



# The Ontario Jaguar

Magazine of the Ontario Jaguar Owners' Association

Vol. 34 # 2

April - June 2023



# The Ontario Jaguar

**Publisher: The OJOA**

**Editor: Tracy Kailan**

**Articles By: Maurice Bramhall, Frank Cairns, Tony Hughes,  
John Milne, John Mingolla & Cyril Steinsky**

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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: 1968 Mark II

Event photographs submitted by: Cyril Steinsky & Tracy Kailan

Members are encouraged to submit articles or photographs to the newsletter Editor 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 format should be in MS Word. We will try to reproduce your layout as close as possible but reserve the right to make changes as required. 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. Classified Ads should be no more than 50 words in length, two images can be included.

**Deadlines for articles, notices or advertisements for inclusion in The Ontario Jaguar must be received by the Editor no later than:**



## 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:

Size of Ad	<u>2 Issues</u>	<u>4 Issues (1 Year)</u>
Business Card	\$ 50	\$ 95
Quarter Page	\$ 75	\$145
Half Page	\$110	\$215
Full Page	\$180	\$350

Contact Cyril Steinsky at [advertising@ojoa.org](mailto:advertising@ojoa.org) for information on placing ads.



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CUT FROM A DIFFERENT CLOTH

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F-PACE





## PRESIDENT'S PODIUM



**Michael Parry**

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

Here we are in mid June with the memories of a great OJOA Prince Edward County Run just behind us. Moving forward in our Jaguars, we have the July 9<sup>th</sup> BBQ at OJOA member Rob Laughton's home in Niagara on the Lake. Chef Rob promises to repeat his culinary success of his BBQ some four years ago as he combines his career in the culinary arts with his passion for Jaguars. It should be another memorable afternoon for all of us.

For the duffers amongst us, and with the historic win of Canadian Nick Taylor at The Canadian Open, fresh in our minds last weekend, I know that several OJOA foursomes are looking to dethrone OJOA champ Frank Cairns and his friends on July 17<sup>th</sup> in the OJOA's 3rd Annual Golf Tournament at the Royal Woodbine Golf Club.

We hope that our eighteen new OJOA members this year so far, will join us at these events as well as at our 55<sup>th</sup> Annual Concours on August 13<sup>th</sup> at the Canadian Warplane Heritage Museum.

Speaking of those new members, I would like to extend a warm welcome to Rob & Morgan Anderson of Hamilton, Greg & Lori Barnes of Waterloo, Suzanne & Chris Cayley of Hamilton, Royce Cowan & Sally Pawlowski of Mississauga, Ray & June Eisler of West Hill, Paul & Anita Finnerty of Hamilton, Harpreet S. Gill & Shyna S. Virk of Ancaster, Gary Grant of Ottawa, George Harris of Puslinch, Adam Hopper of London, Richard Lavigne & Maureen Shannon of Peterborough, Jason Morecroft of Georgetown, Alexander Prosser-Snelling & Carol Fossick of Toronto, Paul & Sarah Protain of Toronto, Jay Sethi of Woodstock, Grant & Andrea Sommerville of Hamilton, Hugh Thompson of Cambridge and John Welch of Aurora.

It was a real pleasure meeting new members Rob Anderson, Royce Cowan & Sally Pawlowski, Ray & June Eisler, and Grant & Angela Sommerville on the Prince Edward County Tour. We look forward to meeting the rest of you at one of our planned events, further details of which can be found in this issue.

Until then, I wish you safe driving in your late model and vintage Jaguars.

*Michael E. Parry*

### **DID YOU KNOW THAT THIS YEAR WE HAVE SOME AMAZING MILESTONES TO CELEBRATE??**

- 75<sup>th</sup> Anniversary of the XK120
- 60<sup>th</sup> Anniversary of the S-Type
- 50<sup>th</sup> Anniversary of the XJC
- 40<sup>th</sup> Anniversary of the XJ-SC & six cylinder XJS
- 20<sup>th</sup> Anniversary of the X350 (first all-aluminium XJ saloon)
- 10<sup>th</sup> Anniversary of the F-Type
- 50<sup>th</sup> Anniversary of The OJOA's last monthly meeting & Concours at the Old Mill



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## EDITOR'S DESK



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

Lately, I've had the pleasure of receiving many interesting articles from various members. It's been great and I would like to thank all of you who have contributed, as it makes for a much more interesting magazine.

I would encourage any of you who have a story to share, some technical advice to offer, a photo or even a joke to tell, to send it to me. Our club is made up of so many people from diverse backgrounds all over Ontario and even places as far flung as Antigua but the one thing we have in common is our love and appreciation for the Jaguar Brand. You all have a story to tell, so tell me!

Can't get started? Here's a few questions to consider:

- What attracted you to your Cat?
- As a car enthusiast, who influenced you?
- How many have you had over your life time?
- What roads have you driven or journeys completed?

*Tracy Kailan*

### WHO'S UP FOR A BBQ?

Fellow member Robert Laughton has issued an invitation to our club to join him at his home in Niagara-on-the-Lake for a Buffet BBQ. Registration is required due to space limitations\*

- WHEN:** Sunday July 9<sup>th</sup>  
**TIME:** 12 Noon  
**LOCATION:** 388 Lakeshore Rd, RR#5  
Niagara-on-the-Lake, ON L0S 1J0  
**COST:** \$20 per person (food & beverages included)  
**\*\*\*REGISTER BY: JULY 2 \*\*\***



**CONTACT:** Allan Lingelbach: [alingelbach394@gmail.com](mailto:alingelbach394@gmail.com)

**DIRECTIONS:** QEW to St. Catharines \* Exit Niagara St., N \* Take Niagara St all the way to the end of Lakeshore Rd \* Turn right & cross the Welland Canal bridge \* Drive approx 2 km to #388 on the left, just past McNab Rd

The location is a small farm with a white fence out front & a very long gravel driveway.

Please bring a chair.

*This is a Rain or Sunshine Event*

## The 2006 and 2009 Jaguar XJ Super V8 "Portfolio"

You may recall in the last issue of The Ontario Jaguar we reported on the stunning dollar values of two very rare 2009 XJ Super V8 Portfolios when sold in March 2023 on the "Bring a Trailer" auction site.

The automobiles sold for \$156,000 and \$175,000 USD. A third identical XJ sold for \$90,000 USD mere days later. This XJ was bearing a (dealer installed) Jaguar Leaper on the hood. Was this the reason for the diminished value? No one will know for sure.

What really is interesting is that Jaguar produced a 2006 XJ Portfolio in the same limited quantity and the values of these automobiles have not even come close to the values that the 2009 editions are currently capturing.

Perhaps it is best to compare the added features of the "Portfolio" Edition in 2009 and 2006. Some would argue the 2006 was much better equipped. The 2006 model was in fact \$10,995 USD higher priced.

In terms of production each portfolio edition was limited to a similar 145 units (US market). In 2006, 73 were Black Cherry/Brown Conker Leather and 72 were Winter Gold /Ivory. In 2009 140 units were made, 128 were Celestial Black/Navy and 12 were Winter Gold/Ivory. An additional 5 of the 2006 units were made for Canada and 10 for the 2009 model year. There were a limited number made for other markets internationally.

The 2006 Super V8 Portfolio was a stand alone model (rather than an optional package added to the Super V8). The list price was \$115,995 including freight.

The added equipment included:

Alloy power vents, Callisto alloy wheels, unique tailpipe extensions, Conker soft grain leather, Leather steering wheel, Alloy shift gate, Lambswool rugs, Satin Black walnut veneers, Fixed rear console, Soft Nap Pillar trim, Headlining and sun visors, 15 speaker 400 watt surround sound audio, enclosed Subwoofer, Bluetooth wireless for phone, Portfolio treadplates and Portfolio Badge.

The 2009 Super V8 with the Portfolio package carried a list price of \$105,000 including handling. \$94,075 Base, \$10,150 (Portfolio) and \$775 for handling.

The added equipment included:

Bright finish solid Alum. power vents and chrome mirror caps, Selena sparkle silver finish wheels with Heritage badge, Navy alloy and leather gear knob, Bright finish J-gate surround, Rich Oak Veneer, Stitched leather door casings, Champagne Alston headliner/Luxury metal treadplates.



Sold for \$156,000 US



Sold for \$175,000 US



Sold for \$90,000 US



In January 2022 a 2006 XJ Portfolio with 56,000 miles sold for \$61,000 USD. Currently there is a 2006 XJ Portfolio listed on the Hemmings website with an asking price of \$57,900 USD with an odometer reading of 27,728 miles.

Granted, these 2006 cars had higher odometer readings than the 2009 XJ Portfolios cited above. Thus, an argument could be made for their lower value.

But these 2006 editions were much better equipped and in the opinion of many far more unique from their Super V8 siblings. The full rear centre console was a very special touch making the automobile a four place limousine. The Audio system added 80 watts to the base system. Two speakers were added in the rear package shelf and one on top of the dashboard. The additional 80 watts was added by a stand alone amplifier which powered upgraded speakers on the base of the front doors. 7 channel processing.

How does one explain the exceedingly high values of the 2009 vs. the 2006 model of the Super V8 Portfolio. (outside of the fact that the 2009 was the last model year of the X350 version of the XJ) In fact in June 2022 a 2006 Super V8 Portfolio sold for just \$ 34,250 USD. It had an odometer reading of 35,000 miles.

The bidder that paid \$175,000 USD for the 2009 XJ Portfolio bought essentially the same car as the bidder that paid \$34,250 USD for a 2006 version a mere six months earlier. What is stunning is that a similar result appeared mere days later when an identical 2009 XJ Portfolio sold for \$156,000 USD.

I think reality sunk in when the third 2009 Super V8 Portfolio sold for \$90,000 USD. Still a very impressive number for a soon to be 15 year old car.

Are these values appearing because people are realizing that within just over a year Jaguar will no longer produce the Jaguar "Saloons' we have admired for so many years? It is said the future of Jaguar will be limited to producing all electric SUVs. And in very limited numbers, combined with very lofty list prices. Canadian prices are speculated to start at \$160,000.

The end of an era is upon us!

*Cyril Steinsky*



2006 XJ Super V Portfolio

### **DONATIONS NEEDED FOR OUR SILENT AUCTION**

With the success of last year's Silent Auction we have once again decided to host this event at our 2023 Concours.

Any Jaguar related items, or other miscellaneous auto-focused material for that matter, that you feel would be appropriate to find a new home during our show would be welcome . If you are unsure of what may be suitable or what to donate please contact

**Allan: [alingelbach394@gmail.com](mailto:alingelbach394@gmail.com) or Cyril: [csteinsky@gmail.com](mailto:csteinsky@gmail.com)**

We would prefer to receive these items prior to the Concours, for organizational purposes.

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European model shown: 2023 Jaguar F-TYPE with optional features.  
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# LIPSTICK ON A PIG

## Avoiding Life's Lemons

By Maurice Bramhall of Bramhall Classic Autos



### An Appraisal Now Protects You in the Future

Telling your insurance company, the true nature of your collector classic by employing an appraisal is a very good precaution for when things go wrong. The craziest things happen to cars. They go up in flames, they get damaged by floods.

I had a client who had a highly modified modern classic car. His insurance agent had not requested an appraisal and the car had no specific value on the policy. The owner of the car had spent \$125,000 total on the vehicle. There was a midsummer storm which caused widespread flooding and, in his case, his garage was situated under the house and the car ended up in 2 feet of water. The insurance adjuster explained that the insurance company would make no effort to restore the vehicle because the wiring system and engine management computer had been underwater. The car itself appeared "as new".

The insurance company appraiser came along and explained that you could spend a fortune on one of these cars and still not make it any more valuable than the base unit. My research indicated that there were cars in the U.S. that were restored and modified in a similar manner that were selling for twice the amount that the insurance company was offering.

The end result was that the insurance company paid the client the amount I had indicated, and he kept the car salvage for free. He was able to sell the salvage to the vehicle's restorers, which allowed him to recoup all the money that he had invested in the vehicle.

### The Myth of Originality

Originality often has a religious connotation in respect to classic cars. There is now a fashion where totally original "barn find" cars are being venerated with very high auction values. But in real life most of us want a car that offers enjoyment, some level of comfort and the ability to share the experience with our family, friends and collector community.

Having spent some years in the restoration world I got to meet Concours fanatics. One of my clients had his fascia from his Thunderbird on the dining room table for 6 months for the purposes of detailing, the family ate somewhere else. The quest for 99.9 points can be a real burden, but a burden that some of us enjoy. I always suggest to my clients that they enjoy their classic car in the manner that they like.

Originality can get in the way of safety and comfort for no great purpose. My standard advice for improvements for classic cars is, power steering, power brakes and electronic ignition. I also add to that, if the driver is used to driving only modern cars, getting in a Classic (pre 1974) demands recognition that it can't stop and steer in any way close to that of the most basic modern car. Letting a family member drive a Classic car without this up front advice can be dangerous to the car and the driver.

One last thought, I drove a white 1974 MGB for many years, I discovered early on that vans and trucks with high mirrors couldn't see me on their passenger side, so I learnt to keep a safe distance.

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**John with his wife Jharna**

**JOHN MILNE - *FEATURED MEMBER***

**A Pair of 1968 Jaguar Mark 11 - 340s,  
"One for Show & One to Go!"**

In July of 1980, I received a phone call from a lawyer advising me that a Miss Marion White had passed on and had left instructions to contact me to know if I was interested in making an offer for her car, a 1968 Jaguar Mark II - 340.

I immediately said yes, as I had occasionally visited her and expressed an interest. After having it inspected, Jharna and I agonized how much to offer, and without ever knowing if other offers were made, Jharna had purchased her "Grey Lady", showing 34,387 very pampered miles.

We immediately joined the Ontario Jaguar Owners Club, participating in many great activities and the following year at our first Concourse, placed 3rd in Class 9 with around 78 pts.

Bitten by the "BUG" we continued to compete and in 1983, I purchased her twin brother with a "four on the floor", it was like being able to "Have our Cake and Eat it". After a few years I traded my 340 in for my first XJ6, a 1974 model.



*What a Pair! - Finished in Warwick Grey, and fitted with the graceful slim-line bumpers!*

With our sons marriage and being a typical "Indian Joint Family", my wife a Bengali from Calcutta, in 1990 we moved to our "English Cottage".

Fast forward to 2002, with our enthusiastic precocious 10 year old grandson Akim, we decided to campaign our Grey Lady for a Jaguar Clubs of North American Trophy.



*An English Oasis in the Heart of Toronto for our English Feline Friends*

The JCNA National trophies are based on the average of your three best Concours marks, competing in any of the 63 N.A. Club Concourse events having over 5800 members. We entered Class 9, for restored Mark IIs, and Preservation Class 18, open to any Jaguar older than 20 years. The Judges score sheets were 4 pages with a total of 1000 pts., that are then reduced to 100.000 pts.

Over the summer, we first competed in Toronto, then drove 317 miles to Pittsburgh, then 418 miles to Columbus and finally 290 miles to Cleveland . What a grand adventure we three shared.

*For us, the nicest thing about Winter is it comes before Spring, with New Life Abounding and Adventures Awaiting.*





On our return from Pittsburgh the engine overheated, so I removed the hood and tied it into the trunk which worked until we ran into a monsoon rain that flooded the engine out and we had to park and wait it out. Later as we drove into the hotel parking lot in Columbus where the Concourse was held, our car engine sputtered and died, a swarm of Jaguar mechanics soon sorted out the problem and repaired the fuel pump. In Cleveland our Concourse of 60+ Jags was lost in a massive Car Show numbering over 1000 cars of all makes. Absolutely Awesome.

Earlier an issue arose when one of the Judges deducted points for the carpets “not being original” as they weren't the standard loop pile with piped edges. I contacted the Jaguar Daimler Heritage Trust in England, and they confirmed that on the last few - 340s, they had used the carpet material developed for the new XJ6s that was die cut to fit.

Our “Grey Lady” placed 2nd in Preservation Class 18 with 99.783 pts., and placed 4th in Class 9 with 99.586 pts., against fully restored and some "Trailer Queens". The first Jaguar to be so successful in the two Classes

*These photos were taken late Fall of 2002 to document our Triumphant Concourse Campaign.*



*What elegant simple lines! All original inside and out, except a repaired left front fender.*



*The new stainless steel exhaust system provided a bit of a pleasing growl to our gentle feline.*



*Over the winter of 2000, I had removed and lovingly refinished all the interior woodwork. Notice the original sticker on the window.*



*An adequate trunk with a full set of tools, matching picnic hamper and the Jaguar Heritage document. Never a flat tire.*



*The business end of the car, a triumph of engineering, smooth and a powerful 210 HP, only requiring the occasional tune-up.*



*The inexpensive Ambala vinyl was flawless showing no wear unlike leather and the refined carpet material destined for the XJ6s.*

The total production of the Mark II Models from 1959 to 1968 was 83,701 units, of which the 340 totalled only 2630 cars. The 340 was less expensive using Ambala (vinyl) for the seats, no tray for the back seats and slimmer bumpers.

Only 52 cars were built after our Model 340, ending the remarkable Mark II nine year production run with the introduction of the new XJ6, making our car quite rare, and considered the Best Original Mark II anywhere!



*Taken at the Pittsburgh JCNA Concourse after preparing our Jaguar 340 for Judging, placing 1st in both Class 9 & 18.*

We decided to sell our Grey Lady and it was accepted into the 2005 RM Arizona Auction. With the estimated sale value being under 50K, it had no reserve. They picked the car up in Toronto and Akim, now 13, and I flew 2,200 miles to Phoenix to attend this very Classy Auction. Our car was #125 of #137 and I was able to drive it up onto the stage, having Akim standing below camera in hand to take photos. The hall was almost empty, the auctioneer called out for bids with the first response being only \$10,000. As the bids slowly came, I threw my Bidders Card to Akim telling him to bid, which he did. The auctioneer standing above him somewhat confused as Akim shouted and waved my bidders card. No one bid against him. Akim had bought our "Grey Lady" for \$11,500!

We were crestfallen, but so thankful. RM were surprisingly considerate charging us only the transportation fee back to Blenheim and no sales commission charges. Our Cousin Wes Sr. Thompson, who lived in Blenheim, stored our 340 along with his sizeable vintage and classic car collection for a few months before we were able to come collect it.





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*Taken as Akim and I, with great expectations, before we headed into the main hall at the start of Auction*

In 2012, after 32 years of ownership and over 23,613 miles travelled, with no significant expenses, apart from a set of tires and a s.s. muffler plus other minor items, a new home was found at a good price with a discerning collector from Montreal. The odometer showing exactly 58,000 miles as I handed him the keys.

Do we miss our “Grey Lady?” - YES - But our Memories are PRICELESS!

*My last photo taken before handing over the keys.*



*Our current daily driver is Jharna's 2006 Jaguar XJ8L, absolutely the best car we have every owned.*



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Cyril Steinsky attended the “All British Classic & Antique Car Show” on Saturday June 10, 2023. Organizers informed the crowd who attended that the event was the most successful show the Headwaters British Car Club had ever held.

Over 70 British cars descended on the Caledon Fairgrounds. Jaguar was well represented with at least 15 various models showing up. A number of OJOA members were present at the event. One notable appearance was a 1956 Jensen. Fully restored.





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**THE 55th ANNUAL OJOA CONCOURS D'ELEGANCE**  
**Sunday, August 13<sup>th</sup>, 2023**  
**9AM – Opening**  
**10AM - Judging Commences**

**Location: Canadian Warplane Heritage Museum**

9280 Airport Road, Mount Hope, ON, L0R 1W0

**Contact: Concours Chair - Michael Parry**

mikeparry617@gmail.com

647-472-3465

The world-famous Canadian Warplane Heritage Museum is just a two-hour drive from Buffalo and a three-hour drive from Detroit.

Once again, we have arranged a host hotel for those of you who are travelling some distance and would like to spend a night before the Concours to make a grand weekend of it. A block of rooms at a rate of \$139 CAD per night is being held at the Best Western Brantford Hotel & Conference Centre, located at 19 Holiday Drive in Brantford, Ontario, N3R 7J4.

The block of rooms that the OJOA has reserved will be held until **Saturday July 8<sup>th</sup>**. The rooms must be reserved by calling 1-519-753-8651 and mentioning the Ontario Jaguar Owners Association. All hotel rooms outside of the reserved block have already been booked to the public.

The Best Western Brantford is located 30 minutes from the Canadian Warplane Heritage Museum.

**Please note: the Concours registrations must be in by Sunday July 30th**

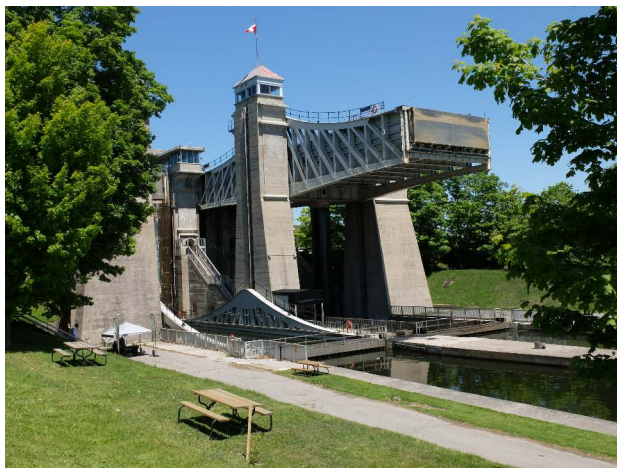
REGISTRATION FORM IS LOCATED ON PAGES 41 & 42



## The Prince Edward County Diaries

In my collective time with the OJOA there has not been a three-day event so Friday, May 26<sup>th</sup> through to Sunday, May 28<sup>th</sup> was a first for me and likely many others. I'm sure previous years have seen some, which take a lot of planning by the organizers. So much so that it was a joint venture between the Ottawa Jaguar Club with some support from the OJOA by promoting the event. If their planning included ordering perfect weather every day, they were spot on.

It is not unusual for Canadians to make a stop in at a Canadian Tire before venturing on their road trips and we were no different as we gathered in the parking lot of the Port Perry store. From there we headed to a very famous landmark in Peterborough. The historic lift lock, an engineering project completed in 1904 and still fully functional today. The second, and only other lift lock in the Trent Severn waterway, is located in Kirkfield near to the west end of the waterway at Lake Simcoe. When first constructed they were vital links in the supply chain but in recent decades are almost exclusively used by pleasure crafts. In houseboat trips years ago, I have been up and down in both and when you are entering at the top it gives you the sensation that you are coming into an infinity pool. The ride in the lift lock beats anything you'll find on a midway.



We then made our way down to Prince Edward County entering through Brighton, Ontario. Being a member from Toronto, it was such a treat to drive around for three days in sparse traffic with virtually no construction. After check-in at The Waring House lodge we gathered in the pub on site for a meal and a sampling of the various tap offerings. The evening also featured Carl Dixon, a singer guitarist formerly of two well known Canadian bands, April Wine and The Guess Who. Fun way to cap off day one. Apparently, Harriet Nixon ended up with his room (not in his room) due to a Dixon/Nixon check-in mix up, but there's no scandal here folks!

Early breakfast and on the road for day two of for cheese tasting, wine tasting, shopping and even an ostrich farm. Didn't see that one coming. One of the more popular wine tasting venues is the Casa-Dea Estate Winery which was our lunch stop. You'll notice in the background of the car shot the word LOVE written large on the grass. In the time we were there, at least four different bachelorette groups came in as part of their pre-nuptial festivities. They were quite fascinated by the cars and I told one group it was a Jaguar pop-up sale but I wasn't successful in moving any cars.





Day two ended up back at The Waring House dining room for a fabulous meal with a nice touch of a piano player tickling the ivories in the background.

Another early breakfast on day three before heading off to Trenton. The route to the RCAF Museum took us by the CFB Trenton base which to me was quite surreal. I think our country, unlike many others, can be rather low key about our military but we are certainly very proud and very respectful of the forces' rich history. Also, a little bit chilling to see the beginnings of the Highway of Heros and thinking of the families and their journeys with the fallen.



OJOA President, Mike Parry then took the group through a guided tour of the RCAF Museum calling on his vast knowledge of the history which he shared with us. He gave an in-depth talk combining the key technical specs with the stories and lore of the Halifax pictured here.

I think I used the word key in each of the last two paragraphs. It seems Mr. President left out, or left behind if you will, a very important key. The key to the boot of his XJS, the office for the tour. Taking the time to try and open the boot, he found himself locked out of the lodge and his room. He contacted security who thought he could assist in opening the boot but no luck. A short time later, after Mike was tucked away in bed security returned to get his flashlight which was now locked in the XJS. Undeterred, Mike rose early and drove back to Port Perry for the key and got back to the RCAF Museum in a Tesla, as if nothing untoward had happened. Were it a golf tournament it would have been the hands down winner for 'long drive of the day'. I am not going to reveal my source or the accuracy of the details on this one.



So, this is just a small 'snapshot' of the activities from our three-day journey. I can't think of a weak link reflecting back on the lodging, the food, the activities and comradery shared between old friends and new.

I'll close by saying the 45 members in the 20 plus cars owe a great deal of thanks to Barry Paulson and Al Graves of the Ottawa club with the support from Mike Parry and Allan Lingelbach of the OJOA. Their combined efforts made for a spectacular weekend. Al and Barry are also members of the OJOA.

Job well done gentlemen with condolences out to Al Graves who's wife passed several weeks before the trip.

*Frank Cairns*



# Cruising, not streaming

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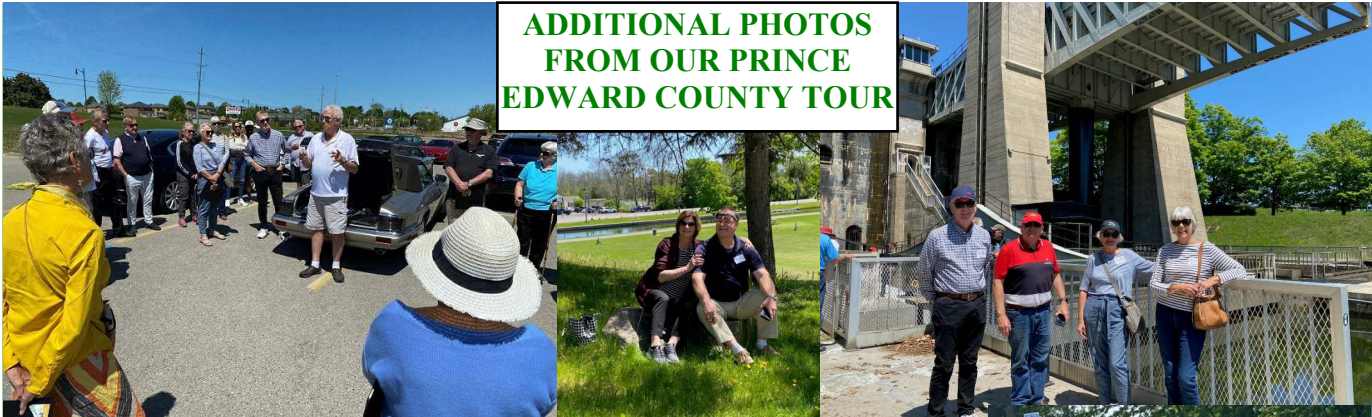
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EDWARD COUNTY TOUR**





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## Fran's Wild Ride

It was suggested to me that members of our club might be interested in reading other stories of my and my father's unique automobiles. Now, I've owned 8 Jaguars and could write about them, but I thought that it could be amusing to write about something else to members. I thought that rather than discussing one of the Jag's I've had that instead I'd talk about my mother! When people ask me where I learned to love cars, I always tell them that it was due to my parents and their passion for automobiles inculcating car lust in me. In my recent article on the Bertone Jaguar Pirana I pointed out that we had a country home in Massachusetts where Dad kept most of his cars in a massive garage. At any given time, he owned around 50 or so classic cars. He loved unique and unusual automobiles and could afford to indulge his automotive passion.



My father was an Italian American, born to a father who had emigrated to America at age eleven all by himself. There was tremendous antipathy if not outright hatred of Italian immigrants by almost everyone at the turn of the century and continuing through the 1960's and this imbued in my grandfather a burning desire to succeed in his new home. He started out literally digging ditches on road construction jobs at age 14. In his twenties, fed up with working for others he started his own paving and construction business. During WWII, he built airfields all around the east coast and made millions of dollars.

From that point on Bayer & Mingolla went on to build interstate highways. Now, my father wanted to establish his own course and so he broke away from his father and brother in the mid '50's to acquire a Caterpillar Tractor dealership in New Hampshire. He was initially rebuffed by CAT. They were Midwesterners and very suspicious of Italians and thought my father was in the Mafia! It took Herculean efforts by my father to finally persuade CAT that he wasn't involved in organized crime.

By 1958, Dad was one of the most successful CAT dealers in the country and was able to start collecting cars seriously and he promptly bought a Rolls-Royce Phantom 1, an MG TD, a Packard, and numerous others.

My mother, on the other hand, was a New England WASP, through and through. Her family was affluent thanks to her family's timber business. She was a real force of nature. Beautiful, charming, and intelligent she made quite the impression. She was also a world traveller, risk taker, adventurous and rather headstrong. She wore slacks at a time when only Katherine Hepburn and Amelia Earhart wore them and was quite an unconventional woman especially at a time when women were supposed to be housewives!



Mother (and later I) was addicted to adrenaline rushes. She liked aircraft and flying, loved fast boats (Dad had a GarWood wooden speedboat with a Packard V12 engine, amongst others) and she adored fast cars and drove them fast. Her first car was a hotted up 1936 Ford V8 which Dad had tuned up. Mother always had the fastest cars available after the War; a Hudson Hornet, later an Oldsmobile Rocket 88, Chrysler 300C and so on. You get the picture. She learned fast driving on the racetracks that our paving business built around New England. She became very proficient in the art of rapid transportation.

There were times when she drove so fast that my sisters and I, googly eyed and with our ears pinned back against our small skulls, felt that we might be travelling back in time. Mother would never have understood the concept of child seats or seatbelts. Had disaster ensued, we would have achieved escape velocity while blasting through the car windows.

Dad used to say that "Fran drove like a bootlegger with a load of hootch onboard!" Illustrative of that, I'll relate a typical "mother" anecdote. Sometime around 1960 or so, Dad bought a Mercedes 300 SL roadster from Max Hoffman's foreign car dealership in Manhattan.

Hoffman was, at this time, the only distributor for Mercedes Benz east of the Mississippi. Max Hoffman was the first American to sell only foreign cars, such as Jaguar, Mercedes Benz, BMW, and several other European marques. Dad had bought other cars from Max including his first 1950 MK5 Jaguar and a '58 Mercedes 220 and 190SL. Max, initially, tried to sell Dad a Gullwing, but Dad demurred saying that it was too hard to get in and out of and that therefore he wanted a roadster. At \$14,000 (over \$150k in today's US dollars) it wasn't cheap. Remember, you could buy a house for under \$6000 at that time!

Now, the Mercedes 300SL was the car to own if you could afford it. The people who owned them were often celebrities. Picasso, Clark Gable, Steve McQueen, Sophia Loren, Werner Von Braun, Juan Manuel Fangio and even Pierre Trudeau were just a few of the illustrious owners of these special cars.

The 300SL began life as an offshoot of Mercedes' remarkable road racing cars. Stirling Moss won the 1955 Mille Miglia race in a 300SLR. These were revolutionary cars for their day. Mercedes decided to sell these cars to the public a year later with radical Gullwing doors. It was powered by a 3 liter straight 6 engine producing 240 hp. Double overhead camshafts and direct fuel injection was extremely rare in the mid fifties. A top speed of 161 mph made it the fastest production car of its time. As well, it was a breathtakingly beautiful car. Just stunning.

My mother was nothing short of ecstatic with this acquisition. Dad had given her a white 190 SL and she just detested it. I can remember her maligning it as being "too damn slow!" She had read that the 300SL would go 161 mph and could do zero to sixty in eight seconds and she was determined to see if that was true. Father reminded her that she couldn't try her test on a public highway. Not to be thwarted she said, "Let me try it out on the new interstate highway! It hasn't opened yet."

At this time in America the first interstate highways were being constructed pursuant to Eisenhower's initiative to emulate the autobahns that he saw in Germany. One of these interstates, Route 93, ran the length of New Hampshire. It hadn't been opened yet but was complete. A ribbon cutting ceremony was scheduled in two weeks time. Mother urged Dad to lean on the paving company (who bought all their machinery from our company) and see if they would let her drive on it.

Under pressure from Dad, the contractor, a friend and customer, agreed to this proposal. Nowadays, various government agencies would be apoplectic over this sort of thing, and no doubt it could never happen, but sixty-four years ago it did! Hence, it came to be that one summer morning we brought the Mercedes to the longest straight stretch of the interstate. Mother leaped into the car and set off like Bernd Rosemeyer doing a speed trial in pre-war Germany! She roared off, disappeared and then we heard her storming back. She jumped out of the car, stamping her foot and was extremely irate! She said, "Something is wrong with this car, Joe! It barely broke 140 mph! I think you should return it to Hoffman! It's supposed to go 161 mph!"

Dad tried to mollify her by saying that 140 mph was still mighty impressive, but mother would not be swayed. "For what you paid the car should perform as advertised! Send it back!", she insisted. Dutifully, Dad called Hoffman and explained his predicament. Hoffman was horrified that he might have to take the car back and lose a good customer. He told my father that he was sure he could make mother happy. He said that most fortuitously, he had two of Mercedes' best mechanics over from the factory instructing Max's mechanics on the mysteries of the direct fuel injection of the 300's.

Mercedes had been a pioneer of fuel injection in cars and aircraft over the years. The Messerschmitt 109 V12 in WWII outperformed the early model Spitfire Merlin's because in a steep dive the carburetors of the Merlin would starve for gas while the ME-109 with its fuel injection system was not affected.





However, in the late '50's, early '60's, fuel injection in cars was extremely rare. Notably, Chevrolet installed RamJet fuel injection in its 1957 Corvette Super Sport, but very few other cars employed fuel injection. Hoffman said that Mercedes had sent him two expert mechanics, the esteemed Sebastian brothers, who were famous as they worked on the redoubtable factory Formula 1 team in the 30's with the Silver Arrow cars and in the Mercedes road race cars in the '50's.

Max told Dad that he would fly them to Boston where Dad could pick them up and bring them to New Hampshire to work on the 300. Hoffman was certain that they could make the car as fast as mother demanded. "They better." replied Dad ominously. "Happy wife means happy life!" A day later the brothers arrived in the late afternoon. Neither one spoke English very well, but they certainly understood my mother's voice and body language! They worked all night on the car. Feverishly, I might add.

The next morning my father, mother, the two exhausted mechanics and I went back to the interstate. The Germans were extremely nervous and apprehensive, wringing their hands and muttering "Gott im Himmel!" Mother donned her goggles and her boa constrictor skin driving gloves and jumped into the cockpit. She fired the car up and peeled off down the road, driving with the intensity of a driver at Le Mans!

The whole period of time until she returned was very tense. All of us were praying that she would be happy upon her return. One didn't want to disappoint her and risk her wrath if that could be avoided. Finally, we heard her hurtling back towards us. She braked hard and pulled up to us. At first, she didn't get out of the car which worried us. Finally, after what seemed like an eternity she got out with a big smile on her face, saying "Well, I hit 152 mph outbound and 156 on my return run! Now, I feel better about things! We shall keep the car."

All of us were extremely relieved! The Sebastian brothers were ecstatic slapping each other on the back and saying "Danke Gott" over and over. Dad tipped each brother \$500, and they returned to NYC. When Dad called Max to thank him, Max told him that upon their return the brothers spoke of my mother in awe. They told Max that they hadn't been as nervous in the presence of anyone since legendary Mercedes team manager Alfred Neubauer at Formula 1 races and Le Mans!

Mother ended up adopting that 300SL. She went on to drive it everywhere. She and I would drive to Florida routinely with nary a problem. Meanwhile, Dad bought another one for himself. At this time, believe it or not, Mercedes, who had no real dealerships in America save for Hoffman, made a deal with Studebaker Packard to sell cars through their dealerships! There was a Studebaker dealer in our city that was located adjacent to a large industrial park that Dad owned, and he saw another 300SL in their showroom and bought it!



My mother never lost her lust for speed. Dad bought an Aston-Martin DB6 in England in the early '70's. He and mother drove it around the Continent for vacation. In Germany, on the Autobahn, she was regularly driving the car over 130 mph with my tremulous old man urging restraint to no avail. Dad drove pretty fast also, but mother would tease him as being a slow poke.

This is the automotive world in which I was raised. I, too, became a speed freak all my life both in racing and on the road. As evidence of this, I just returned from a weeklong trip to New England to see friends in our XKR. I drove 1500 miles averaging 130 kilometres an hour for around 18 hours of driving. Aside from a problem with my convertible top (I told Lia that I was driving an XKR coupe!) the car ran flawlessly. I found a back country road in Vermont that was very curvy, and I put the car in Dynamic using the paddle shifters instead of automatic. I never really had driven the car so hard before and it simply blew my mind!

In the future, I promise to write other stories about other fascinating cars, which I have had the great good fortune to experience in my life. I thought it might be enlightening to the reader to see the genesis of my automotive love affair.

I hope that I succeeded with this story.



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# LAUGHTER IS THE BEST KIND OF MEDICINE

1. Two antennas met on a roof, fell in love and got married. The ceremony wasn't much, but the reception was excellent.
2. A jumper cable walks into a bar. The bartender says, "I'll serve you, but don't start anything."
3. A man walks into a bar with a slab of asphalt under his arm, and says: "A beer please, and one for the road."
4. "Doc, I can't stop singing The Green, Green Grass of Home."  
"That sounds like Tom Jones Syndrome."  
"Is it common?"  
"Well, It's Not Unusual."
5. Two cows are standing next to each other in a field. Daisy says to Dolly, "I was artificially inseminated this morning."  
"I don't believe you," says Dolly.  
"It's true; no bull!" exclaims Daisy.

## Did I Read That Sign Right?

*In a Laundromat:*

AUTOMATIC WASHING MACHINES: PLEASE REMOVE ALL YOUR CLOTHES WHEN THE LIGHT GOES OUT.

---

*On a Repair Shop door:*

WE CAN REPAIR ANYTHING. (PLEASE KNOCK HARD ON THE DOOR - THE BELL DOESN'T WORK.)

---

*Seen during a conference:*

FOR ANYONE WHO HAS CHILDREN AND DOESN'T KNOW IT, THERE IS A DAY CARE ON THE 1ST FLOOR.

**Proofreading is a dying art, wouldn't you say?**



**“THERE IS NOTHING AS PERMANENT  
AS CHANGE”**



So said the plaque on the wall behind my new Managing Directors desk. Yes, I have changed my job after decades at British Leyland, Triumph and Austin Morris. As the saying goes, ‘I was made an offer I could not refuse’. I loved the work at AM but the political situation within the company was to say the least very unpleasant, I will say no more.

I have joined a Swedish company with headquarters, sales and manufacturing in Gothenburg, sales in Finland, manufacturing and sales in the UK, sales in France and Belgium, manufacturing and sales in the recently purchased operation in Kitchener Ontario. I was to be technical support to sales for the whole company with the title of ‘Technical Service Executive’.

A one-man band again, GREAT.

The company manufactured noise control materials for the automotive industry in all but the French/Belgium unit which was not focused on any market segment, but as a one -man band was looking at all aspects of noise control available to him. It was to be my most interesting ‘market place’ with investigations into ships, trains, motor coaches, office equipment and of course cars. The later being a consultant for aspects of a new assembly method for cars.

The move was also to ultimately bring me to Canada.

Initially I was based at the UK manufacturing and sales site at Rugby in the midlands. I had a collection of truly portable instruments which allowed me to accurately measure and analyse noise and print out the results. No means of measuring vibration. Down from powerful computer’s to manually operated gear.

My first activity related to the Geneva Motor show, held March 5<sup>th</sup>-15<sup>th</sup> 1981, was to write a technical handout on car noise control. I was to attend the show at which I was to meet some of my Swedish colleagues for the first time. Interesting but not my preferred way of earning a living.

At that time the major customer in the UK was Ford Tractor, located at Basildon in Essex.

They had a noise problem within one of their cabs, a nasty ‘boom’. My initial, stationary investigations led me to believe it related to the cab mountings to the main castings of the tractor. Unfortunately, I did not have the equipment capability to prove it. So, what was a ‘Freebie’ to Ford to start with became a paid, by them, programme which I put together with my friends from MIRA who had most of the equipment necessary to carry out the investigations. These were largely carried out stationary but an essential part of the final proof had to be carried out with the tractor “ploughing”. A loading device was necessary, one was available on the grounds at MIRA, Massey Ferguson’s. I ‘chatted up’ MF’s guy, John Hughes’ and for the price of a slap-up dinner in Leamington got the use of his loading trailer for the necessary time,

The mountings proved to be the problem, they were at the nodal point for vibration on the tractors main casting. I do not know whether Ford ever resolved the problem as it meant a major redesign to both cab and tractor castings. There are significant safety concerns with the cab and its ability to protect the driver in roll over situations. Solving their noise problems would not be a quick and easy problem for Ford.

Memory says an early investigation in the UK was for Paul Walker, at Jaguar, It was into the noise control material installed beneath the rear seat cushion and behind the squab. There was a multiplicity of parts which had increased over time as the car went through various iterations, adding material without real analysis. Each part number in a cars build carries real cost to order and maintain sufficient in stock inventory to maintain continuous vehicle build. Reducing part numbers without impairing performance can be a significant cost saving to the manufacturer.

This was to be such an exercise. My first introduction to driving a Jaguar, WOW!!



I drove up and down the Warwick bye-pass to allow me long straight stretches to carry out my recordings. Parts changes to the car being made at the Rugby plant. I did achieve the target of reducing part numbers. I do not know whether it was ever adopted by Jaguar, such changes have a slow gestation period.

I only made one trip to Finland; a full working week largely concerned with undertaking test work on a Saab Finlandia. A vehicle cut in half to enable a 25 centimetre extension piece to be inserted into the body with similar extension to other components. Basically, a Saab 900 with the modification carried out by Valmet in Uusikaupunkii. An interesting vehicle, I will not include a photograph as you can find all the details on the web. It appeared to be intended as a vehicle for presidents and diplomats as it was armoured, both body and glazing. My remit was solely to deal with passenger comfort in the rear seat positions. My visit was made in 1981, the vehicle first appearing in 1980. I feel that my work was aimed at just this one vehicle for a particular customer, I will never know.

An interesting week as ULF Wekstrom was a man of few words but drank Scotch like a fish. A tradition with my Scandinavian colleagues was, as soon as they knew someone was visiting from the UK it was 'first on the phone' to book the duty free, usually a bottle of single malt.

My first visit to Gothenburg was made at the time that the Swedes were putting their boats in the water after the winter. The Director of sales picked me up at the airport and took me directly to his yacht which had gone back into the water the day before. He opened his bottle of Scotch and we sat on his boat in the spring sunshine imbibing the brew. This article is in memory order not necessarily chronological.

Engines with a smaller number of cylinders was the vogue in both the UK and Sweden in the early eighties, both British Leyland's Advanced Engineering Group and a similar part of Volvo's organisation developing such vehicles. Aluminium bodies, lighter weight, and lighter weight three-cylinder engines, the latter saving both weight and material and component cost. My last Director of Engineer at Triumph was in charge of the Leyland effort. I cannot remember the name of the senior Volvo engineer but he and Spencer- King knew each other well. I was to carry out noise investigations on both vehicles. The Leyland one was gas driven, the Volvo one basically diesel, I was to test it with both diesel fuel and rape seed oil.

Three cylinder engines have a very difficult to deal with noise signature, however I was able to make recommendations to both Volvo and BL to treat their cars, there being little difference in the two Volvo fuelling's with regard to noise. My colleagues in Gothenburg followed up for treatment at Volvo, I followed up for the BL car, successfully. Interesting projects, neither going into production. Just adding to the knowledge base.

About this time I came to Canada for the first time. My second ever flight, this in Business Class on BA. What a difference, in a Jumbo, than my earlier flight in a BA Trident aircraft.

*Tony Hughes*

## **OJOA LUNCHEON & AWARDS PRESENTATION**

**The OJOA will be hosting a buffet lunch (doors open at 12 noon and dining commences at 1 pm) on Saturday October 28<sup>th</sup> at The Old Mill in Toronto. This will be in lieu of our annual Christmas Dinner. As such, awards will also be presented.**

**Our guest speaker will be Wolfgang Hoffmann, President of Jaguar Land Rover Canada.**

**Costs per person and food choices are to yet to be determined but we will notify the membership as soon as possible.**



**There will be a cash bar.**





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### OJOA CONCOURS JUDGING SCHOOL NOTICE

- WHEN:** Sunday July 23, 2023
- TIME:** 10 AM
- WHERE:** Tony Burgess' Workshop  
88 St. Regis Cres. North  
(East off Keele / North of Hwy 401)
- WHY:** This training is required by  
JCNA rules in order to remain a  
certified judge or become an  
apprentice judge at the  
OJOA Concours
- TO REGISTER:** Contact: Steve Sherriff  
Concours Chief Judge  
[sesherriff@gmail.com](mailto:sesherriff@gmail.com)  
905-822-7396 / 647-527-0050
- REQUIRED:** Bring a folding chair

Lunch will be provided for all who register.

*Special arrangement can be made if it is impossible for  
you to attend.*

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**David Case, CCC Founder, OJOA Member**



## OJOA CLASSIFIED ADS



### 1970 Etype, Series 2 [06-23]



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## 1994 XJS6 2+2 Conv [06-23]



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It features: Automatic Transmission• Drivetrain RWD• Factory AM/FM/Cassette stereo• Cruise control• Air conditioning• Top boot for convertible top. A complete maintenance file is available.

**Price: \$20,000**

Contact: George 905-522-0754

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



## 1947 3.5 SALOON [03-23]



Older professional restoration. New wool carpeting by Diamond Trim. Some minor age related paint imperfections but runs extremely well. Scoring at the 2018 Jaguar Concours d' Elegance was 99.75.

A rare and beautiful classic English saloon.

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Contact: Doug Black

Email: [douglasblack@rogers.com](mailto:douglasblack@rogers.com)



## 2009 XK-R [03-23]



49,400 km  
Indigo Blue original paint with blue top and tan leather interior.

Exceptional condition.

**Price: \$38,500**

Contact: John Witt

519-271-2923





### 1966 Model S 3.4 [03-23]



Only 9,928 were built between 1963-1968  
In good condition  
142,513 km / 88,554 miles  
Automatic transmission Six cylinders  
All electrical systems work, including  
electric sunroof and electric antenna.  
Interior in fairly good shape.

Wood and chrome in excellent condition.  
Includes new battery, rebuilt generator,  
new ignition switch, new spark plugs and  
cables and steering bushings.

**Price: \$20,000**  
Contact: Andres  
Email: AVClassyCars@gmail.com



### 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  
519-872-5278  
Email: don@dickenson.ca



### 1992 XJS V12 [12-22]



Black  
101,000 km  
Excellent mechanical condition

**Price: \$15,500**  
Contact: Jordan  
416-953-3771





## 1970 EType [12-22]

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  
905-637-9287



## 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



## 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  
705 437 2993  
Email: ann.mcdermott@bell.net





## 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**

# PARTS FOR SALE



## Jaguar Wheels and Tires [06-23]

Excellent condition

Set of 4 wheels and tires from 1997 Jaguar XK8 - Tires are Dunlop SP Sport 5000 - 245/50/ZR17 - 10/32" tread remaining (52K miles/83 K km) - never been flat/damaged.

Jaguar XK8 1997-1999 Original 17x8 Alloy Wheel Rim MJA6116BB MJA6116AB OEM. Great used condition, small marks from regular use. 5x108 Bolt Pattern - 1/2 " RH Stud Size - 74.1 Hub Centre Bore

**Price: \$1000 OBO**

Contact: Peter Caven at 416-960-0028

Email: Peter.caven@pc-es.com

## 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



## 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

905-648-4416

Email: vennjamesk@gmail.com







# JAGUAR CLUBS OF NORTH AMERICA, INC.

## Ontario Jaguar Owners Association (OJOA)

### Concours d'Elegance Entrant Registration Form

"Champion/Special/Driven" classes are open to all members and the entries are judged according to the latest JCNA rules.

**Registration Fee:**

- Open Invitational: \$60\* \$ \_\_\_\_\_
  - JCNA Champion Division: \$50 \$ \_\_\_\_\_
  - JCNA Special Division: \$50 \$ \_\_\_\_\_
  - JCNA Driven Division: \$30 \$ \_\_\_\_\_
  - Display: \$25 \$ \_\_\_\_\_
  - 2<sup>nd</sup> Jaguar Entry in any noted class: \$25 \$ \_\_\_\_\_
  - Saturday Night Dinner at Best Western Brantford: \$40/person \$ \_\_\_\_\_
  - Lunch at Concours venue, CWHM: \$40/person \$ \_\_\_\_\_
  - Insurance Surcharge for non-OJOA/JCNA members: \$25 \$ \_\_\_\_\_
- TOTAL \$** \_\_\_\_\_

*\* Entry in this class must be approved by Chief Judge*

Last Name \_\_\_\_\_

First Name \_\_\_\_\_

Email \_\_\_\_\_

Phone # \_\_\_\_\_

Address (Full Address) \_\_\_\_\_

JCNA Club \_\_\_\_\_

JCNA # \_\_\_\_\_

*Include Spouse/Partner if Joint Entrants*

_____	_____	_____	_____	_____
Year	Model	Body Style	Category (Invitational, Champ, Driven, Special, Display)	Class (eg. C20/F)

_____	_____	_____	_____	_____
Year	Model	Body Style	Category (Invitational, Champ, Driven, Special, Display)	Class (eg. D13/SX)

_____	_____	_____	_____	_____
Year	Model	Body Style	Category (Invitational, Champ, Driven, Special, Display)	Class (eg. C20/F)

*No Alcoholic Beverages and/or smoking will be permitted on the Concours Site. Furthermore, no silicone-based product, ie. tire treatments, can be applied to any vehicle while on the property of the CWHM as it is deemed a health hazard (slippery=fall) at this venue.*

**VERIFICATION OF INSURANCE:** I (We) \_\_\_\_\_ hereby warrant and represent that my (our) entry (entries) are fully covered by automobile insurance, as required by law.

X \_\_\_\_\_  
[Entrant's Signature(s)]

### **Release of Liability**

**JCNA Event Participation:** It is an Entrant's privilege to participate in any JCNA sanctioned event held by any JCNA affiliate upon executing proper registration forms and paying published entrance fees. Each affiliate shall be solely responsible for granting entry privileges to each Entrant on an individual basis.

I hereby agree to enter the above-described Jaguar(s) in the Ontario Jaguar Owners Association (OJOA) Concours d'Elegance. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Jaguar Clubs of North America (JCNA), Ontario Jaguar Owners Association (OJOA), and the Concours d'Elegance committee from any and liability for injuries, damage or loss arising from my entry and attendance in the Concours.

\_\_\_\_\_  
Signature of Jaguar Owner

\_\_\_\_\_  
Date

**Email Form & E-Transfer Funds to:** Michael Parry (mikeparry617@gmail.com)

**OR**

**Mail Form & Cheque to:**

Michael Parry  
437 Lakeshore Dr.  
Port Perry, ON, L9L 1N7  
Canada



# 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? \_\_\_\_\_



# 2023 Upcoming Events

## OJOA MEETINGS

**July-Cancelled / August-TBD / September 13**

**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](http://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

**BBQ Hosted by Rob Laughton.....Sun. July 9**

**Brits In The Park (Lindsay).....Sun. July 16**

**OJOA Golf Tournament .....Mon. July 17**

**Concours Judging School (new date).....Sun. July 23**

**Brits On The Lake (Port Perry).....Sun. July 30**

**Jaguar Club of Ohio Concours.....Sat. August 5**

**OJOA Concours d'Elegance.....Sun. August 13**

**Watkins Glen Grand Prix Festival.....September 8 - 10**

**British Car Day.....Sun. September 17**

**OJOA Luncheon & Awards Presentation.....Sat. October 28**

**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)**

