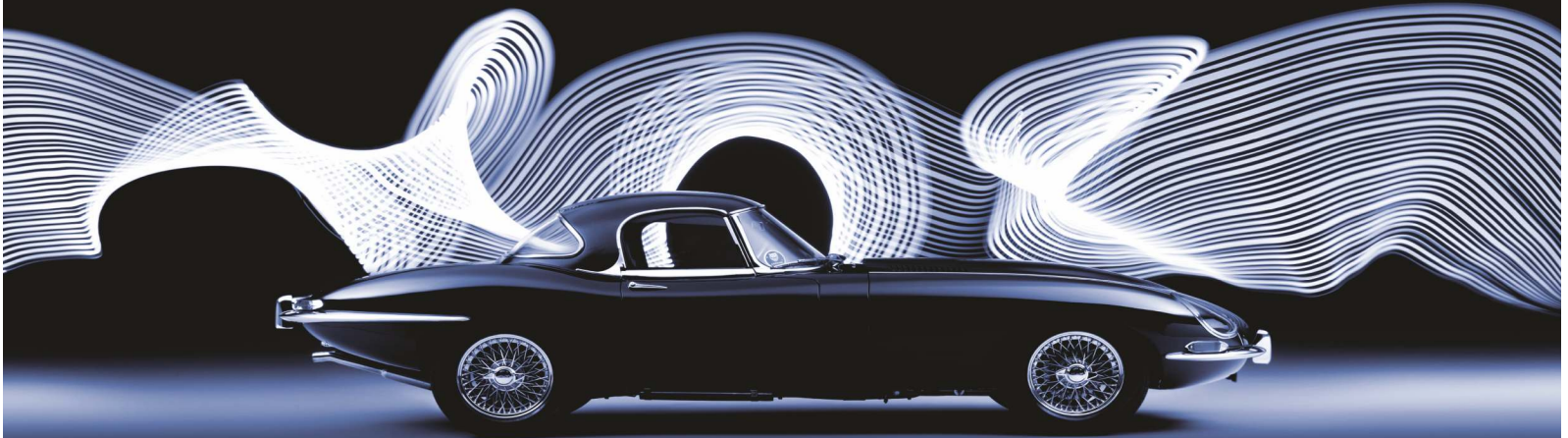


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## Now All I Need Is Some Track

I have a small die-cast model car collection, mainly Jaguar, Triumphs with some 1960's and 1970's F1. At Ancaster I purchased three models, A Jaguar XJS, a Jaguar Mark 7 and an E-type. I hesitated over the E-type as I already have quite a few. However, it looked interesting as it was marked as a 1963 Le Mans race participant.

The box label was Revell, I was puzzled, as I know Revell as a plastic kit maker and not a producer of die-cast models. At the time I did not think much of it and just put them in the boot of the Jaguar XK8 (full size one that is).

Later at home, I looked more closely at my purchases. I realized that the E-type was a slot car racer. What surprises me is the level of detail in the model. There is a driver and a detailed interior with dash gauges. Unfortunately, I was not able take a good picture that would show this. The pictures show other details such as the knock off wheel hubs, wing mirrors and a small deflector on the hood. I must wonder how long these would have remained on the model once the car flies off the track when taking a corner to fast.

I am not sure how long Revell produced model race cars as not much comes up on Google and eBay doesn't list much. So, all I need is some track before I can race the E in anger.

In the picture that shows the box I guess the car cost \$52.99 when new, I wonder if this is Canadian or US dollars.

*David Jones*



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## How Long Do You Keep Your Cars?

Mr. Allen Swift, (Springfield, Massachusetts) Born—1903, died in 2005 at the age of 102, had a great start in life and an early exotic present.

Mr. Swift received this 1928 Rolls-Royce Piccadilly-P1 Roadster from his father, brand new - as a graduation gift in 1928.

Mr. Swift drove the car up until his death in 2005, at the age of 102. He was known to be the oldest living owner of a car that was purchased new. The car was donated to a Springfield museum after his death. It has over 170,000 miles on it, still runs like a Swiss watch, dead silent at any speed and is in perfect cosmetic condition.

That's British engineering of a bygone era. I don't think they make them like this anymore.

*The Ottawa Jaguar Club  
& Springfield Museum*



1928 Rolls-Royce Piccadilly-P1 Roadster



## OJOA CLASSIFIED ADS



### 1985 XJ6 [09-22]



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Well taken care of. Not winter driven.

**Price: \$15,000 obo**  
Contact: Allan at 705 437 2993.  
Email: ann.mcdermott@bell.net



## 1998 Lincoln Mark VIII [09-22]



Excellent Condition - Everything Works!  
Power train: 4.6L V8 - 290 HP and  
295 Lb-Ft of torque.

Rear wheel drive  
4-speed automatic transmission.  
Two owners from new  
Approx: 54,000 km.  
Very well kept; hence everything works.  
Emerald green on light tan. Full power  
features. JBL premium sound system  
with CD changer and cassette.  
Located in London, Ontario

**Price: \$19,995**  
Contact: Nauman Farooq  
at 416-435-5535  
Email: naumanf1@yahoo.com



## 1994 XJ12 (XJ40) [09-22]



145,000 km  
Car was running properly when  
parked in our garage  
approximately 10 years ago.

**Priced: \$5,000.00 obo**  
Contact: 705-264-1079



## 1994 XJS [06-22]



6 4.0L 2dr Convertible  
Drive in style and comfort while  
attracting attention of others. Gold  
Two proud owners.  
Kept off road in winter.  
Features: Automatic Transmission•  
Factory AM/FM/Cassette stereo•  
Cruise control• Air conditioning•  
Top boot for convertible top

**Price: \$17,500**  
Contact: George Matheson  
at 905-522-0754  
Email: gm@78mountain.com







1962 Corvette



1966 Austin Healey BJ8



1955 Jaguar XK140



1991 NSX

## Sports Car Collection For Sale

[06 -22]

**Price: \$80,000 each for the Corvette, Austin Healey, Jaguar XK140 & NSX**

**\$60,000 Negotiable for the Jaguar Series 1, E-Type 2+2**

The 1967 Series 1 E-Type is currently undergoing refurbishment with about 100 hours to completion.

It has fresh body work and paint. Will sell as is or completed.

Contact: Gary Bryson  
Email: [garyjbryson@gmail.com](mailto:garyjbryson@gmail.com)



1967 Series 1 E-Type 2+2



## 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



## 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





### 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](mailto:Robert.greaves@fedex.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](mailto:norman.shulman@gmail.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](mailto:Robert.greaves@fedex.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](mailto:Randy.barber1947@gmail.com)

# PARTS FOR SALE

## Two Original Jaguar XK120/XK140 Valve Covers [09-22]

Believe they will fit XKE or XK150 as well

**Price: \$500 for the pair**  
Contact: [darrellewert2@gmail.com](mailto:darrellewert2@gmail.com)



## Rims and Pads & Rotors [06-22]

I have a set of 17" "Revolver" rims genuine Jaguar front and rear brake rotors and pads for sale.

The rims are in very good condition with no blemishes

The discs are in "like new" condition.

**Price: \$350 for Rims**  
**Price: \$500 for Pad & Rotors**

Contact: Jim Venn  
at 905-648-4416

Email: [vennjamesk@gmail.com](mailto:vennjamesk@gmail.com)







**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  
 Email: [smith.richard968@gmail.com](mailto:smith.richard968@gmail.com)

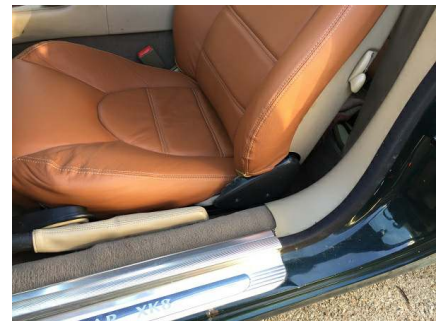


**Several Sets of 1996-2004 XK8-XKR Outer Seat Hinge Covers [04-21]**

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 Smith  
 at 705-441-0477  
 Email: [smith.richard968@gmail.com](mailto:smith.richard968@gmail.com)



# Ontario JAGUAR Owners Association

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



## 2023 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 2022? \_\_\_\_\_  
What year did you first join OJOA? \_\_\_\_\_





# 2022 Upcoming Events

## OJOA MEETINGS

October 12 & November 9

There will be NO December Meeting

Location: Symposium Cafe located at 3055 Dundas St W. Mississauga

More details will be posted on our website.

Reminder emails will be sent to members who have provided their email address

## SAVE THESE DATES

- **OJOA Fall Drive, Northward Bound: October, Day TBD \*\***
- **MG Club's Brass Monkey Run: Sunday, October 16**
- **Rockton All British Flea Market & Car Show: Sunday, October 16**
- **OJOA Christmas Luncheon (1pm): Saturday December 10**

**\*\* Website will be updated as soon as details are worked out\*\***

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 at [tkailan@hotmail.com](mailto:tkailan@hotmail.com)

