



The Ontario Jaguar

Magazine of the Ontario Jaguar Owners' Association

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The Ontario Jaguar

Publisher: The OJOA

Editor: Tracy Kailan

**Articles By: Maurice Bramhall, Frank Cairns, Nick Dendy, Tracy Kailan, Allan Lingelbach
John Milne, Mark Smith, Cyril Steinsky & Terry Ward**

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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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Cover Photo: Mark Smith with his 2009 XF & 2001 S-Type

Event photographs submitted by: Frank Cairns, Josephine O'Brien & Cyril Steinsky

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



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The Ontario Jaguar Owners' Association (OJOA)

The Ontario Jaguar Owners Association was incorporated in December 1959 as an automobile club whose purpose was to stimulate and encourage interest in the preservation, ownership and operation of Jaguar automobiles. Over the years the OJOA has grown to provide a means for exchange of information, technical and otherwise, to encourage interest in automobile sport and competitive events in Ontario, to provide social occasions for its members, and to foster interest in Jaguar and Daimler automobiles. The OJOA is an affiliate club of the Jaguar Clubs of North America (JCNA).

Membership Benefits

Membership benefits entitles participation in all OJOA meetings and events, a subscription to "The Ontario Jaguar" 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

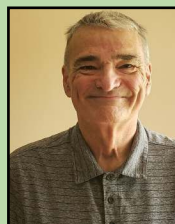
Club members and other interested parties may advertise personal cars, parts and services for sale or wanted in the newsletter and on the website. Ads should be no longer than 50 words and may be edited for space considerations. All classified ads run for a minimum of two consecutive issues and can be 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 4 magazine issues.

Commercial Advertising

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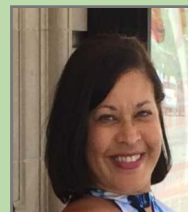
Size of Ad	<u>2 Issues</u>	<u>4 Issues (1 Year)</u>
Business Card	\$ 50	\$ 95
Quarter Page	\$ 75	\$145
Half Page	\$110	\$215
Full Page	\$180	\$350

Contact Cyril Steinsky at advertising@ojoa.org for information on placing ads.



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David Jones



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Tracy Kailan
tkailan@hotmail.com

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PRESIDENT'S PODIUM



Michael Parry

President, The Ontario Jaguar Owners Association, North Eastern Region

It is hard to believe that as I write this in mid September that the summer has gone by so quickly. It seems like just yesterday when in fact it was July 9th that many of us enjoyed a great barbeque at fellow members Rob & Lisa Laughton's home in Niagara-on-the-Lake. Shortly thereafter the duffers amongst us attacked the links of Royal Woodbine at the OJOA's 3rd Annual Golf Tournament, organized by our Resident Golf Pro Frank Cairns. Sadly the course record went unchallenged!

Our annual big event of the year, our 55th Concours D'Elegance attracted 65 Jaguars to the Canadian Warplane Heritage Museum at Mount Hope where a record 45 cats were judged under the guidance of Chief Judge Steve Sherriff and his cadre of JCNA accredited judges-Randy Barber, John Blais, Frank Cairns, Nick Dendy, Rob Dunlop, Corey Finkelstein, Richard Gayne, Pat Geary, Dave Kenny, Barbara Kothe, Alex Marsland, Brad Marsland, Eli Mucsi, Jim McGrath, Mike Meyer, Barry Paulson, Roy Pope, Mark Smith, Cyril Steinsky, Victor Tilane and Ron Walker.

Supporting them in the tabulation of all the scores generated by our team of judges were Corinne Cairns, Tracy Kailan and Anita McGrath. A concours would just be another car show without the help of all these fellow OJOA members.

Speaking of friends, we cannot forget the contributions, both financial and as gifts, of our sponsors, the OJOA's Keith Smout, Jim Leckie of JLR Waterloo, Matt Steinsky of The Mark Anthony Group, Rory O'Connor of JLR Lakeridge, Dave Lambert of Autoglym, Rob Laughton of Leatherique, Naomi of Rock 'N Karma and Max and Esther of Balance Fitness Toronto Central. Without their sponsorship, we could not host such a great event.

Supporting these gifts behind the scenes on our ever popular Silent Auction were Carol Lingelbach, Grace Allison, Harriet Nixon, Josephine O'Brien and Bonnie Steinsky. These ladies managed to present all the gifts donated (thanks Terry Ward for the gems you gave) in a manner that ensured competition on many of the items, presented.

Lastly, I cannot forget the countless hours and days that my fellow 55th Concours Committee Members, Tracy Kailan, Allan Lingelbach, Steve Sherriff and Cyril Steinsky in the pre-planning and post production of this long standing OJOA event.

To them we are eternally grateful.

Kindest regards,

Michael E. Parry





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EDITOR'S DESK



Tracy Kailan
Editor, The Ontario Jaguar

This past month, the OJOA hosted it's best attended Concours in club history. I would like to thank my fellow committee members, Mike Parry, Steve Sherriff, Allan Lingelbach and Cyril Steinsky for all of their valuable input and hard work.

Each one of them, leveraged their strengths to get the job done, but without our judges, volunteers, entrants and family who came out to lend support we would not have been so successful.

Highlights of the days leading up to and including this monumental event can be found splashed throughout this magazine. I invite you to read the articles, view the photos and remember the fun we had. If you didn't get a chance to attend, set yourself a goal to sign up and showcase your Jag next year.

Concours season is not yet over but we are definitely in the running for the title of having the most judged vehicles at Concours across the JCNA franchise for 2023. Lets try to top ourselves next year!

Tracy Kailan

Please Welcome Victor Tilane



Victor

During my working career, one of my first managerial duties was to create an office contingency plan for such things as inclement weather, natural disasters, or if the office lottery pool hit the "jackpot"... and those lucky employees decided not to show up for work the next day! A contingency plan was needed.

Being the only club member who was able to run the OJOA website (and getting older), we needed to have a second person trained to take over these duties. Our club President Mike Parry was instrumental in getting the "ball rolling" on this, and after a few discussions, a superb club member decided to "throw his hat into the ring" and start training.

As the outgoing Website Director, I am pleased to welcome Victor Tilane into the role as OJOA Webmaster. Victor and I have been working together over the last several months as I shared my knowledge with him and helped bring him "up to speed". Victor has a good "handle" on his new role, and even demonstrated a few ways to "streamline" the process of uploading content.

I am looking forward to working with Victor over the next month or two, and am willing to assist him in his role moving forward. As I mentioned to Victor..."I am taking the back seat, but I am not getting out of the car"...LOL!!!!

Thanks to all the OJOA club members for their past and upcoming support.

This is a great car club!!!



Mark Smith.
(Outgoing Website Director)

CUT FROM A DIFFERENT CLOTH

JAGUAR

F-PACE



VARAC RACES

I attended this years VARAC Races from June 15 -18. If you have never attended these races, you are missing the golden years of British sports cars during the 50's and 60's. So many of us grew up with these cars and to see them on the track is like being in a time warp of good memories.

There are some minor changes which allowed others like Mazda and muscle cars to enter, only adding to the excitement.

For many years, back in the sixties Dan Gurney held the track record of 1:33 in a Lotus 19B. A great time then, but currently many modern modified street cars are running around 1:29.

MG and Triumph were well represented as well as Datsun, Mazda, Porsche, Volvo, Daimler, and many American muscle cars.

But my main interest was the return of Al Fergusson's 1962 XKE. Four years ago, Al nearly destroyed his Jag in a collision with a wall. It took four years for him to restore it to its former glory. It looked and sounded great from my observation on corner 3. Being that it was the first time out on the track, Al was taking his time getting used to the car. This is the third rebuild for the car with Ken Mason working on the first two.

Unfortunately, the MG Triumph Challenge was run during a torrential rainstorm with only half the drivers taking part. A Triumph 1968 TR250 won the race with a 1968 Elva Courier second and a 1965 Midget finishing third.

A local brewery was the sponsor handing out free beer. It was named the VARAC VINTAGE in honour of the races. It was a very great weekend of nostalgia, good old friends and some fabulous cars.

Terry Ward



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Third Golf Tourney Scores a Second Win for Rossdeutscher et al.



Pictured from left to right are winners John Elliott, Ralph Rossdeutscher & Peter Bohlender.

The usual suspects returned to the Royal Woodbine Golf Club on the edge of Toronto's Pearson International Airport runways for another shot at victory on Monday, July 17th. Having not returned in 2022 to defend their year one triumph, Ralph Rossdeutscher et al stormed back in 2023 for their second win in three years. The author of this article is extremely grateful to Ralph and company for taking a pass last year. A glance at the trophy will tell you why! Chase Hillenaar and his squad came second for the third year in a row. I think they say 'always a bridesmaid, never a bride'.

Before we add a base to the bottom of the trophy for winners past 2024 there is one space left on the original trophy for the 2024 winner. Be nice to have a new group on there Chase! Maybe it was the President's curse predicting that Chase would win back on the Prince Edward County weekend. A very clear second for Chase as last year's team of Frank Cairns and the Irish didn't muster much of a title defence coming in third.

Again, Mr. Gloomy the weatherman's darts missed the board as the predicted rain did not materialize until long after we had finished. A good social time was had post play. In recounting the day's play, I'm always amazed at how much longer drives and made putts grow in length with a pint in hand. Thanks to all for coming from near and far. I got the feeling that we should do this again in 2024.

*Frank Cairns
Reporting for 'The Ontario Jaguar'*



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alingelbach394@gmail.com**

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*If you are mailing a cheque, please advise Allan by email to let him know as
sometimes mail service can be a bit slow & we want you to be counted.*



**Doors Open
at
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School Was In This Summer



Chief Judge Steve Sherriff fielding questions

Thanks also go out to Tony Burgess and Josephine O'Brien for hosting this event at their facility with an array of cars that we can only dream about owning.

*Frank Cairns
Reporting for 'The Ontario Jaguar'*

In this issue of Ontario Jaguar you will see the results of our 55th Concours but there is so much that goes into the planning of the event including the Judging School. Steve Sheriff took the 30 plus judges and apprentices through their paces in preparing for the OJOA's biggest event of the year. Steve has repeatedly said that as we increase the number of entrants, we need to increase the number of judges. It's just that simple.

Concours 55 may be one of the largest of its kind in all of North America. In order for the event to be sanctioned and recognized by the Jaguar Clubs of North America, we are strictly governed by their rules and regulations. This makes the judging school an essential part of the process.

Previously certified judges, potential new judges for certification and apprentices were taken through a productive day led by the very engaging style of Steve Sherriff.



LAUGHTER IS THE BEST KIND OF MEDICINE

Me: "I am surprised at how winded I am by this exercise"

Personal Trainer: "This was the tour of the gym"



SURVIVAL TIP:

If you get lost in the woods start talking about politics and someone will show up to argue with you.



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Old Tech and New Tech

Does anyone remember what it was like accessing the old OJOA.ORG Website when “Smart phones” first came on the market??

You would have to swipe your finger all over the screen 10 times to get to the page icon you wanted, then enlarge the screen to access the icon, then swipe 10 times again on the next page in order to get to what you wanted to view while nearly wearing out your fingers tips!!

Since technology was moving quickly, we had to create a new OJOA.ORG website that would allow the user to “click a menu” and be directed to a specific page. No more “swiping” the smart phone screen 20 times in every direction to access information.

With the assistance of the OJOA Board of Directors, we were able to create a new website, and had it up and running on March 27th, 2019.

I would like to acknowledge the excellent support that my good friend Matt Parrott offered our club with his computer and technical skills. He was a great help while I was learning how to run the new website.

It has now been over 5 years since the new website was created and I am very pleased with it.

As the outgoing Website Director, I would like to thank the OJOA Executives and Directors for their heartfelt support and patience while we went through the digital “bumps in the road”.

Thank you.

Mark Smith

The screenshot shows the Ontario Jaguar Owners' Association website. At the top is a green header with the association's logo (a jaguar head in a circular emblem) and the text "Ontario Jaguar Owners' Association". Below the header is a navigation bar with a "Home" link. The main content area features a large white heading "Welcome to the new ojoa.org" and a paragraph: "Our purpose is to stimulate and encourage interest in the preservation, ownership and operation of Jaguar automobiles." Below this is a section titled "Upcoming Events" with a date filter set to "Sat, September 16". Underneath are filters for "Categories", "Organizers", "Tags", and "Venues". The next event listed is "SUNDAY, SEPTEMBER 17" with a "British Car Day" event. The event details include a calendar icon, the date and time "Sep 17 @ 9:00am", a small "BRITISH CAR DAY" logo, and the text: "Mark this on your calendar !!!!! BRITISH CAR DAY will be on September 17th, 2023 !!!!! Please click the link below for more info. BRITISH CAR DAY LINK". The following event is "WEDNESDAY, SEPTEMBER 20" with a "MONTHLY MEETING Sept 20, 2023" event. The details include a calendar icon, the date and time "Sep 20 @ 7:00pm", and a small logo of a person playing a trumpet.

Screen shot of our Website



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Master BBQ chef Rob Laughton working the grill

“Medium Rare Please”

BBQ chef extraordinaire member Rob Laughton heard that a lot as host of the July gathering in Niagara-on-the-Lake. On his own property no less. A sprawling 5-acre property just outside of the town proper with some fruit trees, no surprise there, but surprisingly, likely the largest inventory of Jaguar parts anywhere in the country.

Apart from the Annual Concours, drawing roughly 90 people made it one of the largest gatherings in decades. Mr. Gloomy, the weatherman, predicted nothing but rain in the days leading up but as is often the case...wrong!

Nick Dendy was dubbed with having provided some sort of divine intervention but actually I'll take the credit having worked in property management for two downtown Toronto cathedrals over 27 years. Gotta' be some payback for toiling in the crypts.

And what a feast the meal was! Steak, smoked salmon, salads, all the trimmings and yes, there was dessert, unlike the disappointment of the feeding of the 5000. Rob and his wife Lisa put on a splendid day complete with the elegance of white table clothes and tents contrasting with the many shades of lush green on the property. Plus, a little live music added to the festivities.



I'm giving over to the images here which paint the rest of the picture of good food, good company and an array of Jaguars in whole or in part. Many of the guests had a chance to scope out the parts operation which is pretty amazing. So much so, that the next issue of 'The Ontario Jaguar' will be doing a feature on this amazing parts source, right here in Southern Ontario. Jag dealers and Amazon got nothin' on Rob. Look for Rob's ad further on in this issue.

Thanks again so much to Rob & Lisa Laughton for their incredible hospitality and opening up their estate which was enjoyed by everyone. Warning...we'll be back, or at least we'd like to be.

*Frank Cairns
Reporting for 'The Ontario Jaguar'*





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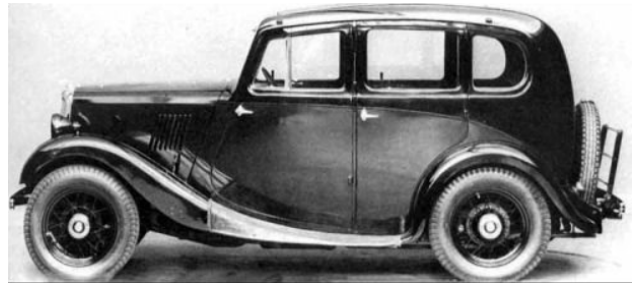
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My 1935 Morris Saloon

In 1962, I was working in Barclays Bank International in London, England and living in Kensington. In the department where I worked, I shared a desk with an older lady. I was a trainee, so I was learning all the time.



My daily driver was a 1939 Standard 9, 2 door saloon. I asked my colleague if she owned a car, to which she responded, "Most certainly." Being curious, I asked her "What make it was?", to which she replied, "A Morris."

I asked "A Morris what?", but she was unsure, this started a series of questions to narrow things down, while ascertaining that it had 4 doors. I asked if she took the car out at weekends but advised that she couldn't drive!! Well, it was her fathers, and he had put it in the garage at the beginning of WWII!!

Now I was really curious as to what sort of condition the car was in as it was last used in 1939. I suggested that I would be interested in buying the car but needed to see it first. Arrangements were made for my flat mate and I to view it. His father owned a garage repair shop in Hackney.

We arrived in Streatham, to find the garage still locked and managed to gain entry, to find a Morris Oxford saloon. We later found out it was a Doctors Saloon, 6 cylinder of 1935 vintage.

The fan belt, made of leather with steel pins like a bicycle chain, had disintegrated, as had the battery. The tires were flat, but the engine would turn over with the starting handle so not seized, and the bodywork was in good condition for its age. The magneto didn't give a spark, which was a problem.

We offered 50 pounds which we split 50/50 as we had no savings. I would pay it out of my monthly salary of 49 pounds!!

Johnny Ames and I assembled the necessary tools, a fan belt, a battery, and a magneto, that I found a spare from a guy who owned an early 1930's Lea Francis, who had a box of old magnetos, and one was the same series so I bought it for 1 pound.

Our next trip to Streatham was to collect the Morris. We removed the spark plugs, pumped Redex into each cylinder, and turned the engine over with the starting handle. Drained the radiator and filled it with water. Fitted new spark plugs and installed the battery, pumped up the tires which held air, fitted the magneto, and was ready to go.

The car had a dynastarter which acts as a self starter and a dynamo in one. Pressing the floor button, the car coughed spluttered and started, a joyous moment. We paid the lady and set course for Hackney Road Garage. I was driving the Morris very gently and finding it was running smoothly. Driving up Hackney Road, a policeman walked out onto a zebra crossing to allow pedestrians to cross, raising his hand for me to stop, which I did, and the engine idled for what seemed like ages.

Eventually he waived me on, and pressing the accelerator, I left him in a cloud of smoke so dense I couldn't see him. My immediate concern was that the pollution was a potential law infringement, but I suddenly realized that the tax disc expired in 1939. If caught, one is liable for the back tax of those years!! Now panic set in, we used trade plates, so we were insured and set off to the garage. We locked it up, and walked back down the road, looking for any police cars, but none were spotted.

With a sigh of relief, we set about restoring the car and sold it for 100 pounds!! Back then this was a fortune. It was a lovely vehicle which I am sure is still around today.

For those who do not know the Hackney area, it is where during WWII the German V-1 flying bombers, known to the Allies as the doodlebug or buzz bomb, had run out of fuel, and crashed with 2000 lbs of high explosives, destroying a row of houses.

Nick Dendy

Concours 2023

Sunday August 13, 2023, the OJOA hosted their 55th Annual Concours at the Canadian Warplane Heritage Museum in Hamilton, Ontario. 115 people attended the event. 49 cars had registered to be judged and a further 16 registered as "Display".

The "Concours" is a Jaguar Clubs of North America (JCNA) sanctioned event. The OJOA is a chapter of this umbrella organization. The judging standards and judging guides are therefore standardized, so in theory a car entered at any Jaguar sanctioned concours should receive the same score. A 225 page rule book defines the categories that cars can be entered into as well as providing extensive detail on what is judged and what is not.

Preparation for the 55th Concours began immediately following the conclusion of the 54th Concours held last year.

The amount of planning that goes into putting on a successful Concours is monumental.

This year our Chief Judge Steve Sherriff chose to add a "Open Invitational" class to the more common Champion, Driven and Special Class. This class introduced a 1969 E-Type presented by Anthony Penna. A 1963 Daimler SP250C presented by Malcolm Early. A 1965 Corvette Stingray presented by Brad Marsland and finally a 1974 Citroen SM presented by Tony Burgess. Steve Sherriff felt that all four vehicles fit nicely into this category because at the time these vehicles were on the market new, they vied for the same type of buyer.

In fact, when the Concours officially got underway music (generously provided by Mark Smith) played the famous song "Dead Man's Curve" by Jan and Dean throughout the hanger.

"I was cruisin' in my Stingray late one night
When an XKE pulled up on the right
He rolled down the window of his shiny new Jag
And challenged me then and there to a drag

I said "You're on buddy, my mill's running fine
Let's come off the line now at Sunset and Vine
But I'll go you one better, if you've got the nerve
Let's race all the way to Dead Man's Curve"

All four cars started up and revved their engines to the chorus.

(Dead Man's Curve) is no place to play
(Dead Man's Curve) you'd best keep away
(Dead Man's Curve) I can hear 'em say
Won't come back from Dead Man's Curve.

Champion Class encompassed 20 cars, Driven class also had 20 cars, and finally in the Special class five cars had registered. Tracy Kailan compiled all of the information on a spreadsheet to keep track of all the entrant's names, vehicles and classifications entered. A daunting task.

All judges must be JCNA members, had undergone a test of rules and had attended a judging school. This judging school was held on July 23/23 (Led by Steve Sherriff). Over 30 members attended to either re-certify or become apprentice judges. Apprentice judges were paired up with more experienced judges so that they could acquire "on the job training" in order that these individuals could become full fledged judges in next year's concours. Judges must re-certify after three years.

All cars are judged on condition, cleanliness, and authenticity, as well as Operational Verification. Condition deductions would include things like rust, paint chips, dents, scratches, seats that have abnormal wear, sagging headliners, and other infractions. Cleanliness is fairly obvious. Authenticity means different things in each category but simply all parts on the car must have been put there in the factory, be factory replacement parts or be official accessories offered by Jaguar for that car.

Some exceptions are consumable items such as tires and batteries. But all tires must be the appropriate size and be from the same manufacturer and model. The rule book has many entries around authenticity for each model of Jaguar to guide both the entrant and the judges as to what is authentic and what is not.

Each entry starts off in the eyes of the judges as having a perfect score. If there are observed faults in the areas of standards for condition, cleanliness or authenticity deductions are taken.

The scoring sheets and the rule book provide the judges with a list of deductions and how many points are to be allocated for each deviation.

The time allowed to judge each car is 15 minutes. Usually, a judging team consists of three individuals (plus an apprentice if available). Interior, Exterior, and operational verification (lights signals, etc.) are covered off and judged on each vehicle. In Champion class a separate score sheet is devoted to the Engine compartment. A lead judge will act as counsel when judgements need to be made. If all three judges are unable to come to a reasonable judgement, then they seek out the Chief judge for a final decision.

The major difference between the Champion and Driven class is that in the Driven class the Engine compartment and trunk are not judged at all. In Champion class the engine compartment is judged for cleanliness and authenticity. As is the Trunk.

A Judges meeting was held at 9:30 am. Steve Sherriff reminded Judges to judge both consistently and with proportionality. Some deductions have a range of points that can be deducted, and the range can be quite large. This is where the Judges must use discretion.

A sense of reality and pragmatism need to be exercised by the judges. For example, if a car has a single tiny paint chip and an attempt has been made to touch it up, a very minimum deduction if any will be made.

Steve left the Judges that day with a profound statement, "Don't Stress, this is not Pebble Beach, our Concours must be and remain fun, or it is not worthwhile".

In the background was a groundswell of volunteers who assured all registered cars entered and left the hanger in an orderly fashion. These volunteers also assured that display cars were parked in areas sanctioned by the Canadian Warplane Heritage Museum Staff.

To offset the costs of hosting the Concours a "Silent Auction" table boasting a record 47 items donated by several organizations as well as members themselves kept visitors busy during the day. Many volunteers assured that all purchasers of items from that table were attended to in an efficient fashion. A "Ticket Raffle" for further donated items was also administered by Mike Parry.

Several members of the organizing committee (Allan Lingelbach and Cyril Steinsky) secured sponsorships and as well secured donated items for the "Silent auction".

Volunteers tabulated all the scores, relayed to them by the judges.

Two individuals from the executive of the OJOA drove to the Canadian Warplane Museum two days prior to the Concours to deliver many of the silent auction items as well as the trophies and stored them in a "Jaguar" on the CWHM tarmac for two nights! This same Jaguar was emptied of all the contents at 9:00 am Concours day and then was entered in the Driven division to be judged for cleanliness, authenticity, and Operational verification.

Prior to the Concours, 60 OJOA members as well as guests from JCNA affiliates in the United States enjoyed a Pre-Concours dinner on Saturday August 12 at the Best Western Conference centre in Brantford.

The Canadian Warplane Heritage Museum asked that the OJOA vacate the premises by 4:30 pm. The award ceremonies were underway by 3 pm and all evidence of our arrival that day, were gone by the agreed upon time.

A truly memorable event was enjoyed by all who had attended.

Plans for the 56th OJOA Concours (2024) are already underway!

Cyril Steinsky

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2023 CONCOURS RESULTS

ENTRANT NAME	CLASS	YEAR	MODEL	SCORE	RANK
OPEN INVITATIONAL					
Anthony B. Penna	OPEN	1969	E-TYPE	99.00	1
Tony Burgess	OPEN	1974	Citroen SM	96.50	2
Brad Marsland	OPEN	1965	Corvette Stingray	94.00	3
Malcolm Early	OPEN	1963	Daimler SP250 C	91.50	4
CHAMPION					
Robert & Melanie Seyler	C3/140	1956	140-DHC	98.00	1
Brad Marsland	C5/E1	1963	E-TYPE	99.77	1
Ross & Gloria Allega	C5/E1	1962	E-TYPE	98.65	2
Anthony B. Penna	C6/E2	1969	E-TYPE	99.73	1
Pat Geary	C6/E2	1969	E-TYPE	99.64	2
Mike Binns	C9/XJ	1987	XJS VDP	98.56	1
Brad Reynolds	C9/XJ	1976	XJ6C	96.25	2
Robert Bogle	C9/XJ	1986	XJ6	94.87	3
Devin Alexander	C11/J8	2008	XJ	99.33	1
Michael Parry	C13/JS	1996	XJS	98.91	1
Allan Lingelbach	C15/XK	2014	XKR-S	99.97	1
Grant Somerville	C15/XK	2013	XKR	99.41	2
Nick Dendy	C15/XK	2007	XK	99.00	3
Ray Eisler (June)	C15/XK	2011	XKR	96.87	4
Elanna Rossdeutcher	C16/SX	2004	S-TYPE	99.50	1
Frank Cairns	C16/SX	2007	S-TYPE	98.60	2
John & Margaret Foster	C16/SX	2001	S-TYPE	98.31	3
Surojit Sarkar	C19/FJ	2019	XF	99.83	1
John Ogden	C20/F	2016	F-TYPE R	99.93	1
Chris Kailan	C20/F	2014	F-TYPE	99.92	2
Pete Moffett	C20/F	2018	F-TYPE	99.78	3
DRIVEN					
Barry Paulson	D3/E2	1968	E-TYPE	9.715	1
Ray & Bonnie Newson	D9/XJS	1996	XJS	9.961	1
Paul & Martina Shaw	D9/XJS	1993	XJS	9.956	2
Joe & Grace Allison	D10/K8	2006	XK8	10.000	1
Frank Preston	D10/K8	2006	XK8	9.980	2
Terry Ward	D10/K8	2010	XKR	9.974	3
James McGrath	D10/K8	2000	XK8	9.868	4
Paul & Anita Finnerty	D11/XK	2010	XK	9.998	1
Cyril Steinsky	D11/XK	2014	XKR-S	9.996	2
Joe & Lia Mingolla	D11/XK	2010	XKR	9.782	3
Randy Barber	D12/J8	2006	XJ8	9.600	1
Tracy Kailan	D13/SX	2004	S-TYPE	9.892	1
Cyril Steinsky	D14/FJ	2014	XJL-R	9.918	1
Victor Tilane	D14/FJ	2011	XJL	9.822	2
Ramon & Judith Ricker	D15/F	2023	F-TYPE	9.995	1
Paul Freeman	D15/F	2015	F-TYPE	9.990	2
Mike Meyer	D16/P	2019	F-PACE	10.000	1
George Cox	D16/P	2021	E- PACE	9.801	2
SPECIAL:					
Sam Quigley	S1/PD	2016	PROJECT 7	10.000	1
Sam Quigley	S1/PD	1993	XJ220	9.995	2
Ben & Eli Musci	S2/MOD	1998	XJR/X308	9.200	1

JAGS ON DISPLAY

Although not entered in competition, we had a number of entries in the category of Display. We would like to thank the following members for participating.

*John Blais
 *Suzanne Cayley
 *Britt Chapman
 *Tommy Cross & Mark Saskoley
 *Robert & Jean Dunlop
 *Alan & Karen Graves
 *David Jones
 *David Kenny
 *Rob Laughton & Hugh Dow
 *Joseph Maira
 *Arnaud & Alexandra Majstorovic
 *Ernest & Jan Murdoch
 *John & Andreina Reynolds
 *Jay Sethi
 *Jermaine Stewart
 *Oliver & Pamela Stone
 *James Venn



John Ogden, winner of The Chairperson's Award, pictured with his wife Joyce and OJOA President Mike Parry

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We are thrilled to work with you. As a sponsor, your contribution was vital to our Concours.

Our members also stepped up and donated some very wonderful items for the Silent Auction. Without them it would not have been such a success.

We would like to Acknowledge and Thank:

Frank Cairns

Mike Meyer

George Cox

Josephine O'Brien

Paul Freeman

Terry Ward

We appreciate your generosity and support.



2023
CONCOURS
d'ELEGANCE
PHOTOS



OJOA NAME TAG PROGRAM

Evidence of a past name tag program can be seen at most meetings and club events. Invariably, there always is a sprinkling of these identification tags in the crowd, and that frequently stirs up the question. “How can I order a name tag for myself?” The answer always was the same”You can’t.”

About seven or eight years ago, Pete Moffett was instrumental in putting together a wearable name identification plan for the club. The demand was there and a substantial order was assembled. Even though this wasn’t that long ago, the production costs were higher than what is available today, and each member had to pay for their own tag.

A novel idea was to print the Jaguar model owned by the wearer on each tag. However, despite names that seldom changed (except in the few instances of marital realignment), Jaguar model ownership was much more transitory. This situation, plus the welcome flow of new members, meant that there was an increasing demand for another run, but for various reasons, this never happened. Until now..... Frank Preston, Cyril Steinsky, and myself, have all contributed to both the design of new name tags, and to sourcing a producer. Now that this groundwork is behind us, we are ready to move on and start taking orders.

The image shown will give everybody a view of what our new name tags will look like. The size is 3.25” by 1.25” and is white plastic with a magnetic fastening system on the back. The black lettering uses a font chosen to be very similar to what JLR uses on their “Jaguar” logo. Note as well the very detailed reproduction of our OJOA club logo. This could only be done using a more expensive printed technique as opposed to one using laser etching.



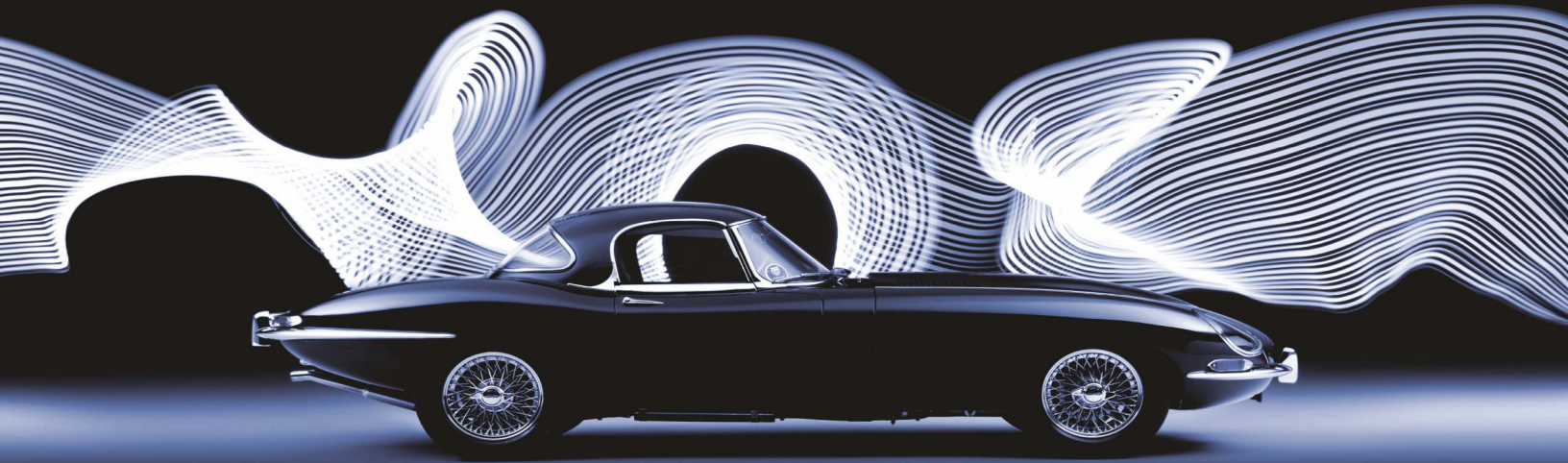
Now comes the best part! The OJOA will be absorbing the cost of this program and offer the name tags for free to start with. Given the number of members in our club, this could result in a substantial cost to the OJOA, so certain conditions must be applied. In other words, here comes the fine print.

The purpose of wearing a name tag is to identify yourself, and see the identity of others, whenever we meet socially at a club function. For reasons that are very understandable for an organization spread out as far as we are, many members do not attend our functions. As such, we would appreciate it if only members who gather at our events will participate in this program. Once a tag has been requested, it must be picked up in person at a meeting or event. They will not be mailed out. The program will be reviewed periodically, and subject to that, the free tag offer may be suspended.

A person with a single membership will be entitled to one free name tag, and holders of family memberships may claim two. Additional tags beyond that, or replacement tags, may be ordered for \$10. (For the same amount, Mike can upgrade your single membership to a family membership, and save the second tag cost.) The club must place quantity orders with the supplier, so there may be delays as we wait for sufficient requests to come in.

While the timeline may be short, we are hoping to start distribution at our October 28 luncheon. For members who are interested in this program, please contact myself by email alingelbach394@gmail.com as soon as possible.

Allan Lingelbach



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TRIVIA

1. Which auto brand was the first to offer seat belts?
2. What or who is the Ford Mustang named after?
3. Which car is often called the first muscle car?
4. Which company owns Bugatti, Lamborghini, Audi, Porsche & Ducati?
5. What country won the very first FIFA World Cup in 1930?
6. Which racer holds the record for the most Grand Prix wins?
7. Which boxer was known as "The Greatest"?
8. Which country produces the most coffee in the world?
9. Which European nation was said to invent hot dogs?
10. What is your body's largest organ?
11. How many times does the heartbeat per day?
12. What's the name of the paradise Viking warriors go to after death?
13. What is the worlds largest ocean?
14. Which year did the Titanic sink?
15. Who was the first person in space?
16. What is the largest bone in the human body?
17. How many elements are in the periodic table?
18. Which river is the longest in the world?

ANSWERS:
1) Nash Motors 2) A fighter plane from WWII 3) The Pontiac GTO 4) Volkswagen 5) Uruguay
6) Michael Schumacher 7) Muhammad Ali 8) Brazil 9) Germany 10) The skin 11) About 100,000
12) Valhalla 13) Pacific 14) 1912 15) Yuri Gagarin 16) Femur 17) 118 18) The Nile

British Car Day

Hosted by the Toronto Triumph Club, the 38th edition of British Car Day was held this past Sunday September 17th at Bronte Creek Provincial Park in Oakville with a outstanding representation of 855 British vehicles of all makes and sizes. This show is the largest one day, all British car event in North America. For the second year in a row the Jaguar brand had one of the largest contingencies, spread out across two fields.

Once again The OJOA was well represented with our own Allan Lingelbach invited to judge this year. And although our tent was a bit out of the way, we still had many visitors pass by to chat and find out about us, with several people asking for membership applications. Both Nick Dendy and Cyril Steinsky were responsible for many of those folks stopping by as they were our ambassadors on the field.

The good weather brought out lots of participants as well as spectators and they had a chance to meet this year's Grand Marshall, Johnny Herbert. Johnny raced in Formula One from 1989 to 2000 winning three races and placing 4th in the 1995 World Drivers' Championship. He also won the Le Mans 24 Hours in 1991. His duties at BCD was to help with selecting the Best of Show classic car, which ultimately was awarded to a 1956 Jensen, signing autographs and handing out prizes to winners.

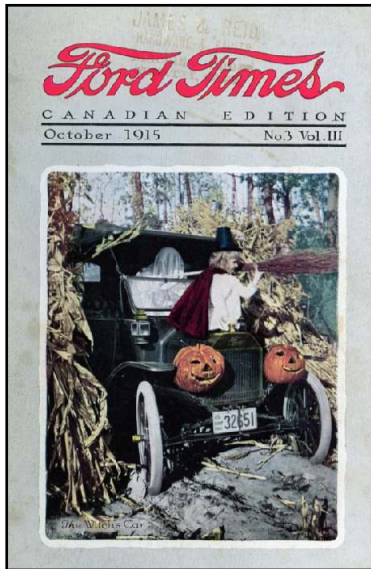
My favourite reason for attending is the interaction with people who have similar interests as there's always something new to learn. Although the baked goods, especially Anita McGrath's empire cookies runs a close second.

I'm already looking forward to next year.

Tracy Kailan

Photos by Cyril Steinsky



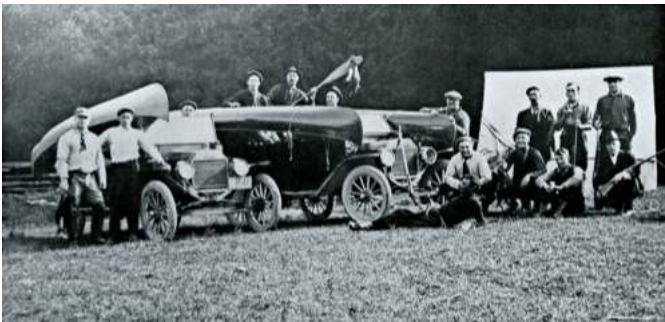


A TIME CAPSULE OF CIRCA 1915 AUTOMOTIVE MEMORABILIA

About 30 years ago when my brother Jim lived in Merrickville, a small town near Ottawa, a friend gave him a stack of mint automotive literature dated around 1915 that he had discovered in his attic. It was a treasure trove of literature, mostly Ford items that illuminated how dynamic the automotive industry had developed within just 11 short years since the first 1904 Ford cars were built in Windsor Ontario. A city soon to become not only the "Heart Land" of the Canadian automobile industry, but by the end of the 1920s, Canada, was the second largest car manufacturer in the world exporting 50% of its production.

In Researching the history of this remarkable period of development, I discovered that most of the older American cars that I have seen when I have travelled India, were built in Windsor, just 12 miles from where I grew up in the small Town of Essex and that my families first car, a 1904 Ford Model C, with my Grandmother Celinda-Jane Milne driving, was also India's very first Ford car.

My favourite item is this "Ford Times" October 1915 edition, a 145 page booklet with a Ford Model T decorated for Halloween on it's cover, filled with stories and photos from all over the world sharing the adventure, freedom and reliability offered by a Ford Car, along with photos and prices of their complete line of vehicles.



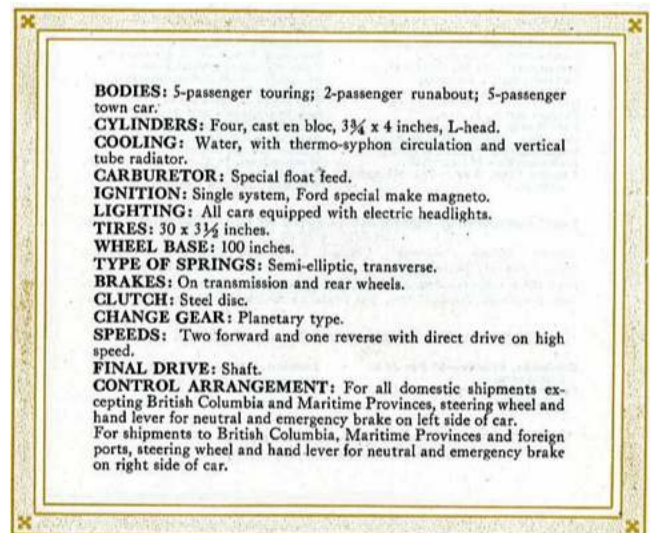
Caption: A popular & convenient way to go duck hunting



Caption: M. Victor Cobard & his Ford Taxi

This remarkable 150 page 1916 Hyslop's Catalogue, 30% dedicated to Ford products, is a wonderful archive of how quickly and expansive the automotive industry had grown.

Some of this memorabilia was given away with the Collection sold to our cousin Wes Thompson Jr., who has one of the largest Vintage, Classic Car and Fire Engine Collections in Ontario, living in Blenheim Ontario where RM Auction's HQ is located.



His pride and joy is his fathers 1927 Packard that was given to Charles Lindbergh by the Mayor of New York, who held a Ticker Tape Parade in his honour with over 4 million people lining the streets.

In 2015, I sent Wes an email with the list of items Jim was offering for sale including the 1916 McLaughlin sales brochure “City Living & Liberty”. Wes responded along with this photo of his newly purchased 1916 McLaughlin D-45 pictured in the brochure! Following are a few delightful pages to enjoy reading about the New World that awaited.



CITY LIFE AND LIBERTY

I am a city cave-dweller. My business compels me to be. The only things I know that have a money value would be useless anywhere else.

I began to realize some little time ago that there were a good many things in life that I had missed. Some of them need not have been left out of my scheme of things.

I have a growing family, and have determined that my children are going to get the most out of life. Perhaps I am like the man who takes his little boy to the circus. He pretends he does it just for the boy's sake; but incidentally he manages to have a pretty good time

himself. I think probably the little chap enjoys it all the more when he finds he has a real companion, instead of a stern and unsympathetic guardian.

I love the country myself, and I want my boys and girls to know something more than streets and schools and theatres. I want them to have a broad outlook on life

THE GREAT WHITE WAY



The McLaughlin Carriage Company, founded in 1867 and located in Oshawa about 20 miles east of Toronto, was by 1901 the largest carriage works in the British Empire producing over 25,000 carriages per year with over 140 different models. The son, Colonel “Sam” McLaughlin became interested in manufacturing automobiles and formed The McLaughlin Motor Company Ltd. in 1907, and shortly entered into a 15 year contract to purchase drive trains from Buick Motors from the U.S. with his cars to be sold under the brand name “McLaughlin”.

Model D-45. f. o. b. Oshawa, \$1420.

115 1/2 inch Wheel Base; 45 horse power Six Cylinder Valve-in-Head McLaughlin-Buick Motor; 34 x 4 inch Tires; Cantilever Springs; Oval Fenders; fully equipped. Spare Tire extra.

D-45 Special is a replica of Model D-45 with added body appointments including handsome mahogany instrument board with recess for speedometer and clock, and supplied with canopy light and locked compartment for small parcels; tonneau light; bumper; English one-man top with natural wood bows, nickel-plated slat irons and covered with imported Burbank material and supplied with rain curtains that open with doors; finished in a combination of Brewster green and black with a heavy double line around upper body panels.

Price \$1520, f. o. b. Oshawa.

In 1908 McLaughlin produced 154 vehicles and by 1914 had built about 1,100 of his cars and then in 1916, started building Chevrolet cars for G.M. In 1918, General Motors of Canada Ltd. with Sam McLaughlin as Director and Vice-President, purchased McLaughlin and Chevrolet Canada and spent \$10 million building a plant in Walkerville (Windsor) to build other GM cars.

In 1923 all their cars were named “McLaughlin-Buick” until 1942, and then simply named Buick. “Sam” McLaughlin remained chairman of the board of GM. Canada and Vice-president and executive director of the parent company until his death in 1972 at the age of 102.



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Montreal, Que.	McLaughlin Carriage Co., Limited, 280 Ontario St. West	Regina, Sask.	McLaughlin Carriage Co., Limited, Cor. 14th Ave. and Broad St.
Ottawa, Ont.	Pink, McVeity, Blackburn Co., Sparks St.	Saskatoon, Sask.	McLaughlin Carriage Co., Limited, 1st Ave.
Brockville, Ont.	Beacock & Co.	Calgary, Alta.	McLaughlin Carriage Co., Limited, 331-341 7th Ave West
Belleville, Ont.	McLaughlin Carriage Co., Limited, 2 Bridge St.	Edmonton, Alta.	McLaughlin Carriage Co., Limited, 248 Fourth St.
Toronto Ont.	McLaughlin Carriage Co., Limited, Cor. Church and Richmond Sts.	Vancouver, B. C.	McLaughlin Carriage Co., Limited, 1219 Georgia St.

GM has their major Canadian automobile plant in Oshawa, and their "Canadian Automotive Museum". Do check out their website. I am continually amazed at the quality and sophistication of the automotive literature produced during these formative years and what "Day to Day Life" was like in Canada as shown through text and photo.

John Milne



LIPSTICK ON A PIG

Avoiding Life's Lemons

By Maurice Bramhall of Bramhall Classic Autos



Demographics and the Classic Car

A number of years ago I received a call about a Rolls-Royce Phantom V advertised on my website. A Phantom V is the model that HRH The Queen used for years for public parades. In her case it often had a glass roof for better visibility, this one was a normal limousine. They wanted to buy it for their father-in-law. A price was finalized, and the car was delivered. My salesman went to get the cheque from the intended user, it turned out he was 92 years old and wanted it so he could sit in the rear and have his breakfast served in it. He had previously had one but had sold it to the Middle East and regretted it.

Who buys these cars now? Who will buy them in 2060 when they are around 100 years old? Will there always be an exemption for "Classic Cars" when all normal cars are running on electricity or hydrogen? Will gas stations disappear like phone booths have? Will there be Safari Parks where you will take your gas powered car and drive it around for a couple of hours and have an exhaust recycling pipe fitted that stops the CO2 from escaping?

When I'm asked what a "classic car" is, I always say "a car built before 1975". Is this valid anymore? Maybe any car or bike that is over 15 years old that is NOT a daily driver qualifies. We will see, if we are around to see!

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NICK'S TIPS



JAGUAR XK 8 CONVERTIBLE

This car has a convertible top cover that is placed over the lowered hood when the top is down. To keep this material taught and free of wrinkles, there are three loops of webbing like tags into which a spindle with a plastic caps are placed, and lowering the trunk lid places tension on these, stretching the top cover material, to form a pleasing shape.

As these cars have changed hands a number of times, and the plastic caps break as they get brittle, they disappear and hence the hood takes on a less pleasing shape.

These spindles are available at the Jaguar dealer, a set of 3 required. Should you not have any, I made a few for myself when I had a Jaguar XK8 convertible, and have some left if anyone is in need, gratis of course.

Little things can make quite a difference and bring this hood cover shape back to its original shape.

JAGUAR XK REAR SUSPENSION

I own a Jaguar 2007 XK convertible and noticed that there was a clunking noise when I drive out of my driveway onto the roadway, but rarely heard it again, until I started listening for it, and there it was. Took it to my local guy who looks after the car and found that one of the rubber bushings had rotted and crumbled allowing metal on metal contact under excessive movement.

It was the sort of noise you hope might go away as a rainy day might provide some lubrication, or even spraying WD 40 in the general area could resolve the issue. Further investigation found the above fault and realized I needed professional help.

The lower suspension arms are available as aftermarket parts, which was very surprising, giving a major saving of \$450 for the pair, and considering the labour rates, it made sense to go this route, with a drop in replacement. Rather than take the arms off, press out the bushings, then insert new ones for both sides. Also, a much speedier repair as the early lower control arms had molded bushings, so the option of replacing the bushings was not available.

The Jaguar original parts 5B530 and 5B531 are \$520 each and the generic version costs \$295. I replaced the rear toe arms, sway bar links at the same time when it was all stripped down. I ended up with a bill of \$1200, which was very reasonable.

So, when pushing the car through a corner it is advisable to have your rear suspension in fine tune!!





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Canadian Dollar Auctions
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OJOA CLASSIFIED ADS



2005 Vanden Plas [09-23]



Showroom condition with low kilometres 83 000 km.
19" custom sport wheels and dedicated set of snow tires on rims.
Metallic silver grey exterior.
The car is located in Thunder Bay, Ontario

Price: \$22,000 open to reasonable offers.

Contact: John at 807-345-7864

Email: leafhabs3@gmail.com
for more pictures



2002 XK8 Convertible [09-23]



126,500 km
Black Exterior / Black Interior
Owned since 2009
Wonderful car, very clean and well maintained. No Winters

Extra's;
Jaguar Convertible Wind Deflector (for extending Spring and Fall touring),
Car Cover and Battery Charger.
Safety Certified / Carfax History

Price: \$15,000

Contact: Bill at 613-217-8674

Email: bill.taughner@taughner.ca



2004 XJ8 Vanden Plas [09-23]



139,000 kms, 4.2 litres V8

Fully loaded, Michelin Primacy tires, 6 CD player. Rear audio entertainment system. Winter cover included.

The car is in pristine condition. Everything works. Summer driven only, stored in a heated garage during winter. Expertly maintained by Shore Automotive in Ottawa. Safety certified CarFax Canada report included.

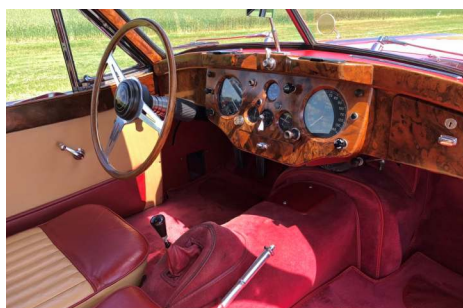
Price: \$15,000
Contact: Jay Hunt 613-521-6839
Email: jay.hunt@sympatico.ca



XK140 [09-23]

Jaguar XK140 FHC

Price: \$80,000
Contact: Gary Bryson
Email: garyjbryson@gmail.com



2005 S TYPE [09-23]



3.0L, 106 k km
British Racing Green, with Cream leather interior, Leaper

Pampered vehicle, no winter driving, no smoking, no kids, no pets, dealer serviced, at Niagara-on-the-Lake

Price: \$9,700
Contact: 416-500-3696
Email: jaguars.2005@rogers.com



1970 Etype, Series 2 [06-23]



Same owner for 50 years.

Full restoration completed in 2013-2014 (engine, trans, body, etc).

Engine tuned as per Series 1 with 3 SU carbs, proper air filter canister, and polished aluminium cam covers.

Price: \$102,000 (Negotiable)

Contact: Paul Serianni

416-891-8596

Email: info@torontowelds.com



1994 XJS6 2+2 Conv [06-23]



This Jaguar, with a mileage reading of 104,000 is in excellent condition.

It has been enjoyed in the summertime and safely stored away in winter months (November-April).

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: \$12,500

Contact: George 905-522-0754

Email: gcrmctd@gmail.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



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.

Priced: \$42,000
Contact: Doug Black
Email: douglasblack@rogers.com



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



PARTS FOR SALE

Pistons and Rings [09-23]

A set of Hepolite standard pistons and rings for a MK 11 9:1 ratio

New & Unused Bought in error recently

Purchase price was \$695 US, excluding customs & cartage fees

Price: \$490 US

Contact: Dr Mike Smith, Mississauga 905-274-3337

Email: drmike_smith1@outlook.com

Rims and Pads & Rotors [09-23]

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





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

PARTS WANTED

2007 XK Key Fob Wanted [09-23]

Am in the search for an OEM key fob for a 2007 XK
Do you have one you're willing to part with?

Contact: R. Lavigne

Email: rwlavigne@icloud.com

Tele: 1 647-274-3860

Ontario JAGUAR Owners Association

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



2024 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 2023? _____
What year did you first join OJOA? _____



2023 Upcoming Events

OJOA MEETINGS

Meeting dates will be posted on our website: www.ojoa.org

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

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

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

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

SAVE THESE DATES

Rockton British Car Fleamarket & Car Show.....Sun. October 15

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

