



The Ontario Jaguar

Magazine of the Ontario Jaguar Owners' Association

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The Ontario Jaguar

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Editor: Tracy Kailan

Articles By: Maurice Bramhall, Nick Dendy, Tony Hughes, Carol & David Jones, Allan Lingelbach, Tracy Kailan

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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

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Event photographs submitted by: Paul Hillenaar & 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. 15 & Dec 1



PRESIDENT & DIRECTOR: MEMBERSHIP

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



VICE PRESIDENT

Tony Burgess
vicepresident@ojoa.org



TREASURER

Allan Lingelbach
treasurer@ojoa.org



DIRECTOR: ADVERTISING & CLUB SECRETARY

Cyril Steinsky
advertising@ojoa.org



DIRECTOR

Josephine O'Brien
communications@ojoa.org



DIRECTOR: WEBSITE

Mark Smith
website@ojoa.org



DIRECTOR

Nick Dendy
nick@ojoa.org



DIRECTOR: CLUB HISTORIAN & CONCOURS CHIEF JUDGE

Steve Sherriff
Phone: 905-822-7396
sesherriff@gmail.com

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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, 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 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



EDITOR: Tracy Kailan
tkailan@hotmail.com

PRESIDENT'S PODIUM



Michael Parry

President, The Ontario Jaguar Owners Association, North Eastern Region

It is hard to believe that winter is coming as we enjoy balmy temperatures of 7 Degrees Celsius with nary a snowflake in sight. Had your OJOA Board known how mild the weather was going to be as I write this in early December, we might have organized a Late Fall run. However, the weather, like life, can often be unpredictable. Nevertheless, in spite of all that is happening in the world around us, the OJOA staged four fun filled driving events this past year starting with the Spring East Run to the Canadian Automotive Museum, the Summer West Run to the Ontario Steam Heritage Museum and the Fall Run to Collingwood to enjoy perhaps the most beautiful Fall colours seen in sometime. One cannot forget this year's 54th OJOA, Concours d'Elegance on August 14th where we were one Jaguar shy of tying last year's turnout of sixty-five Jaguars.

At our 55th Concours d'Elegance next year, we can expect our members to break through that recent record as many of our 2021 Concours attendees filled their 2022 summer with pandemic delayed trips to make new memories with family and friends throughout the world!

Speaking of family and friends, now would be a good time to renew your 2023 OJOA Membership, if you have not already done so. To entice you to renew in this holiday season, the first three members who sign up for a three year membership will receive a 2023 Jaguar Calendar which features all the Cats that we love! The race is on!

Wishing you and your family, a very Merry Christmas, a Happy Hanukkah, a Fun-filled Festive Season and of course, most importantly a healthy New Year.

Yours sincerely,

Michael E. Parry





Tracy Kailan
Editor, The Ontario Jaguar

Chris & I recently returned from a Riverboat Cruise in France. Along for the ride were fellow OJOA members Jim & Anita McGrath, Allan & Carol Lingelbach and Iris & Byron, friends of the Lingelbach's. To say the least, a good time was had by all with one question arising. Where are all the Jags?

While driving to our tours or walking around we would play "I Spy" looking for them but unfortunately there were hardly any to be found. Our count for the almost 2 weeks that we were there, travelling to various cities along the Rhone River didn't go past 10, unless you included the vehicles we saw at a Jaguar dealership we passed one day.

So why are there so few of these magnificent vehicles around? Is it the fuel price? Has the brand run it's course in France? Or are Peugeots just that sexy?

It seems that Europeans have been boycotting British cars since Brexit. European sales teams have reported that customers have been turning their noses up at British cars in droves.

It didn't help that in 2019, Jaguar Land Rover announced that there would be sweeping job cuts across Europe or that the global pandemic ground the economy almost to a standstill. Although by 2022, JLR has increased its sales in China and North American it hasn't offset lower sales in Europe and the UK.

So how does JLR rebound in the European market? I'm sure that everyone of their executives are wondering the same thing.

This traveller doesn't have an answer either but I did suggest to the group that we should form a European branch of the OJOA.

We could spend our time as brand ambassadors, travelling throughout the EU meeting & greeting, wining & dining and with extreme good will, maybe we can slowly talk our Europeans friends into loving Jags again. That's the kind of job that would certainly pull me out of retirement!!

As the year comes to end, I would like to take this opportunity to wish everyone a very Merry Christmas & Happy Holidays. I hope that you have all the blessings which you deserve and that 2023 is prosperous and bright.

Best regards,

Tracy Kailan



Our first night in Nice, France



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How to Replace A Rear Brake Lamp Bulb On A Jaguar XK

Tools Required :

- 7mm Socket
- Thin blade/plaster knife
- Ratchet
- Sylvania 7528 12 volt 21/5 watt bulb

Your dash display will advise you that a rear brake lamp has failed and indicate which rear side is affected. To replace the bulb, you have to remove the rear lens assembly, worry not, it isn't that complicated.

Open the trunk, and remove the louvred black plastic plate, which reveal a section of the rear lamp assembly.

There are two studs readily visible but leave these alone. You will now see one small nut on a long stud, which needs the 7mm socket to remove it. A long socket is preferable, but you now need to remove the blanking plate black plastic stud that is attached to the lamp assembly .

For this you will need a sharp knife or thin blade, to pry up the stud from the blanking plate. Do this a little at a time, and on opposite sides , and use a plaster knife once you have a small gap to get under. Remove the stud/plug and keep on one side. Using a bit of wood or cloth on the blanking plate so that you do not mark it.

Now, gently untuck the trunk interior trim from out of the trunk rubber seal and fold it downwards. This will reveal the second 7mm stud that you need to get the socket on and undo.

Loosen the outer one a little and also the inner one which is more difficult. Remove both nuts and lay on one side.

The pointy end, front, of the rear lamp assembly is held on by a metal pin that locates into a rubber grommet in the car body.

With both nuts removed gently pull the lamp assembly away from the rear wing, looking inside when you get the chance to see the pin and grommet, so you do not put undo pressure on this pin.

If the unit will not come free, then replace the 7mm nuts onto the studs to protect the studs and tap or press the nuts to release the unit, or simply tug at it from the rear. Typically, this should come apart very easily .

Once it comes free, the wiring is still attached , so remove the black lamp connector, turning anticlockwise .

Remove the bulb and replace it with your new one in the holder and insert back into the rear lamp cluster.

The bulb can only go in one way, owing to the bayonet style offset pins.

The holder can only go in one position when refitting to the cluster.

Clean the cavity of dust and re-install the lamp assembly, carefully inserting the forward pin into the rubber grommet and line up the threaded pins into their holes on the body shell.

Now replace the nuts onto the threaded pins, but before tightening them, turn on the ignition to ensure the rear lamp warning lamp has gone out.

Now tighten the nuts, not over tightening them, replace the trunk trim under the boot rubber seal, and replace the inspection hatch back into the trim cavity.

This is a minor job, that might appear complex, but in reality, is simple, by following these instructions.

Nick Dendy



Cruising, not streaming

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OJOA Fall Drive: Northward Bound

Saturday October 15th was a wonderful day for our annual OJOA Fall Drive and this time we headed north.

Organizers, Richard and Christel Smith gathered a group of over 30 participants at our meeting point, a local Tim Hortons, where we chatted, signed our waivers, and then set off to enjoy the beautiful Collingwood scenery with its vibrant display of Fall colours.

After two hours of winding roads & beautiful vistas we pulled into Mylar & Loreta's Restaurant. Once seated, we enjoyed lunch and great conversation. It wouldn't have been an OJOA event without a few prizes being awarded & our President didn't disappoint.

In the spirit of Thanksgiving, The Smith's who have volunteered for many years at Georgian Triangle Humane Society, a no kill shelter that has placed hundreds of dogs and cats in their new "forever homes", accepted donations for the shelter on behalf of The OJOA.

Tracy Kailan





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JAGUAR and FORMULA E RACING

Grace...Space...Pace. This has been hailed as one of the five most inspirational car slogans of all time. Created almost 70 years ago, this is how Sir William Lyons wanted Jaguar automobiles to be defined. Grace and space were obvious enough just from a simple stroll around a stationary Jag (albeit, “space” would undergo noticeable decline as the decades rolled on). Pace, however, was a much more challenging, and costly, attribute to achieve and maintain.

It wasn't enough to just spring Jaguars free from the assembly line that were bred to be fast. In addition, it was deemed necessary to invest huge amounts of money into world class competitive sports to prove to the world that “pace” was indeed a characteristic of Jaguar automobiles.

Once Sir William signed off on that endeavour, results were swift and seemed worthy of the effort. Three consecutive victories at the Alpine Rally, starting in 1950 with an XK120, were punctuated by five first place finishes with C-Types and D-Types at the 24 hours of Le Mans, just within the 50's decade. Dozens of less publicized competitive victories piled up throughout Europe and America. The Mark I and II were next to transition first place successes into the 60's at prestigious British Saloon Car Championships and Tour de France road races spread over multiple years.

Even in the post Lyons era, Jaguar management did not ease off the accelerator in their conviction that “pace” belonged in their slogan. In the 70's and 80's, Bob Tullius and his Group 44 Racing team earned Jaguar's blessing on his long American racing circuit experience culminating in a winning race-prepared E-Type, followed by an equally triumphant XJS. Tom Walkinshaw Racing in Europe then added two more Le Mans victories for Jaguar in 1988 and 1990, bringing the total to seven. Stellar results did not flow in from the corporation's foray into Formula 1 racing after the turn of the century, however the marque's need-for-speed to market the brand was still evident.

Fast forward to 2016, and the automobile world was starting to change. It appeared as though the future of the Grace, Space, Pace phrase would mean electrification “pace”, in Jaguar production vehicles. With this on the horizon, it was only fitting from a marketing perspective that the leaper logo would enter the world of Formula E racing during that year. This world-class competition is a single-seater motorsport championship for full race prepared electric cars.

To put an exclamation mark on the gasoline to electric powerplant transition highlighted in Formula E, 2016 was also the year that the highest value Jaguar crossed the auction block to date. This was the winning D-Type at the 1956 Le Mans. Exactly 50 years prior to the sale, this machine represented a state-of-the-art internal combustion engine racing vehicle and it was now destined to be a 21.78 million US\$ museum piece monument to the past! *Times had changed.*

Let's back up a couple of years. The organizational creation for Formula E racing traced its roots back to 2011, and the first season putting the rubber to the road was 2014/2015. While the novelty revolved around using electricity as the motive force, the concept of using city-roads-based racing at multiple locales around the world, sounded familiar. As it should, considering that one of the founding members was the president of the FIA (Federation Internationale de l'Automobile). The FIA is the governing body of motorsport, and that includes the iconic Formula One.



In concert with all competitive sports, rules needed to be established, and in Formula E that included car design and manufacturing specs. However, already by year two, the manufacturers were free to develop their own drivetrain which of course included the electric motor, unlike in the inaugural year.

As mentioned before, Jaguar stepped into the arena at the beginning of season three, **2016/2017**. Their entry was known as the Panasonic Jaguar Racing team, given that Panasonic was the title sponsor. This marked Jaguar's first return to international competition, as a works team, since they departed Formula One twelve years prior. The season debuted in Hong Kong and concluded in Montreal, with seven other cities in between, and a total of 12 races. There were 10 teams, with two cars on each team, and 25 drivers.

So how did Panasonic Jaguar do, you may ask?Dead last in 10th position, with their drivers placing 14th and 21st. The winning team (Renault) earned 268 points, and Jaguar limped home with 27. The learning curve to be competitive was going to be steep!

The format for **2017/2018** remained the same, with 12 races spread over 9 venues. Montreal however, bowed out, and has not been replaced by any other Canadian city to date. A specification change allowed for maximum power usage to be increased to 180kW. Jaguar did not renew the contract with one of their drivers and hired Nelson Piquet Jr. as a replacement. The combination of this change, and more experience overall, yielded a significant improvement. After the final race in New York, Panasonic Jaguar placed 6th out of 10 teams, and their drivers shot up the standings with a 7th and a 9th spot finish. Audi eked out an overall victory by only 2 points out of 264 total.

Season three, **2018/2019**, ushered in more challenges for Jaguar, both in competition and logistics. There was one more team in the hunt, and travel now was upped to 12 cities. One more race was also added, bringing the total to 13. Maximum power output jumped to 250kW and speeds reached 280km/hr. For the first time, the accompanying increase in range eliminated the need for pit stops to change cars mid-way through each race, as the batteries ran down. The Nelson Piquet Jr. experience was short lived when he departed halfway through the season. He was unable to cross the checkered flag in half of his 6 races, and these poor showings had to be addressed. In contrast, Mitch Evans, employed by Panasonic Jaguar from day one, became a significant entity on the leader board. He finished 5th overall, and with his skill piloting the cat, Jaguar secured their very first podium finish in three years, after exactly 30 races, with a first in Rome. As a team of two Jags, however, they ended up the season in 7th spot amongst the 11 manufacturers. DS Techeetah, a consistently strong performer in Formula E, took top honours.

2019/2020 became the season that COVID-19 caught up with Formula E. Racing was suspended on March 13, 2020 and resumed in August with 6 races over 9 days on the same circuit in Germany. One can only assume that there must have been a sizeable number of Berlin commuters who were not impressed with road closures of that extent. An interesting rule change for the teams banned the use of twin motors.



If success of an idea is measured by the interest it attracts, then this year must have brought a level of satisfaction to the organizers of the Formula E concept. The quantity of team entrants increased by one to twelve, but the big story was the increased participation by the heavy-weight retail brands. From the beginning, there was an ongoing number of manufacturers who came and went, but with names that few outside of racing may recognize. However, now icons like BMW, Porsche, Audi, Nissan, and Mercedes, were entering with very deep pockets and an abundance of engineering know-how. As the old saying goes, success on the track on the weekend leads to sales on Monday.

Packing 6 races into the Berlin course meant that the pandemic schedule hung on to 11 races, which was only two shy of the previous “normal” season. Panasonic Jaguar had to up their game to just maintain their placement from 2018/2019, and they did exactly that by finishing 7th once again. Mitch Evans strengthened his reputation as Jaguar’s most successful driver, but he slipped to 7th in the overall drivers’ rankings. He did manage two podium finishes.....a 3rd in Santiago, Chile, and a 1st in Mexico City. DS Techeetah held off the big players and finished first again with a large points margin over Nissan.

Before any batteries were charged going into the 2020/2021 season, Jaguar announced the withdrawal of Panasonic as their title sponsor. As a result, this year the team would be officially known as Jaguar Racing. The revolving door for drivers of Jaguar car number two continued to spin, and this now brought in Sam Bird to compliment Mitch in car one. 15 races in 8 countries filled the calendar from February 2021 to August. Up against virtually the same competition as last year, Jaguar Racing experienced a break-through year. They placed second, after giving up first place on the last pair of races in Berlin to the eventual championship winner, Mercedes. Out of 25 drivers, Mitch finished 4th and Sam was 6th. Together they registered eight podium finishes.

This brings us to the latest Formula E 2021/2022 program. The team title of Jaguar Racing didn’t last long, as it now became Jaguar TCS Racing as a nod to their new title sponsor, Tata Consultancy Services. 11 teams competing in 16 races spread over 10 countries was the most ambitious schedule yet. This year the team composition in Formula E revealed some interesting departures. Audi and BMW were absent, and Mercedes announced their withdrawal at the end of this season. On the incoming ledger, McLaren and Maserati will be joining the fray in 2023.

Jaguar TCS Racing slipped a couple of notches and ended up 4th in team standings. In spite of that, Mitch moved up to second place on the drivers’ ledger. He was the only driver, out of 24, to record four first place finishes. Mercedes earned their victory celebration once again, and with the second team championship in three years, Mercedes’ withdrawal is understandable, having accomplished what they set out to prove.

With six years under their belt, and a contract committing them to the 2026 season, Jaguar is proving to the world that they are serious about competitive motorsports. I think it’s safe to assume that Jaguar has learned a great deal through their electric motorsports engineering, with technology that can be applied in their production cars. As a manufacturer dedicated to a future full line of electric vehicles, this can only be a good thing.

Allan Lingelbach



F-P A C

JAGUAR





LIPSTICK ON A PIG

Avoiding Life's Lemons

By Maurice Bramhall of Bramhall Classic Autos



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.

Does Your Classic Car Need a Will?

I often get to meet the widow who has been left the cars. Some widows have a hard time letting go of their deceased husbands' cars and they need help with the process of moving them to a new home. Some cars stay in their garage so long we have to drag them out with a tow truck. I wonder if it would help the widow if the husband left a will for the disbursement of the cars?

I once had a client who sold his car to a dealer friend because he didn't want his two sons fighting over it. Guess what? When the children saw the car for sale, they came in and bought it to share it.

Sometimes I'm the one explaining that the treasured classic that the husband has boasted about for years, is not the pristine wonder that they have been led to believe. I just had a client who asked me for my assurance that when he went, his daughter could call me and get help to sell it. He was unusual in that he wants it to receive a full paint restoration so he can enjoy it even more in the time left. Many people I meet mention that they want to leave their car to their sons but it's said at such an age that they have no idea if their son will want it.

Of course, the one that takes the cake is the lady who complained to me that the City of Brampton wouldn't allow her husband to be buried in his Corvette.

I guess you have to know if your wishes are realistic!



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This year's 37th Annual **BRITISH CAR DAY** was held on Sunday, September 18 at Bronte Creek Provincial Park. Attracting well over a 1,000 vehicles, countless vendors, and several thousand spectators, this highly successful show did not disappoint.

The Jaguar brand was so well represented that we had to take over another field and OJOA members highlighted our club with a stellar attendance. Our information table had a steady flow of people interested in finding out about us and by the end of the day we had quite a few who signed up for membership.

Tracy Kailan



Meet THE JONES - *FEATURED MEMBERS*



Let us introduce ourselves, Carol and David Jones. We have lived in the Niagara area for over 30 years. About one and a half years ago we moved to Niagara on the Lake. One benefit for our Jaguars is we now have a forty foot by twenty-foot barn for winter storage. This sounds like a big space but with a yard tractor, twelve-foot boat, tools etc. there is only room for our 2002 Jaguar XK8 convertible. This means that the 1999 XJ8 must live outside in the winter. It does have a nice car cover, so it is not totally neglected.

Carol and I are both retired. We have six children and nine grandchildren. Five of the grandchildren are in the Niagara area so we get to see them on a regular basis. We have a baby gate and a toy corner in the basement, so we are always prepared for a

visit. Our other four grandchildren live in Alberta, but we normally get to see them at least twice a year.



David continues the story. I was born in London England. I guess this led to a predisposition for British cars. I moved to Canada with my family in 1966. Along with many other classic car enthusiasts my favorite car has always been the Jaguar E type. I like them all, roadster, coupe and 2+2. Looking for a lottery win hasn't happened, but I have been able to make a collection of E types in a smaller scale.

When I started to think about buying a British car it had to be a convertible. Carol said go for it, so I started to look for a Triumph TR6. I also would have gone for a TR4 or TR250. I could not find a TR6 in the price range I was looking for. They were either basket cases or concours. After a while I found a 1972 Triumph Spitfire Mk 4 that had a 1969 GT6 engine. It was not in any way a concours car, but we got it on the road and enjoyed driving around Niagara. At that time, we lived in St Catharines but could be on country roads in less than 10 minutes.

A few years later we saw a Triumph TR6 for sale by the original owner. It looked good and came with a thick file of receipts for work that had been done. The owner was not hands on so the work he had done was completed at various auto shops. To make a long story short we never did get the TR6 on the road. This is a story for another time.

Enough about Triumphs, let's get talking about Jaguars. We decided to sell the TR6. A couple came to see it. He was a mechanic and owned his own garage and they were looking for a TR6 project. While they were looking at the TR6, I mentioned that once it was sold the Spitfire would be next to go. They bought both the Spitfire and the TR6.

With the Triumphs sold I sat down to decide what car I would like to replace them with. Again, it had to be a convertible. Also, I was looking for a car that could be licensed and put on the road immediately. I ended up with three possibilities, a TR6, a Jaguar XJS or a Jaguar XK8. Looked in Kijiji and Auto Trader online I was pleasantly surprised at how affordable a XK8 was. A week after the Triumphs were sold Carol and I drove to Mississauga to see a 2002 XK8 at a small auto dealer. It drove great and looked like a new car, so a deal was done. A bonus was that it was British racing green and had a new convertible hood. A week later we drove back to pick it up. Just a point of interest, the dealer is just down the road from the Symposium Café where the OJOA holds meetings.

At the time we purchased the XK8 Carol and I were members of two British car clubs. The British Sports Car Club (Hamilton) and the Niagara British Car Club. At one of the Niagara meetings, we were telling Pete Moffett about the XK8 and he suggested that we should join the OJOA. This was in 2018 and we have been members since then. Carol and I have enjoyed ourselves attending meetings and participating in driving events.

Carol and I were at the concours in 2019 where we had entered the XK8 in the driven category. When the judges reviewed the results with us, they noted that there was a small light bulb in the headlights (both sides) that was not working. They showed me the bulb and I had to admit that I had never noticed these small bulbs. Once home replacing them was an easy job. It shows that there is always something to learn and having the opportunity to have your car looked over by experienced judges is one of the many good reasons to enter the concours. Another big reason is the chance to see some incredible Jaguars.

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We love the XK8 and it has been relatively trouble free. The only major repair was the replacement of the passenger side rear wheel bearing. Everything else has been minor. When we first had the car, it had a code for the O2 sensor heater, after investigation all it needed was the relay to be pushed fully home, it was sitting a bit proud of the others. A big advantage these days is the Internet, you can find so much information on Google and various people have made great YouTube videos showing exactly how to do a job.

The one thing that the XK8 does not have is a leaper. I have always wanted a car with the leaper on the bonnet. The XK8 has growlers but no leaper. A saloon to go with the convertible would also be nice so I started to look at Jaguar saloons, a XJ6, XJ12 or an XJ8 would work if it had the leaper on the bonnet.

In July 2020 I purchased a 1999 XJ8, it was red and had a leaper, hurrah. I bought the car as is, but it didn't require much to make it road worthy. New tires, brake pads, a couple of suspension pieces, and a new alternator. It was a bit of a surprise to find out how hard it can be to find some parts. The XJ8 was only 22 years old but the inner tie rod assembly was a hunt to find. I did find one in the US.

A local mechanic did the safety and installed the suspension replacements, but I changed the alternator myself. Earlier I had mentioned the Internet and it was a big help with the alternator. It was not hard to remove the three bolts that held in the alternator (all different sizes for some reason). Once free I could not work out how to remove the alternator from the car. I thought that I might have to remove the radiator. The Internet to the rescue, on a forum someone explained that you remove it through the passenger side front wheel well. Jack up the car and remove the wheel, unclip the plastic inner wheel arch cover on one side so you can pull it up and remove the alternator. Easy once you know.

The XJ8 does not get driven very much as we love the XK8 and on a sunny summer day the top down option is the best. The XJ8 has a sunroof but it is not the same. Inactivity has not done the XJ8 much good and at present I am working on tracking down why the battery loses power over time. It may be that the battery has lost a cell or two. I am hoping that it is just the battery as that is an easy fix. I have purchased a tool where you pull a fuse, place it in the tool and plug the tool into the fuse location, a read-out shows if there is any power going through the fuse. By checking every fuse, you can hopefully determine if there is a drain when the car is off. I haven't started the process yet and honestly; I am not looking forward to it as the XJ8 has quite a few fuses in multiple locations.

Our use of the Jaguar is day trips only, we haven't done any overnight trips with the XK8 or the XJ8. We really do not plan to do any unless one of the clubs we belong too decides to do a two- or three-day driving event. Since Covid restrictions have lifted our trips have been to Alberta to visit our family. For that type of trip, a large plane is required.

Carol and I are both looking forward to the summer and the chance to participate in OJOA events.



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Longbridge Lore: Hydrogas Suspension

I am now going to talk about Hydrogas suspension which you will ultimately appreciate would appear to be a major political item.

Our detailed investigation into Interlinked Hydrogas suspension was initiated by “The Top Corridor” (Home for the Directors and Chief Engineers) and was probably our most intensive and time-consuming project in our pre-computer era.

Interlinking the suspension units on one side of a vehicle was intended to improve passenger ride comfort, particularly in small cars. The intention was to minimise the “pitching motion” by converting it into a “bounce motion”. Thus, the theory is that if the front wheel hits a bump forcing the front of the vehicle upwards, some of this force is transmitted to the rear wheel as a downward force. Thereby minimising the differential between the two creating the more acceptable “bounce mode”



The intent is analogous to the anti-roll bar installed across both front and rear axles on modern vehicles, a movement on one side’s suspension suspension is reacted in the opposite direction via the roll bar, thus minimising the side to side differential in movement.

Interlinked Hydrogas suspension packaged very well within the vehicle, as had the earlier Hydrolastic system. However, each unit’s relatively small total displacement, probably only 2” to 2.5” bump to rebound meant that it had to be installed closer to the suspension fulcrum, than for example a McPherson Strut type of suspension. The McPherson strut is mounted virtually at the wheel hub and for simplicity is 1:1 relative to wheel load. Hydrogas is probably 4:1 relative to wheel load thus for a 500lb static load at the road wheel Hydrogas will be supporting close to 2000lbs compared to the Mc struts 500lbs.



The McPherson Strut, in common with other suspension systems, is a parallel arrangement with the spring medium installed parallel to the damping (or shock absorbing) medium.

Hydrogas units have the spring in the upper of two chambers which are separated by a “port plate” which is perforated to allow fluid flow from one chamber to the other. The direction being dependent upon whether the suspension movement is into bump or rebound. Damping and spring are in series.

The included drawing details the Hydrogas unit.



McPherson Strut

Hydrogas

The two components of a suspension system work together to isolate the vehicle occupants from road bumps. The spring allowing the road wheel to move thereby softening any impact, the damper or shock absorber minimises any resonances in the system.

Over their total uncompressed to compressed length springs are non-linear relative to load deflection. It is therefore essential in any suspension design to ensure that the spring is operated in its linear portion only. This generally means that a spring is installed in the vehicle in a pre-compressed state. As evidenced by the need for spring compressors when dismantling, for example a McPherson Strut unit.

The dampers or shock absorbers must function over a range of frequencies, from primary ride generally below 2Hz to frequencies above 20Hz generated by wheel rotational frequencies. They, the dampers, add dynamic stiffness to the suspension thus controlling excessive, movement of the road wheel. The requirement is that this is achieved with minimal if any vibration input into the structure.

The more suspension movement that can be allowed makes the damping control less severe, distance compensates for less force. With minimal suspension movement, as in Hydrogas, damping control must be immediate and therefore achieved by applying a heavy damping force.

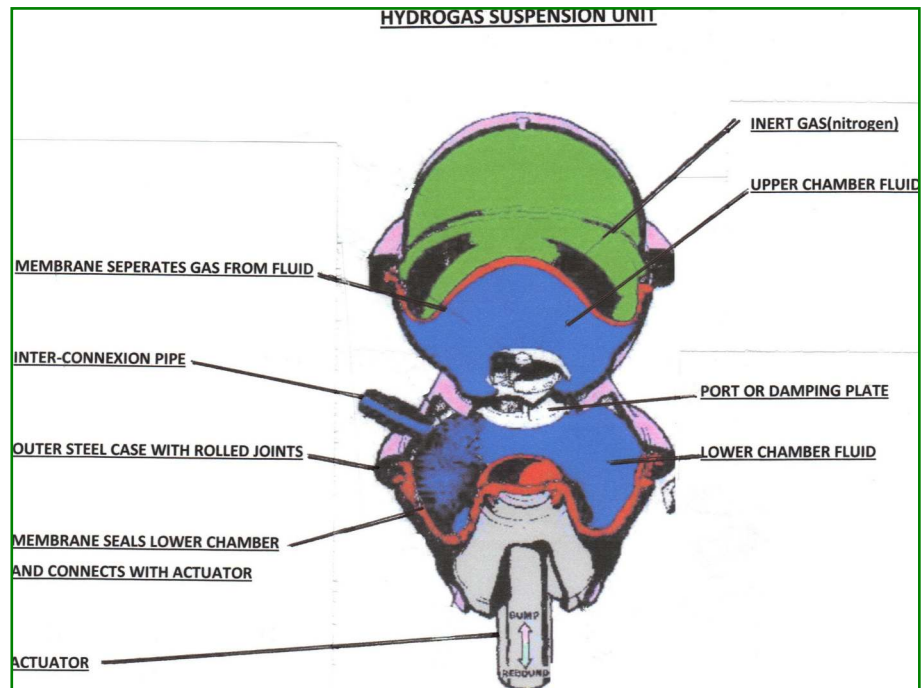
Suspensions allied to the vehicle's tyres play a key role in vehicle "ride and handling" and refinement, road noise.

Hydrogas suspension was viewed in totally different ways by those responsible for "Ride and Handling" and those of us responsible for vehicle refinement. They loved it we hated it. From our perspective it was harsh off the road, cynically we used to say 'that you could count match sticks as one drove over them'. From a handling perspective it was excellent as it was very firm, however the ride was something different being quite bumpy, little or no give in the suspension. Only the tyres providing isolation.

The port or damping plate has a number of holes, those in the centre are open at all times those to either side are covered by rubber membranes, one on the upper surface which gets displaced by the suspension in its "bump" mode, that on the lower surface being displaced when the suspension is in its "rebound" mode.

Displacement of the rubber membranes opens up the holes beneath to fluid flow, which flow provides damping for the system.

We measured a number of parameters on one side of the vehicle, both front and rear units. All data was recorded on our multi-track FM tape recorders for later analysis. So many channels were required that we had to use two recorders with one common channel to ensure syncing between the data streams.



MEASUREMENTS MADE

- Upper and lower chamber pressures.
- Fluid flow in the inter-connexion pipe, in either direction.
- We strain gauged the two actuators to convert them into load cells. Thereby enabling us to measure the dynamic loads applied to the suspension units.
- Extensimeters were installed across both actuators to enable us to determine both the position of the unit as well as the direction of travel.
- Tri-axial accelerometers were installed on both front and rear axles to obtain a measure of the direction of input to the road wheels as well as a measure of the severity of the input.

Obviously, the suspension units that we used for our test work had been modified to allow for the installation of the various measurement transducers which were used. An additional modification was the installation of Schrader type valves on the tops of the units to enable us to undertake testing with various gas (nitrogen) pressures in the spring.

I am unsure how the Hydrogas and Hydrolastic systems were set up on the production line. However, in Engineering as in-service garages use was made of the so called "DALEK". This small machine contained a vacuum pump and a fluid pump. Both having a handle(arm) one on each side of the machine. A vacuum gauge along with a fluid pressure gauge were mounted on the front, sloping, face of the machine. A large diameter cap on the top of the machine was the filling point for the hydrolastic fluid. Flexible pipes allowed connection to the Schrader type valve installed on each inter-connexion pipe adjacent to the front Hydrogas unit. Initially the system was subjected to vacuum to ensure that it was free of fluid and that it was also leak free. It having to maintain a predetermined level of vacuum for a set time. Connections were exchanged and fluid was pumped in. Pressure was one parameter monitored, however the key parameter was a measure of the so called 'ride height' the distance between the centre of the road wheel and the underside of the wheel opening (I just hope that my memory is right on this).

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...cont'd from page 22

Vehicle tests were carried out on an Austin Princess, the second of the three Hydrogas vehicles to be produced by Leyland. Metro was the third and last, Allegro being the first.

Simple, slow moving or even stationary tests were carried out on a level surface in our workshop. Use being made of known thickness obstacles to roll the tire over to function the suspension. Road tests were carried out locally on 'Ride and Handlings' Mearse Lane as well as further afield at Lake Vyrnwy in Wales. (and that nice hotel I mentioned earlier in my writings).

We have all seen the idealised pictures in vehicle advertising brochures where the front wheel hits a bump and there is an instantaneous response at the rear wheel which keeps the vehicle level. To be real this requires that the fluid displaced at the front displacers has time to travel to the rear displacer, not a small problem, and also that the rear wheel has itself not hit a bump or dropped into a pot hole. Simply there is an advertising world and the real world. Also selling a concept and again reality.

I would like to tell you that our investigations proved that the suspension worked really well in all aspects expected from it. However, the reason that we were undertaking such a major project was dissatisfaction with ride comfort aspects, lack of road isolation. Vehicle handling was not in question.

Because of the high static and dynamic loads on the suspension bushings they had to be very stiff to maintain the stability of the suspension. Thus, they offered little in the way of road isolation.

Our slow speed tests in our workshop with the front wheel rolling over a 2"x 4" piece of timber, the rear wheel on smooth surface, showed clear evidence of fluid transfer from front to rear via the interconnecting pipe. Just as in the publicity literature. However, in a road test situation where the rear wheel was doing its own thing so to speak, the situation was not so clear, flow was not as in the slow tests and lower cylinder pressure changes in the rear unit were attributable to the behaviour of the rear wheel with little or no influence from the front unit.

The always open holes in the central area of the port plate were intended to allow fluid flow between the upper and lower chambers to either further compress the gas spring or even reduce the load on it. Other than during the workshop tests, either slowly pushing down or pulling up the front of the vehicle or rolling slowly over the single bump we saw little evidence of fluid flow. Road test results clearly showed a significant increase in lower chamber pressures over a range of frequencies. One must understand that what is felt as a single impact in-fact is capable of generating a number of different frequencies as different masses react to the input. We have talked about resonances in earlier articles, it is like a bell, you don't have to strike it in a certain way, a single impact will cause it to resonate. Thus, we may have 10, 15 or even 25 reversals of pressure in a second. All of these generate changes in pressure the range of which is dependent upon the actual excursion of the suspension. Neither the permanently open holes nor the holes beneath the damping valves are capable of responding to these changes. The resulting lower chamber pressure increase is the major reason for the harsh nature of this suspension, very good for handling as it is very firm, but no good at all from a refinement aspect.

When first communicated to our management there was a level of disbelief and a suggestion that we had installed the lower chamber pressure transducers in positions where diaphragm/membrane could cover them. We resolved this issue with them, it was not so.

This is where things got political, I was instructed to try to ensure that our data was kept tightly controlled, no general reporting or coffee shop discussions. A presentation was made to senior management following which Ray Bosworth and myself were to travel to Moulton Developments in Bradford upon Avon (the other Avon) to meet with Moulton's personnel to discuss our findings with them and solicit their input and possible solutions.

Ray and I met with Alex Moulton's senior engineer, Tony Best. He listened to what we had to say, said very little himself. He took us for a very nice pub lunch in the town. Back at the Moulton plant Tony Best took us into their workshop to show us their new development, a coach with structure built on geodetic principles, an interesting vehicle. Whilst there Alex Moulton came into the workshop Tony B. summarised our findings to him, when he had finished AM glared at us turned on his heel and left without saying a word. A silent end to our visit to Bradford upon Avon.

I reported back to my management to update them on our visit to Moulton's. They reaffirmed the requirement to keep things close to the chest so to speak and await reaction from Moulton's. There was no reaction!

This was the end of the project as far as the top corridor was concerned. However, to satisfy ourselves we modified the suspension bushings on the car, installing much larger bushes, more rubber, more isolation. It was great from a road noise perspective, handling was a disaster, but it did prove a point.

The Metro was well into its design process at this time with Hydrogas suspension, the last Leyland car to have it installed.

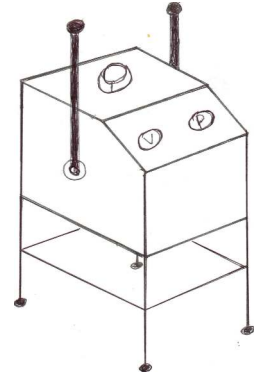
Maestro followed Metro in the model line up and it had Mac struts at the front and twisting cross car beam at the rear as VW.

I often wonder whether our project was the reason for Hydrogas not being used in later cars after Metro.

More recently the Chinese MGF has utilised Hydragas suspension, I have found visits to the website very interesting with a range of discussions around the various problems being experienced.

Tony Hughes

DALEK



LAUGHTER IS THE BEST KIND OF MEDICINE

DID I READ THAT SIGN CORRECTLY??

In a London department store:

BARGAIN BASEMENT UPSTAIRS

In an office

WOULD THE PERSON WHO TOOK THE STEP LADDER
YESTERDAY PLEASE
BRING IT BACK OR FURTHER STEPS WILL BE TAKEN.

Red Tape Holds Up New Bridges

YOU MEAN THERE'S SOMETHING STRONGER THAN
DUCT TAPE?

Outside a second-hand shop:

WE EXCHANGE ANYTHING - BICYCLES, WASHING
MACHINES, ETC.
WHY NOT BRING YOUR WIFE ALONG AND GET A
WONDERFUL BARGAIN?

Notice in a farmers field

THE FARMER ALLOWS WALKERS TO CROSS THE
FIELD FOR FREE, BUT THE BULL CHARGES.

War Dims Hope for Peace

I CAN SEE WHERE THAT MIGHT HAVE THAT EFFECT!



I don't know
how to use TikTok,
but I can write in cursive,
do long division
and tell time on clocks
with hands...
so there's that.





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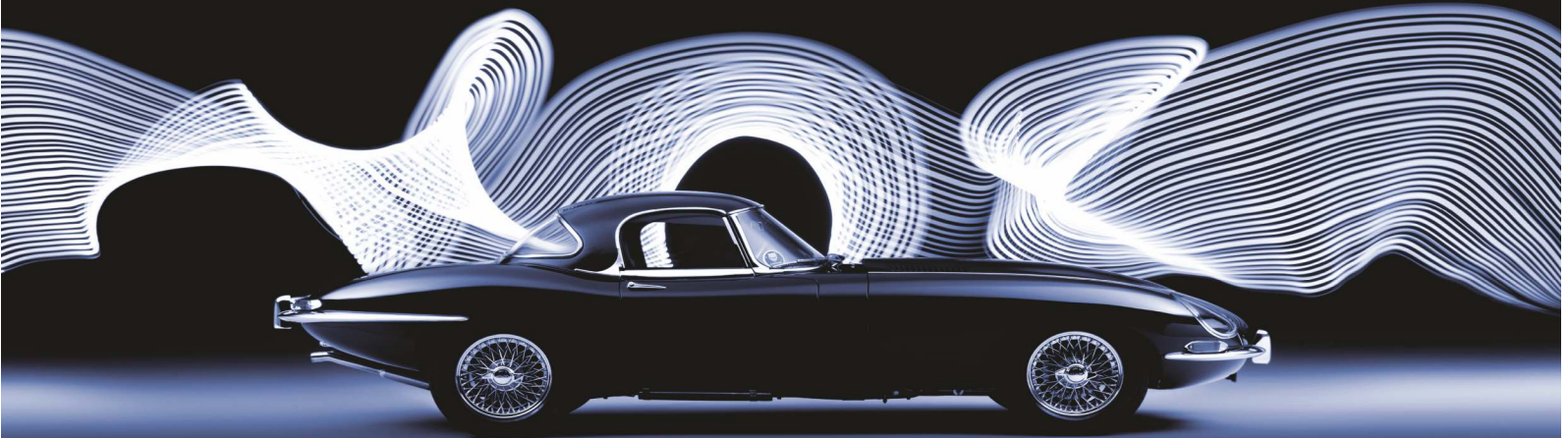


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Meticulously maintained by current owner of 33 years.

Correct numbers. Full provenience. Major rebuild in 2022: engine, clutch, front/rear suspensions, brake rotors, callipers, steering rack. Chrome/rubber seals superb. Interior exceptional. Original factory tinted glass near perfect.

Price: \$118,000

Contact: Stacy at 905-637-9287



2016 FType S [12-22]



V-6 supercharged AWD convertible automatic with 55,344 km.

White with red interior and black top. Very clean.

Price: \$49,000

Contact: Don at 519-872-5278

Email: don@dickenson.ca



1992 XJS V12 [12-22]



Black
101,000 km
Excellent mechanical condition

Price: \$15,500

Contact: Jordan at 416-953-3771



1985 XJ6 [09-22]



Only 107,000 km.

Recent repair bills available for major tune-up.
Excellent mechanical condition, no rust.
Must be seen to be appreciated.

Well taken care of. Not winter driven.

Price: \$15,000 obo

Contact: Allan at 705 437 2993.

Email: ann.mcdermott@bell.net



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





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



1967 Series 1 E-Type 2+2

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
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features. JBL premium sound system
with CD changer and cassette.
Located in London, Ontario

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at 416-435-5535
Email: naumanf1@yahoo.com



1994 XJS [06-22]



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

Price: \$17,500
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at 905-522-0754
Email: gm@78mountain.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

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



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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

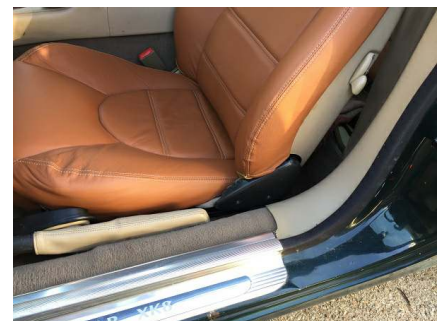


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Date: _____ Signature: _____

Were you a previous JCNA member? _____, JCNA# _____, Return from 2022? _____
What year did you first join OJOA? _____



2023 Upcoming Events

OJOA MEETINGS

JANUARY 11, FEBRUARY 8, MARCH 8

Time: 7 pm ...Please join us for dinner prior to the meeting

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

**More details will be posted on our website: www.ojoa.org
Meeting reminder emails will be sent to members who have provided their email address**

**** PREVIOUS Meeting Minutes can be accessed via the Members Portal on our website****

SAVE THESE DATES

Canadian International Auto Show.....February 17-26

Ancaster British Car Show & Flea Market April 23

OJOA Spring Run - Who would like to organize this??

Watkins Glen Grand Prix Festival.....September 8

(This year's marquee is the Corvette)

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