



The Ontario Jaguar

Magazine of the Ontario Jaguar Owners' Association

Vol. 34 #4

October - December 2023



The Ontario Jaguar

Publisher: The OJOA

Editor: Tracy Kailan

Articles By: Maurice Bramhall, Frank Cairns, Nick Dendy, Roderick Gilchrist, Allan Lingelbach, John A. Milne and Frank Preston

CONTENTS PAGES

OJOA at a Glance	2, 3
President's Podium	5
Editor's Desk	7
A Trip to Florida in a Jag	9, 11
Farewell, my lovely Jag	13, 15
Nick's Tips	17
Obituary Notice: Lorna Jackson	17
A Return To An Old Haunt	19
OJOA Year End Luncheon - Photo Spread	20, 21
Behind The Scenes Of Our luncheon	22, 23, 25
List of Year End Awards & Winners	25
Discovering Our Families & India's First Ford	26, 27
Lipstick On A Pig	29
I got the part!	30, 31
Laughter Is The Best Kind Of Medicine	31
Trivia	33
Classified Ads	34 - 38
OJOA 2024 Membership Application	39
2024 Upcoming Events	Back Cover

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 our club secretary, Cyril Steinsky: advertising@ojoa.org

WE WANT

YOUR

CLASSIC JAGUAR



**FINDERS
FEE PAID**



BRAMHALL CLASSIC AUTOS

maurice@bramclassauto.com

www.bramclassauto.com

416-822-0098

Cover Photo: 2018 F Type 400 Sport owned by Pete Moffett

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**



**PRESIDENT &
DIRECTOR: MEMBERSHIP**

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



VICE PRESIDENT

Tony Burgess
vicepresident@ojoa.org



TREASURER

Allan Lingelbach
treasurer@ojoa.org



**DIRECTOR: ADVERTISING
& CLUB SECRETARY**

Cyril Steinsky
advertising@ojoa.org



**DIRECTOR: DIGITAL
MARKETING**

Victor Tilane
website@ojoa.org



DIRECTOR:

Nick Dendy
nick@ojoa.org



DIRECTOR:

Richard Gayne



DIRECTOR:

Frank Cairns

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.

OJOA grants the Jaguar Clubs of North America (JCNA) and affiliated clubs a non-exclusive, non-transferable, royalty free licence to reproduce articles and photographs contained herein unaltered, one time in the affiliated club's newsletter, provided credit is given to the OJOA and the author of the reproduced material. JCNA clubs may contact OJOA to obtain further permission as required. OJOA and its executive members and legal representatives accept no responsibility whatsoever for the accuracy or efficacy of, or any claim for, any product, service or recommendation made herein.

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 3055 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

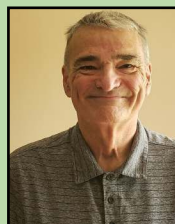
Club members and other interested parties may advertise personal cars, parts and services for sale or wanted in the newsletter and on the website. Ads should be no longer than 50 words and may be edited for space considerations. All classified ads run for a minimum of two consecutive issues and can be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



DIRECTOR:

David Jones



EDITOR:

Tracy Kailan
tkailan@hotmail.com

EXHILARATING PERFORMANCE

JAGUAR



Proud Sponsor of Ontario Jaguar Owners Association.

Jaguar Waterloo

527 King Street North, Waterloo, Ontario N2L 5Z6
519 885 5092 | jaguarwaterloo.com

POLICARO 
GROUP

PRESIDENT'S PODIUM



Michael Parry

President, The Ontario Jaguar Owners Association, North Eastern Region

As I write this on the last day of November, 2023, as most of our Jaguars are safely nestled in their lairs, we can look back on the OJOA Calendar of the last eleven months for all the fun that we had amongst our fellow Jaguar enthusiasts. Our year began with the Prince Edward County Drive which proved that the membership really enjoyed a well-planned overnight drive to get their cats out on the open road. Many thanks once again to our Alan Graves, Barry Paulson and Allan Lingelbach for making that drive so much fun. The bar has been set for 2024!

Next was the Lisa & Rob Laughton BBQ in early July where Rob, in addition to being a purveyor of Jaguar parts, we were reminded once again of his culinary prowess. Hopefully this will become an annual event.

Our Concours on the August 12th -13th weekend, once again at the fantastic Canadian Warplane Heritage Museum, turned out to be the largest Jaguar Clubs of North America (JCNA) judged event with 42 OJOA Jaguars in attendance judged by Chief Judge Steve Sherriff and his squad of JCNA accredited judges. The contributions of Allan Lingelbach, Tracy Kailan and Cyril Steinsky to the success of this event cannot be overstated. Thank you Concours Committee 2023, our 55th by the way.

We closed out the year with our 2023 Annual Awards Luncheon at the Old Mill where we had the opportunity to meet the President of JLR Canada, Wolfgang Hoffman and their Marketing Manager Saloum Doucansi who gave us a glimpse of JLR's move to true electrification of Jaguar in 2025. Once again, Tracy, Josephine, Allan and Cyril made the memorable event arguably the best ever certainly in recent memory.

I would like to take this time to thank Tracy Kailan for her seven years as Editor of the Ontario Jaguar. Her enthusiasm, sense of humour and energy in all that she has done for the OJOA made us a much better organization. As a result Tracy was an easy choice for the OJOA's, most prized trophy, the Award of Nine.

As much as the year has been an outstanding success for the OJOA, my wish for 2024 in light of the continuing conflict in the Ukraine and of course the shocking tragedy of October 7th, is that once again we realize how truly fortunate we are to live in a country like Canada. Imperfect as we may be, I cannot think of any country of significant size and population where it would be better to live in, enjoying our livelihoods, our families and our Jaguars.

May you and yours have a Merry Christmas, a Happy Hanukkah and festive holiday season as we look forward with cautioned optimism to 2024.

Kindest regards,

Michael E. Parry



**F-PACE.
CUT FROM A DIFFERENT CLOTH.**

JAGUAR

The SUV with intuitive technology, Intelligent All-Wheel Drive and the performance of a Jaguar. Now also with enhanced Pivi Pro infotainment including Alexa voice control.



EDITOR'S DESK



Tracy Kailan

Editor, The Ontario Jaguar

The past few years I've spent as the OJOA Editor have been extremely rewarding. It is with mixed feelings that I write to you in this my final issue of the magazine. It's been a wonderful experience and I've gained immeasurable knowledge, as they say, all good things must come to an end.

Not so long ago in 2016 my husband Chris took on the duties of both website manager and magazine editor. As his unofficial support we had to learn Java scripting (a trying computer language) and I became "fact finder & spell checker". In that same year I had also stepped into the role of Activities Director, it was overwhelming, we managed.

During the 2018 AGM, under the leadership of our previous president, John Myers I was appointed Vice President. I enjoyed my time on the board, but it was never my intention to become president. I work best in roles of support and guidance.

Fast forward to 2020, the website was being handled by Mark Smith and Chris' time was increasingly being taken up with his hobbies and other interests. I became the de facto Editor. My major challenge was finding articles. In desperation I took to ambushing members, I'm sure some of you saw me coming and headed the other way. Luckily for me, many of you stepped up and your contributions have been much appreciated.

I'd like to acknowledge and thank the following people. Maurice Bramhall and Nick Dendy for their ongoing technical articles and tips, Allan Lingelbach who has always been able to pull a rabbit out of his hat when I'd call frantically looking for "just one more page to fill" and regular contributors Tony Hughes and John Milne. John, whose family has a long history with collector cars has provided me with many articles. One of which is featured in this issue on page 26. Last and definitely not least I would like to thank Mike Parry, whom in my estimation is the best president our club has had.

At the Year End Luncheon this past October, Chris & I were recognized for our contribution to club with a special award. To say the least we were very pleased and grateful to accept it. You could then imagine my further surprise when Mike called my name to come up and accept the Award of Nine. I was very honoured.

As for my replacement, I leave you in very capable hands. I would like to welcome and introduce you to our new Editor, Frank Cairns. His background in publishing makes him the best fit for this role. He, along with his wife Corinne, I am sure, will take the magazine to new and great heights.

As for Chris and I, we're looking forward to travelling much more with a Far East vacation planned for early next year. I recently took up paddle boarding, and the shores of Lake Erie have yet to be fully explored. I've also promised to spend more time detailing our F-Type in preparation for Chris' ongoing Concours rivalry with John Ogden!

I wish you all the best for the Holidays and I'm sure we will see each other at future club events.

Tracy Kailan

E & A CLASSIC JAGUARS

SINCE 1972

WORLD WIDE SINCE 1999 ON EBAY.COM

Our Handle is **JAGKING**

Specializing in XKE SI, SII, SIII & XK 120, 140, 150'S

PARTS AVAILABLE:

by Appointment only

- New & Old Stock
- Tested Original parts
- Books on Jaguar's History
- Spare Parts & Service Manuals
- Literature
- Handbook Packs
- Brochures
- Automobilia
- Key Fobs
- Car Badges

Proprietors

Eli & Ben Mucsi

EI (519) 753-0389

elimucsi@gmail.com

Ben (519) 774-0677

Red Seal Mechanic

mcsugarcane@gmail.com

124 Alfred St. Apt #2

Brantford, ON • N3S 5G5

Canada

All

O.J.OA

& JCNA MEMBERS

10% OFF

Discount on Parts

*We Specialize in authenticity!
To keep your Jaquar's value TOP SHELF!*

A Trip to Florida in a Jaguar

I love driving my 2006 Jaguar XK8. So, when I decided to spend 10 days at a Disney resort in Florida, driving the Jag was an obvious choice to me.

Let me start with a bit of history. I drove to Disney World in 1993 with my family. We were booked at Fort Wilderness, Disney's campground. That drive was interrupted by what became known as The Storm of the Century (also known as the 93 Superstorm, The No Name Storm, or the Great Blizzard of '93/1993). This meant we spent 2 nights in a motel in Kentucky as we waited for the roads to reopen. As a result of that camping experience, we bought a timeshare at Disney that year. The resort was called the Vacation Club then. About a year later, the resort was renamed Disney's Old Key West resort. This is now referred to as my home resort (I can book at other resorts but receive preference when booking at my home resort). Disney's Old Key West Resort was our destination for this year's vacation.



Here are the happy travellers before the trip south

I mapped out the trip with 2 overnight stops. When I was younger, I could drive this trip with one stop, but I like to take things easier now that I am well into retirement. I should add that packing the car is made easier due to the spacious trunk.

Our first day was a longer day with just over 7 hours of driving time. The next two were shorter days, with the hope that we would stop each day while it was still light. That didn't work out on our final day due to construction and a longer lunch stop than planned, at a Cracker Barrel restaurant. I find that proper meal stops help the driving days go better and I don't arrive at my destination overly tired.

My XK is an Arizona car, making it great to drive in the U.S. where everything is in miles. The car has a cassette player in the dash, so I bought a cassette auxiliary adaptor. This allowed me to hook up my iPod and play music from my iTunes. We find that having music playing helps pass the time in the car. A few different playlists help create some variety in what we could listen to while travelling. This year, I also invested in an EZ Pass transponder. I expected this to work for the electronic tolls in the northern states and was pleasantly surprised to find that it worked for roads in all states that we travelled in.

The car performed wonderfully. I try not to speed in the U.S. since our Canadian plates make the car stand out in the states we travel through. My only challenge with the car was keeping it down to the 70-mph speed limit on most interstates. The car just eats up the miles. As an overview, we took I-95, I-79, and I-77 through the hills in Pennsylvania, both Virginia states, and both Carolina states to get to Florida. The views through the hills are amazing.



The route includes a couple of tunnels. Here's a view in one of these tunnels.

My thanks go to Gail for taking the in-car pictures



The night we arrived at Walt Disney World was a very difficult drive. We ran into a huge thunderstorm, combined with road construction, which made it very hard to see where the lanes were. On top of that, the traffic was very heavy. I use a TomTom GPS sitting on the dash and Gail had my phone with Waze running to help guide me as I couldn't see most of the signs for the rain. We were very happy when we arrived at our resort and were welcomed home (a Disney tradition for Disney Vacation Club members).



75 Years of Heartfelt Thanks

As Moss Motors celebrates a 75-year milestone, the first words that come to mind are "Thank You!" What a great ride it's been so far with these amazing cars, and we're so grateful for the exciting road ahead.



HELPFUL
CUSTOMER SERVICE



2-YEAR
WARRANTY



KNOWLEDGEABLE
TECH SUPPORT



EAST & WEST COAST
WAREHOUSES

800-444-5247

Visit us at [MossMotors.com](https://www.MossMotors.com)

Once we arrived at Disney's Old Key West Resort in Lake Buena Vista, we only used the car once. That was on the first day there to stock up on groceries. Our plan was to have breakfast and dinner in our villa and eat out someplace for lunch. Here's a shot of breakfast on our balcony.



Getting around Walt Disney World was on the Disney transportation system. The resort we stayed at is on the Disney waterway, so our choices included water taxis, buses and the monorail. All available for free when staying at Disney World. Here you can see a water taxi coming into our dock as a bus crosses the nearby bridge.



We also took a trip to the Caribbean Beach Resort, where we walked around and had lunch. We travelled by gondola from there to Hollywood Studios, so we could catch a bus back to our resort.



Our favourite lunch spot was an Irish pub at Disney Springs.



And so the car is not forgotten, here are a couple of pictures of the car sitting in front of our villa.

One was taken from a water taxi. The other is a closer look at the car in the parking lot.



All in all, it was a great trip in a very fine car. The car made driving easy, no matter the weather or traffic conditions.

Home again; all tucked away until next time.

By Frank Preston

IT WON'T GO QUIETLY.

JAGUAR



JAGUAR F-TYPE V8 WITH SWITCHABLE EXHAUST. EXHILARATION, ANYONE?

Jaguar Land Rover Thornhill
8790 Yonge Street
Richmond Hill, Ontario, L4C 6Z5
905-889-0080

www.jaguarthornhill.ca

Jaguar Land Rover Thornhill has the largest selection of New and Certified Pre-owned Jaguars to choose from. Visit our website to see our latest offers and service specials.

European model shown: 2023 Jaguar F-TYPE with optional features.
© 2022 Jaguar Land Rover Canada ULC

Foreward by OJOA Member Stephen Davis....*This is a recent article from this month's British 'Oldie' magazine and mirrors my own situation having just parted with, after nineteen years & 4 months of pride in ownership, my own XK8. Although my situation was predominantly medical, I sympathize with what Gilchrist went through at his sad loss especially the price haggles, the damn window shoppers, their absurd comments, empty promises and know nothing quizzical fault finding questions about my well maintained and immaculate XK.*

My story was virtually identical to his and like him, the parting for me was one of reluctance, the 'sweet sorrow' bit where tears were almost shed as she was driven away from me! Boy, do I miss her! It's a typically British story but an interesting one which I'm sure you'll enjoy so read on.

Farewell, my lovely Jag

At what age is it age appropriate to uncouple from the decades younger Fast Lady you have loved for more than twenty years?

While the voluptuous body is still in showroom condition the mirror reveals time has not been so kind to me. My model has remained beautiful, still attracts admiring glances, while I'm beginning to sense the pitying looks of a senior trying to relive his youth with such a curvaceous beauty.

Sadly, for the sake of dignity it's time for us to part.

Forgive my flirtatious amourisms but I love my British racing green two seater, Jaguar XK8 as much as I did when I first saw her in the late nineties.

Its four litre petrol engine pumping out tons of vroom vroom always was a head turner; the long bonnet pointed at the horizon like a torpedo, willing me to test its promise of reaching nought to sixty in the blink of an eye. Faster, faster, it always seems to say. Such an exciting if demanding mistress.

Sadly, though she's become high maintenance, just twenty miles to the gallon, new parts difficult to source, and is branded a polluter by the Mayor of London who demands £12 every time I take this big cat out of the garage. With 20mph limit on most of the capital's roads, cameras, and speed cops behind every bush on the open Highway, unleashing all that fuel injection is no longer a sensible option. I could paper my bedroom with speeding tickets. I was convinced I'd have no problem selling the Jag, finding her a new younger owner who would cherish her as much as I have and for a price. She'd cost £57,000 new and even allowing for depreciation must still be worth a few bob...

Eco cars may be fashionable but the XK8 is a British classic, a worthy inheritor to the E Type, greatest bird-puller of all time, especially today when all modern cars look so anonymous, as if they have come out of a jelly mould somewhere in Germany.

I'd only ever part exchanged cars for new before which involves the dealer giving you a higher price than list for your old car in order to sell an expensive new model,.

This time though I was made to feel I was punting an old banger. Arthur Daley lives.

I'd been seduced by those adverts on television fronted by the Daytime presenter Philip Schofield for We buy Any Car, which made a sale look like a party with delighted punters joyously throwing their cheques with lots of zeros on the end in the air in ecstasy. Hah!

The nearest We buy Any Car site to me is a portakabin in a dystopian bunker under Chelsea and Kensington Town Hall where a harassed Herbert told me I could forget the £2,500 the website promised my thoroughbred was worth. He examined the Jag like a forensic detective.

"I don't like that," the Herbert said as if he had smelt something unpleasant.

"What's wrong?"

...cont'd on pg 15

A TRUSTED
GARAGE.

Jaguar Auto Services Inc.

FOR SERVICE CONTACT:

(647) 868-4159

JAGUARAUTO@YAHOO.COM

6741 COLUMBUS

RD UNIT 7, MISSISSAUGA, ON L5T 2G9

“Rust under the wheel arches mate. Could be a lot of decay there. Might need welding. Expensive business welding.”

Tut tutting followed. “See these wheel rims? Badly scuffed. You must have hit a kerb or two my old China. Naughty. Knocks the price down.”

He managed to find scratches on the coach work, invisible to the naked eye. “Battery's knackered too.”

The Herbert offered £1800 tops. “You can't shift old petrol motors these days in eco mad London. This will go straight to auction for spare parts.”

Undeterred I thumbed through Classic Sports Car Magazine its glossy pages filled with classic cars at agreeable prices. So why not try one of the dealers specialising in high powered yesteryear beauties.

A polite sounding chap from genteel Weybridge said he would call at my home the next day. This was more like it. House calls.

“Mmm,” he murmured after giving my Jag the once over. “Best I can offer is £500”. I demurred . “Of course, you could have it in cash. Trouble is wrong colour. No one wants British Racing Green. Now if it was metallic...”

Later passing a roadside showroom outside Hazlemere I went through my sales patter again. Classic model immaculate...always garaged...new gearbox, new engine, new air con unit...C player and tape deck...lovely runner...”

The showroom brimmed with newly cleaned Aston Martin's, E Types, and Triumph TR4s. Good omen it seemed. Another quick perusal. “£1500,” the salesman said as if doing me a great favour. We could leave it as is and put it in the forecourt for £3000 or get rid of the rust and any other problems, a full valet and give it a sticker price of £5000. Interested?”

There was just one last showroom to try in Fulham, very much Arthur Daley's manor. “Yeah, we'll put it on our forecourt,” the man in the sheepskin coat said sensing a mug punter. “The deal is we take the first £1500 of any sale and you get what's left”.

Anne Robinson recently amused Oldie readers with her trials of buying a new Audi (Cars Drive Me Crazy (April 2023)). Anne clearly viewed cars the way most women do, merely as a means of getting from A to B in comfort and safety.

Men see cars as part of their identity. Watch any Top Gear and you'll get the message. It may seem fanciful but it's no secret owners of sports cars develop an irrational, possessive relationship with their dream machines. Every blemish has to be repaired instantly.

Perhaps this is because, and without getting all Clarkson fruity, the cockpit is intimate, making the car feel it is wrapped around the driver, encouraging a sense of the, frankly, sensual.

In my racier younger days luminous beauties, Bianca Jagger, Selina Scott, Paula Hamilton, star of the Nineties TV commercial for VW Golf who dumps her Sugar Dadie's gifts, the mink, the jewellery etc in a dustbin after a row but keeps the car and Alexandra Bastedo, have graced the passenger seat, greatly enhancing the perception of the driver, perhaps misguidedly, in my mind and others too. It's hard to unpack that baggage.

Eventually my friend Brian from Drayson Motors under the Westway Flyover, found me a dealer, who no haggling, offered £2k, money transferable immediately. He wanted to keep it for himself. It was like finding a good home for a much loved family pet you are forced to have adopted.

Brian collected my Jag from my garage and as I watched him drive it down the news and out of my life, I shed a tear. Farewell my lovely and thanks for the memory.

*By Roderick Gilchrist
Reprinted with permission by “The Oldie” magazine*



MUNCIE IMPORTS & CLASSICS

Automotive Specialists since 1975

SALES | PARTS | RESTORATION | MAINTENANCE
REPAIR | FULL-SERVICE FACILITY | O.S.J.I. | INTERIORS



muncieimports.com



mic@muncieimports.com

800.462.4244



NICK'S TIPS

By Nick Dendy



JAGUAR XK 2007/2008 AIR FILTER REPLACEMENT 6W839601 AB

The bizarre placement of the air filter is in the front left-hand side-wheel arch. The process is to place the jack under the car, but before raising it turn the lug nuts with a 19 mm socket, half a turn to loosen them. Then jack up the car and place some wood under the car to support the car in the remote event it came off the jack.

Remove the lug nuts and take off the wheel. The fibre panel that covers the front wheel arch is what needs bending back to reveal the filter casing. You will need hex T 30 screw drivers to remove these studs, you can leave the top two in place and bend back the panel to reveal the filter panel. You will need a T25 screwdriver to unsecure the panel, so you can withdraw the whole assembly, remove the old filter, and replace it with the part number above or generic one, a Mahle LX 1649 for about C\$ 34 from Parts Avatar, and push it back in. Tighten up the two T25 screws and put the fibre panel back in place and replace all the T 30 screws.

When ever I have a wheel off the car I clean the inside of the rim, as it is an ideal opportunity. Soapy water and some very fine steel wool work very well but be aware of any balance weights that may be in place. Very easy and quick and makes the car look smart as well.

I expect this bill would run you close to C\$400 so a great saving that is all mechanical, just need a pair of hands!!

ON BOARD DIAGNOSTIC SCANNER, OBD 11 SCANNER

I find this is an essential tool for every amateur automotive sleuth in diagnosing problems within the electronics of modern-day vehicles.

This OBD 11 (two) diagnostic meter can be purchased online in the \$20 - \$40 range and a lot more, that can save 10 times that on a simple check engine light (MIL) that can be turned off, not to reappear, just a glitch in the computer that needed to be re-booted.

A code number will appear, when you Google this, it will tell what the problem is, related to that code number. Make a note of this, as it might reappear, then you know what the problem really is. This may need the assistance of your local repair shop, or not, but at least you know the parameters. A lady at work had a Buick which I later found out had a check engine light come on and spent \$3000 getting it removed!!! If only I had known, it would have saved her a fortune.

My OBD 11 meter has helped many friends, as it not Jaguar specific, and you become a resource for your friends. Remember not closing the gas cap with 3 clicks can throw up a check engine light, and those with a touch of arthritis in a wrist will often not tightly secure the cap as it is too tight to unscrew. An experience I have encountered on a lady driven car, which was easy to resolve at no cost.

All gas powered vehicles 1996 and newer have this port around the steering column area in the footwell and so easy to use, to diagnose problems. A little knowledge can save one a lot of money.



Lorna Jackson
May 21, 1946 - Nov 4, 2023

Gone But Not Forgotten

In loving memory of Lorna Jackson, we are saddened to announce her passing on November 4, 2023.

Lorna and her husband Allan Bonner were members of the OJOA. Our deepest sympathies go out to Allan and their family.

THE JAGUAR F-TYPE

75 YEARS OF JAGUAR
IN ONE PLACE.



The Jaguar F-TYPE is the definitive Jaguar sports car from a rich bloodline spanning 75 years and including some of the most iconic models ever built.

Find the Jaguar F-TYPE and much more at Budds' Imported Cars in Oakville, the largest Jaguar Pre-Owned and Parts specialist.

**YOUR NEW, CERTIFIED
PRE-OWNED, PARTS,
SERVICE & ACCESSORIES
SPECIALISTS.**



227 Wycroft Rd., Oakville, L6K 3S3
905 845 1443

buddsjaguar.com

APPROVED
CERTIFIED PRE-OWNED

A Return To An Old Haunt

A few days ahead of Halloween on Saturday the 28th of October the OJOA returned to a familiar haunt, that being The Old Mill in west Toronto to wrap up activities for 2023. A number of meetings were held there in years gone by including both the 50th and 60th anniversaries of the club. The committee put together a jam-packed event including distribution of the new member name tags, a very large display of scale models with each table featuring a centre piece example, a silent auction, a live auction, a very enlightening address from Jaguar Canada President Wolfgang Hoffmann with the luncheon culminating in the presentation of member awards for 2023.

The amazing scale model collection was put together by member Cyril Steinsky which certainly validated his wife Bonnie's remark 'Cyril is everything Jaguar!'



The address by Jaguar Canada President Wolfgang Hoffmann was very well received. Although he did recommend some cars that would make excellent Christmas gifts I found the presentation to be more informative as opposed to a sales pitch. Jaguar, as is the case with most manufacturers, is trending quickly into the electric market. However, it would appear they will be making every effort to incorporate the designs made famous by Jaguar over many decades.

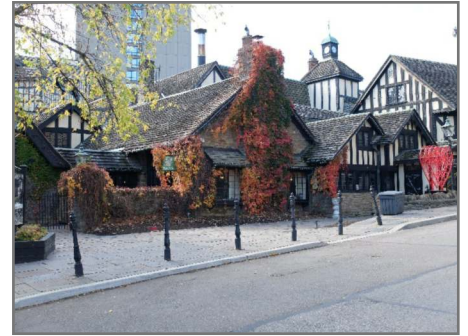
The silent auction items generated a lot of action but the live auction items really found some deep pockets. The Jaguar F-Type for a week went to Suzanne Cayley for \$800 but that was bested by a

ride in Tony Burgess's XJ220 which topped out with a bid of \$1100 won by Bryan Allen. The promise that the car might get up to 200 MPH on the Mosport track kept the bidding lively. Bidders for the spin in the XJ220 were advised to consider their own personal internal constitution. Thank you Tony!

Well deserved annual awards were presented and although recognition is welcome I suspect the recipients would display the same dedication to the club without the promise of being awarded. Many are highlighted in the centre spread photo montage. It should be noted that the highest honour the club can bestow upon a member went to Tracy Kailan. Congratulations to Tracy and all of those recognized.



By Frank Cairns
Reporting for 'The Ontario Jaguar'





Cyril showed model history.



Mike has just realized he has given away his last bottle of rum.



Lots of laughter and stories throughout the afternoon.



Behind The Scenes Of Our 75th Anniversary of the Jaguar Sports Car Luncheon....

“Bite” By “Bite”

Every aspect of the OJOA that we experience, from our monthly meetings, driving tours, concours, right through to our magazine, and website, etc., don't just spontaneously happen out of a vacuum. There are members behind the scenes who dedicate considerable effort to make these things become reality for the rest of us to enjoy. As one of the organizers of our recent October 28 event, I thought that it would be interesting to the membership for me to share a glimpse about the process that led up to that afternoon.

It would be no exaggeration to say that the seed for our recent gathering was planted way back in 2019 and sprouted in 2021. The President of JLR Canada, Wolfgang Hoffmann, was invited as a guest speaker at our anniversary gala 4 years ago, and then again to our Christmas dinner at the Hagerty Garage and Social location 2 years ago. In both instances, he sent in his regrets and delegated a corporate substitute to act in his behalf. Each was a very good speaker in their own style. However, to use the analogy of a concert, they were the opening acts of a show, where nothing less than the headliner is who we really wanted to entertain us. In baseball, it takes three strikes to force an out, and I was sitting at strike two, so I convinced myself that I was entitled to one more swing for the fences.

Needless to say, a person at the level of a large corporate president, does not go out of their way to allow for easy public access through any avenue. I had already proven in the past, that getting Wolfgang's attention through the typical receptionist channels, does not yield results. Four years ago, I was fortunate to have his email address pop up in my inbox, and that led to my direct invitation to him, but then equally unfortunate to subsequently lose that address information through a computer crash.

Fast forward to less than a year ago, and Cyril Steinsky had an opportunity to meet with the GM of Jaguar Lakeridge, Rory O'Connor. Who better to reach out to my target than a dealership GM, who I'm sure communicates with him frequently? Cyril made the request, and Rory became our willing third-party agent. Shortly thereafter, word filtered back that Mr. Hoffmann would be willing to speak to us at one of our monthly meetings at the Symposium.

It didn't require a deep dive into venue logistics to realize that the Symposium conference room capacity wouldn't cut it for a guest speaker of Wolfgang's stature. By coincidence around this time, we on the OJOA board were performing a “postmortem” of our 2022 Christmas luncheon at the Hagerty Garage and Social. Simply expressed, feedback from attendees at the event was not inspiring, and the fact that only 42 participated, the lowest at a Christmas function in many years despite excellent weather, was a statement on its own. Evidence suggested that it was time to move on to another facility, and at a date on another page on the calendar besides November or December.

Another piece in this story came about at the Ancaster British Car Flea Market in April. Dave Sims, the head guru of the annual British Car Day extravaganza, approached me and asked what plans the OJOA had to celebrate this year's 75th anniversary of the Jaguar sports car. Pretending to be the Jaguar expert that he thought I was, I sheepishly lied and said we are working on that, and then when I got home I immediately “googled” to learn what he already knew.

A key incident then occurred, which became the incentive to move forward in the direction that we ultimately did. Without any prompting from me that we may soon be on the hunt for a dining facility, the Old Mill marketing manager, who I haven't communicated with in 4 years, reached out to see if the OJOA would have any interest in a gala repeat performance.

Toss in a bit of negotiating with the Old Mill to reach an affordable figure for the OJOA, and voila, we had our framework for an event. Our board concluded that a noon buffet on October 28 would be our objective, Wolfgang then concurred, and a room at the busy Old Mill was deemed available.

Since the 75th anniversary of the Jaguar sports car was going to be our theme (along with our traditional annual awards presentation), the first thought was to have full size Jaguar cars in the hall with us again, as previously witnessed at both our 50th and 60th anniversary productions. While we appreciate that the Old Mill is probably the only affordable dining facility that would offer this option, the effort to get these cars physically into the hall is not to be underestimated. I came up with the idea that, if we could scale down the Jaguars that we drove in, to Jaguars that we could carry in, we would gain car display quantity and shed ourselves of considerable workload. That was in theory, but in practice, not so much!

At this point, enter Cyril once again. As I mentioned, he was instrumental in facilitating contact with our guest speaker, and early in the process, he had agreed to team up with me to organize this event. I knew that he owned a large collection of Jaguar scale models, and he didn't hesitate to take on the role of setting up a display in our dining hall.

Without the slightest doubt, the hour-plus time required to get our internal combustion engined Jags into the hall at prior events, and again to get them out, Cyril exceeded by multiples in creating his phenomenal display. So much for the thought that auto downsizing would save us time and effort! Let me rephrase that, I meant to say, Cyril’s time and effort....and printing costs.

The elephant in the room that we tried not to acknowledge through all this was, what if our downward attendance trend in our end-of-year awards banquet continued? The per person meal costs were certainly going to be higher than before and could be a deterrent. Adding to the concern was an upward trend in COVID infections. There was a minimum guest count in the Old Mill contract that not attaining would be financially unhealthy. These issues prompted my proposal for the OJOA to subsidize some of the Old Mill costs to the members, and this was unanimously approved by our board.

Now our planning entertained thoughts of a live auction and raffle items to defray some of the expense hit to the club, and it became evident that Cyril and I needed to bring more talent into organizing this luncheon. Cue the arrival of Tracy Kailan, Josephine O’Brien, and Mike Parry, and the formation of our “luncheon committee”. Each person brought a different skill to the mix, and while we never met or phoned each other as a group, there eventually had to be about a hundred emails in each person’s inbox under the title of “Luncheon”.

Through all of this, information trickled back that there would be a strong probability that the President of JLR Canada will, once again, send in an alternate to be our speaker on his behalf. It needs to be understood that the occupant of the highest executive office in a large corporation will very seldom, if ever, address a club organization, so we shouldn’t cast any aspersions towards Wolfgang on this matter. Guest speakers, for a function such as ours, are really the prerogative of the Director or Manager of Marketing. Thanks to both Rory, and the GM of Jaguar Waterloo, Jim Leckie, we obtained access to Wolfgang’s email address and that gained us the precious tool of direct correspondence. A short string of emails later, and he assured me of his intention to participate in our event...phew! The JLR Canada Marketing Manager, Saloum Doucansi, was invited to accompany him.

Once the promotion of the luncheon commenced within our membership, the response soon reached the point where we no longer had to sweat the venue’s minimum requirement. Fast forward a further week or so and our continuing surge in prepayments flipped the narrative such that it was obvious that our guest list would push us up against the room maximum capacity. We were faced with either terminating registrations or beg for a larger hall. I have nothing but good things to say about our dealings with the Old Mill, now and in the past, and they came through once again with the larger “Brule A” hall for us at no extra charge. Our guest list reached 90, more than double the same club function the year before, and within 10% of the attendance at our large anniversary gala production in 2019! A few had to back out at the last moment, but we were very encouraged by the 87 who shared in the afternoon festivities.

Not only was the turnout a pleasant surprise, but participation in the raffles and auctions was absolutely astounding. For that, we extend a huge thank you to Tracy, Cyril, and Josephine, for their ideas, efforts, and donations to the raffle basket contents, and further to Tony Burgess, JLR Canada, Jaguar Lakeridge, and the Mark Anthony Group, for their contributions to the raffles and auctions. Mike Parry deserves a high-five for his clever brainchild on what to offer in our auctions. Despite the club absorbing the parking, coat check, and a portion of the meal costs, the revenue from those fund-raisers came very close to replacing all of the club’s financial shortfall incurred by the event subsidy to the members. Much appreciation is owed to all of you who reached deep into your purses and wallets!

I’m sure that everyone noticed that the typical table candle and flower centrepieces were substituted with Jaguar scale models. As the accompanying info cards stated (as printed by Tracy), each model represented a particular Jaguar anniversary in 2023. The 75th anniversary of the Jaguar sports car was only one of many that ended with a zero or five this year. Here is a listing of the most obvious milestones:



75th (1948) XK120
 75th (1948) Mark V
 70th (1953) C-Type victory at Le Mans
 65th (1958) Mark IX
 60th (1963) S-Type Saloon
 60th (1963) E-Type Competition Lightweight

55th (1968) XJ6
 35th (1988) XJ220 Concept
 35th (1988) XJR-9LM victory at Le Mans
 25th (1998) S-Type Compact Sedan
 15th (2008) Tata purchases Jaguar from Ford



Cruising, not streaming

INSURANCE DRIVERS CLUB CAR CULTURE MARKETPLACE

HAGERTY Let's Drive Together

+1-888-348-9369 | Local broker | [hagerty.ca](https://www.hagerty.ca)

Membership by Hagerty Drivers Club (HDC), a non-insurance subsidiary of The Hagerty Group, LLC. For additional information and a complete description of benefits, visit [hagerty.com/corporate/legal](https://www.hagerty.com/corporate/legal). Purchase of insurance not required for membership in HDC. Policies are underwritten by Elite Insurance Company. Hagerty is a registered trademark of the Hagerty Group LLC. ©2022 The Hagerty Group, LLC. All Rights Reserved. The Hagerty Group, LLC is a wholly owned subsidiary of Hagerty, Inc.

It was purely coincidence that we required 11 tables seating 8 for our luncheon, and there happened to be 11 Jaguar milestone anniversaries....one per table! Another anniversary that is notable involves the OJOA connection with the Old Mill. Our club held all of their meetings at that facility from 1959 to 1973. In June of '73, the OJOA had to relocate due to the Old Mill closing for major renovations. 2023 marks 50 years since the end of that long term connection with the Old Mill. I forgot to look and see whether any of our early members carved their names on the underside of the tables!

All of this then gives you some insight on what went on behind the scenes leading up to Mike's opening address at noon on October 28. Feedback as to whether this type of banquet should become an annual occasion, would be very helpful to the board for future planning.

By Allan Lingelbach

List of Year End Awards & Winners

Special award was given to Chris and Tracy Kailan for their many years with the magazine. Their first issue was March/April 2016.....approaching 8 years ago.

Philip Dyson Memorial: Awarded in memory of the passing of an outstanding member of the OJOA. Awarded posthumously to Susan Graves

“Metro West Jaguar” Trophy, Concours: Presented at our annual awards night to the concours entrant with the highest score in the JCNA-judged Championship category. Awarded to Allan Lingelbach

Spirit of JCNA: Recipient to be defined as contributing most to our liaison with JCNA. Awarded to Mike Parry

Connubial Trophy: This award goes to the most deserving joint spousal participation and enthusiasm in the OJOA. Awarded to Harriet Nixon & Roy Pope

Most Active New Member Award: Eligible to members of the club who joined less than 2 years ago. The recipient is determined based on attendance at club functions and overall contributions to the OJOA. Awarded to Barry Paulson & Alan Graves

Jaguar of Coventry Trophy: Most Active Member, Understandably given to the most active member in the OJOA, especially in ways that contribute to the benefit of the club in general. Awarded to Mike Parry & Allan Lingelbach

Thornhill Cup: Inscription on the trophy states....”For the best all-round participation and performance by an owner/operator in OJOA competition events using the same Jaguar vehicle.” This could be concours, slalom, rally, etc. (2023 Concours Chief Judge). Awarded to Steve Sherriff

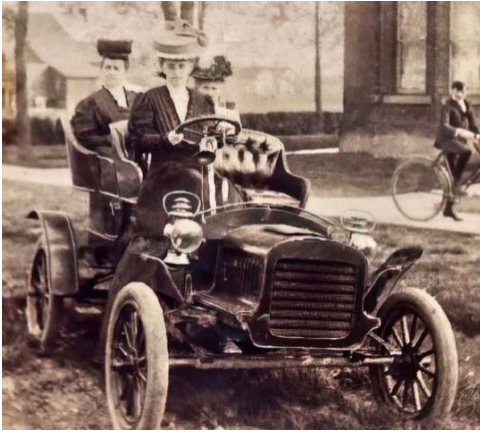
Carrick-Barrett Award: This award recognizes dedication, commitment, and enthusiasm by a member. The “contribution to the club” aspect of the next two awards is not emphasized with this one. Awarded to Frank Cairns

Freeman Cup: Second most prestigious award presented to an OJOA member whose contribution to the club is significant, and deemed to be a runner up to that of the Award of Nine recipient. Awarded to Keith Smout

Award of Nine: Top OJOA distinction to a member who has contributed most to the benefit of the club. Ideally, this characteristic would be evident in multiple areas of club support. Awarded to Tracy Kailan

DISCOVERING OUR FAMILIES & INDIA'S FIRST FORD

CAR A 1904 FORD MODEL C



This old family photo with my Great Grandmother Celinda-Jane Milne (1879-1933) driving a vintage car in front of her family home in Essex, a small town 20km from Windsor Ontario, prompted my interest in identifying the car and it's year.

I sent the photo to a number of the Antique Car Clubs in N. A. and had an enthusiastic response from the US Ford Vintage Car Club that only deals with pre-1908 Fords, and after much heated discussions, they determined it was a Canadian built 1904 Ford Model "C". Their first year of production!

In 1898 my Great Grandfather Arthur Milne (1876-1945) went to the Klondike Gold Rush located in the Yukon 5,600km away, returning in 1906. Celinda Jane and their two young children went to live with her parents Dr. James & Adie Brian, a prominent and progressive MD and politician, who purchased this Ford Model C which Celinda Jane enjoyed driving, referring to it as "Her Car. My grandfather aged 14, would drive Dr. Brian to visit his patients.

In 1873 my G.G.Grandfather John Milne, (1838-1931), was the first settler becoming the first Mayor in 1890 with Essex having become one of the most industrialized towns in the region. Widowed, John spent his last 11 years, 1920-31, boarding with Celinda-Janes mother Adie, then she and Arthur joining them in 1928. She passed in 1933 and Arthur in 1945.

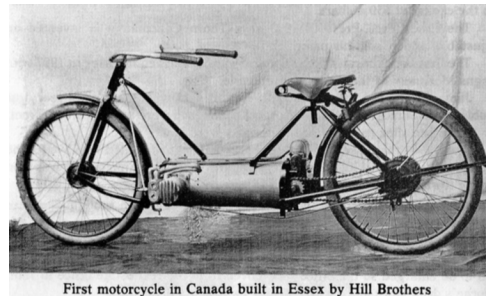


Circa 1920



I was raised in Essex and in 1945, when 8 years old, we moved into look after G. Grandmother Adie now 94 for one year while her niece was building a ground floor suite the next year, passing in 1949. I have many fond memories living in this elegant old family home and how sweet and loving she was to all of us, never telling our parents what naughty things we did. Adie was indeed the pivotal point of our family.

Circa 1938, Essex
L to R. Dorothy Beman,
Arthur Milne & Adie Brian



First motorcycle in Canada built in Essex by Hill Brothers

I was also taken by our Model C being right hand drive which led me to researching when the change to left hand drive occurred. Henry Ford probably was the most influential factor when he changed his Model "T" in 1908 to standard left hand drive and the other manufacturers following shortly. I've been unable to determine when the Province of Ontario officially changed to left hand drive, but British Columbia and all the eastern Maritime Provinces didn't change until early 1920, with the Maritimes referring to 1922 as the year of "Free Beef" as many oxen were unable to switch to walking on the right side of the road and were slaughtered.

The book, "Ford City" by Herb Colling, provides an in-depth history of The Ford Motor Company of Canada. Founded in 1904 by Gordon McGregor, owner of the Walkerville Wagon Works in Windsor and other prominent businessmen, with the purpose of building and selling Ford cars in Canada and the British Empire except England and Ireland. It was an independent Company with Henry Ford personally owning 13% of the stock.

Many of the other U.S. major car companies soon followed suite in order to avoid the 30% tariffs on U.S. built cars being sold into the British Empire making Windsor one of the largest Automotive centres in the World. Subsequently most of the American cars found in India were built in Windsor Ontario, just across the river from Detroit.

The first Ford Model "C" rolled out of the small factory Sept. 1904 with a 1st year of production of 117 cars, 108 were Model "C"s selling for \$1,175. At that time approx.185 cars were registered in all of Canada with over 130 of them being Fords and making Celinda Jane a women automotive pioneer.



The first Ford car exported was to Calcutta, India in the fall of 1905, a 1904 Model C and rest is history.

Here is photo of a restored 1904 US Ford Model Cs showing a three door configuration whereas the Canadian Model C had four doors which the later US 1905 models incorporated.

Recently I found a Canadian 1904 Ford Model C in Holland that had done the London to Brighton run many years ago.

It was a part of a remarkable collection of over 30 old Ford cars that were sold at a 2018 auction, and I was able to contact the new owner and share info on our family 1904 Model C. Hopefully some day it will find its way into the Canadian Transportation Museum near Essex.



By John A. Milne

The write up below was part of the Auction information for the Model C, that was part of a collection of only 30+ Fords located in Holland. It sold for over US \$100K to a Dutch family that have unsuccessfully tried the London to Brighton Run.

1904 Ford Model C Side Entrance Tonneau 1653 €35,000 €45,000 N/R/€89,700 \$104,483 99%

Known as 'Emma', this Canadian built Model C was presented to the Veteran Car Club of Great Britain Dating Committee in the era of Dennis Field's Chairmanship and was granted a 1904 Certificate on 22nd March 1967. The 'C' was clearly already in the UK by that time and would seem to have remained there through to the late 1990s. It would appear to have used the car number of 1653 for the dating process as that is what is listed on the certificate, while its engine flywheel is marked 2237. Comparison with the records provided in Carlton Pate's Early Ford Encyclopaedia and provided by John Biggs denote #2237 as having been built at the very end of 1904, on the 20th of December. On file are numerous old UK 'MOT' certificates, as well as a V5 document confirming that its last owner in the UK was a John Darlow of Bedford. In his ownership, it would appear that the Ford was last on the British Roads in 1996. The '04 Car has clearly had a busy life on the Veteran car front and sports a number of badges on its dashboard for events campaigned, including London to Brighton entrant plaques for 1986 through to the Centenary year in 1996. This activity is reflected in the car's general condition, which is now quiet aged in appearance, a few repaints, and a renewal of the interior appear to have been done over the years and for wet weather days basic protection is provided with its period 'surrey' top. Although not campaigned for the last two decades, its confirmed date would enable it to participate once again in the Bonhams sponsored London to Brighton Veteran Car Run, perhaps even this year!"



LAKERIDGE

401 & SALEM RD.

JAGUARLANDROVERLAKERIDGE.COM



LAKERIDGE

THE ROYAL TREATMENT WITHOUT CROSSING THE POND



The Jaguar and Land Rover Approved Certified Limited Warranty helps anyone actualize their dream of driving a Jaguar/Land Rover. Backed by a 6-year or 160,000 km guarantee (from original in-service date). Certified Pre-Owned is the safest way to purchase a pre-owned Jaguar or Land Rover. Every Certified Pre-Owned vehicle undergoes a rigorous 165-point inspection to ensure all integral components meet Jaguar/Land Rover factory standards. Any deficiencies are refurbished by factory-trained professionals using the latest technology and genuine Jaguar/Land Rover parts.

280 Achilles Road, Ajax, Ontario - (905)619-5528



LIPSTICK ON A PIG

Avoiding Life's Lemons By Maurice Bramhall of Bramhall Classic Autos

19A Endorsement

I highly recommend that you check the insurance coverage on your Special Interest vehicles. A client recently discovered that the words "Replacement Coverage" doesn't mean what it sounds like. In this case it was a Porsche 911 GT3 RS. He had owned it for 10 years and never really thought about the market value until it was stolen.

The insurance company then offered a fraction of its true value in compensation. If you own a Special Interest car that has appreciated in the recent run up due to shortages and strong collector interest, you need to have a "19A Endorsement" on your policy. Here is the link to the application form:

<https://www.fsrao.ca/media/14961/download>

Is the Insurance Company Valuing Your Write-off Fairly?

What To Do when your car is written off in an accident/theft and you are not sure the insurance company is being fair in their compensation offer:

For most of us, this set of circumstances is a once in a lifetime event so we feel at sea amongst the whirlwind of events. The insurance company knows all the rules, you are very new at it.

When the insurance company makes their offer, ask them to send you the report that explains how they came to the amount. This report is normally prepared for the insurance company by JD Power or AutoDatasource.

Read this report, it contains a lot of detail:

The description of your car/truck, all its options and its trim level.

It describes its condition, previous damage etc., and the mileage.

It lists comparable vehicles to yours in your geographic area.

It calculates asking prices, less a negotiating discount (normally 5%).

It calculates a positive or negative factor for the mileage showing on your vehicle.

Questions to ask yourself:

Is the vehicle that the insurance company is describing a correct version of your car?

Do they have the correct trim level, and the correct options?

Is their description of your car appropriate?

If they indicate that there was previous accident damage, is that appropriate?

Did the insurance company compare your vehicle to ones that have a similar amount of mileage? It's not uncommon for the insurance company to use comparables that have much higher mileage.

If you believe they have used inappropriate comparables, there may be a phone number that you can call to check with the dealer that was advertising the vehicle, by calling them you may be able to clarify the situation.

If your vehicle is under 5 years old and you purchased it new, are they comparing your vehicle to ones being sold by a franchise dealer?

Is the type of transmission (manual or automatic) a factor in the market value of your car?

Did you purchase an extended warranty from the dealer or from a warranty specialty company when you purchased your car? Have you claimed a credit for the outstanding balance of the warranty remaining? Some franchise dealers do not offer this possibility, but it is worth asking. Some dealers offer credits in this regard if you purchased another vehicle from them.

Many people who contact us in regards to an insurance claim dispute misunderstand the process that is mandated by law. Once the insurance company makes you an offer, unless the amount is egregiously inappropriate, or they have made a factual error, the ball is now in your court to give them a second opinion on your behalf from a company like ours.

If a settlement cannot be accomplished after submitting a second opinion report, the next stage is to submit the two competing opinions to an umpire. The umpire is chosen from individuals submitted by you (the owner) and those preferred by the insurance company. We normally advise you on names of umpires prepared to undertake the case which will depend on if they have a conflict of interest.

I got the part!

You would think that phrase would be heard most often at the famous Shaw Festival in Niagara-on-the-Lake as they cast their shows. I suspect that Rob Laughton's use of that phrase would be heard far more often as he parts out Jaguars. Behind the house on the outskirts of Niagara-on-the-Lake lies a number of small buildings packed with a treasure trove of Jaguar parts going back decades. As promised in our last issue of 'The Ontario Jaguar' we are taking a more in depth look into this operation. Club members will be surprised at just how easy it is to find rare parts right here in Ontario. I posed a number of questions to Rob and here's the story.

During one of my parents' Sunday drives in 1976, they spotted a man hammering in a For Sale sign. They drove in and bought the 4 acre farm right away. They came home and said "We are thrilled and terrified. The property is wonderful, but we didn't even check to see toilets flushed, or the furnace worked!" Needless to say, it all worked out, and has been the much loved family home since.



The house is 220 years old, and the barn was built in 1965. A previous owner started a kitchen cabinet business in the barn. Luckily for me, this meant 200-amp service for the machines. The second floor has a heated and finished room that is now a music jamming room. About 10 years ago I built the new shop with hoist. A hoist is the ultimate tool! Jobs that were impossible or brutal, were now possible. In retirement, I'm out there every day.



if

I got started with parts cars when, early on, I realized that the easiest way to keep an old S1 XJ Jag going was to keep a whole parts car handy. So, a rough S1 was acquired. Then I got a S3 XJ with the intention of swapping in the better brakes and steering rack. Then came an XJS for the rear anti roll bar. Then it snowballed from there.

I've never had E Types or expensive Jag models, but I did have a Euro-spec S2 XJ6, with the coveted front bumper and hood hinges. They went to South Carolina. I did once have an XK150 engine that was sold on E Bay. I later found the buyer was the Jaguar Classic restoration facility at the factory. I thought it was cool that the motor went back right to the very building where it was made. Small items I've sent around the world; Qatar may be the furthest. I've had people from Quebec and Ottawa and Sudbury come here for parts that were too big to mail.



My lovely Lisa got a sense of my obsession when she first visited my house and saw a Jaguar XJ S1 dash board as the head board of my bed. It wasn't too long after that the headboard was removed, although she has always been tolerant of my crazy pastime. She always let's me have her way. At the farm, kept the cars behind the barn, and built a fence round them so our property didn't look like a wrecking yard. I've had to move the fence 3 times as the number of cars grew. She will even help me steer a dead car while I tow it around. If the doesn't have a seat, she has to sit on a cement block. What a trooper!



I

Selling parts is not a big business for me, I'm just glad to help folks, and learn about working on Jags. I've always loved mechanical toys. A lot of owners would have given up on their cars when they run into a costly repair if I had not been there to help. In return, folks let me know when a tired Jag is available, so I can bring it here.



I keep the money from parts in a shoe box under the bed, and it's nice if there's enough for a set of new tires, or steaks and wine for dinner. I've met a lot of great people, and seen a lot of great cars. I wonder what will be next?



Thanks Rob! I have heard a number of members refer to it as a 'graveyard' but I look at it as a source of new life for our aging Jags. As well as parts Rob also offers a high-end leather treatment. Both services are advertised further on in this issue.

*By Frank Cairns
Reporting for 'The Ontario Jaguar'*



LAUGHTER IS THE BEST KIND OF MEDICINE

The sign says it all!



... and that is **WHY** the chicken crossed the road.

ZEHR

INSURANCE BROKERS LTD.

You enjoy the pleasures that come with owning a classic Jaguar... give us the thrill of insuring it!
Classic Car enthusiasts since 1968



1-800-667-1802 or get a quote online
www.zehrinsurance.com



PARTING OUT JAGS

S-Type	1960-2004	XJ 1,2,3
X-Type	Rob Laughton	XJS
MK10	Tel. 905-937-0264	XJ40
X-350	Cell. 905-932-0284	X300
	dadsfarm@computan.on.ca	X308

St. Catharines
Buy/Sell Parts & Cars



Robert Laughton

Leatherique Canada

Leather Restoration Products
388 Lakeshore Road RR#5
Niagara on the Lake ON L0S 1J0

tel 905-937-2159

fax 905-937-8196

leatheriquecanada@computan.on.ca
www.leatheriquecanada.com

TRIVIA

Questions:

1. How many pairs of chromosomes does the average human have?
a) 12 b) 23 c) 46
2. Which of these is the correct name of the change of state from solid to liquid?
a) Melting b) Freezing c) Evaporation
3. How many fundamental states of matter are there?
a) 2 b) 3 c) 4
4. What type of energy is possessed by a body in motion?
a) Potential energy b) Kinetic energy c) Thermal energy
5. What do we call any naturally occurring chemical found in the Earth?
a) Element b) Mineral c) Compound
6. The word geology originates from which language?
a) Latin b) Greek c) French
7. What are the 3 secondary colours?
a) Orange, Green, White b) Orange, Green, Violet c) Pink, Brown, Green
8. The island of Madagascar lies off the coast of which country?
a) South Africa b) India c) Mozambique
9. Which animal can't blink?
a) Dog b) Cat c) Fish d) Rabbit
10. What year did Columbus discover the New World?
a) 1432 b) 1492 c) 1502
11. Which element has a chemical symbol 'Au'?
a) Silver b) Argon c) Gold
12. What is the largest hot desert in the world?
a) Sahara b) Arabian c) Kalahari
13. Which part of the eye allows us to see colours?
a) Pupil b) Retina c) Cornea
14. How many days can the body go without water?
a) One day b) Three days c) Seven days
15. What part of the human body has the thinnest skin?
a) Eye lids b) Fingers c) Chest
16. What is the world's most populated city?
a) Delhi b) Shanghai c) Tokyo

Answers:
1) 23 2) Melting 3) 4 4) Kinetic energy 5) Mineral 6) Greek 7) Orange, Green, Violet
8) Mozambique 9) Fish 10) 1492 11) Gold 12) Arabian 13) Retina
14) Three days 15) Eye lids 16) Tokyo



Scan the QR code to watch our 27-second video about selling with us.



Canadian Dollar Auctions and Buy-It-Now Listings



OJOA CLASSIFIED ADS



2013 XJL 3.0L [12-23]



AWD Supercharged V6

166105 kms
Fully Loaded, Includes new OEM alloy wheels from the UK, and new summer tires, plus winter alloy rims and snows and second set of alloys with summer tires.

Price: \$16,500
Contact: David Laycock
647-225-1814



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, 106,000 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 Seriani

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.

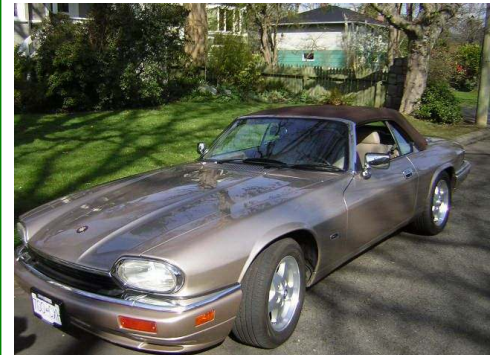
It has been enjoyed in the summertime
and safely stored away in winter months
(November-April).

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: gcrmtcd@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



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



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



1992 XJS V12 [12-22]



Black
 101,000 km
 Excellent mechanical condition

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



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: \$600 OBO
 Contact: Peter Caven at 416-960-0028
 Email: Peter.caven@pc-es.com





BEAUTIFUL PARTS FOR BEAUTIFUL CARS

CHOOSE FROM OVER 300,000 PARTS AND ACCESSORIES
FROM THE WORLD'S LARGEST INDEPENDENT MANUFACTURER
OF CLASSIC JAGUAR CAR PARTS

+1 800 452 4787 (Toll free) | sales.usa@sngbarratt.com |

S·N·G
BARRATT
GROUP

| www.sngbarratt.com |     

VINTAGE



CAR CONNECTION

Antique Automobile Appraisals

Call Allan at  (416) 319-3321 or  (519) 922-3321

or visit  www.vintagecarconnection.com



Professional Association of Vehicle Evaluators, Inc.

trustpave.com

PARTS WANTED

2007 XK Key Fob Wanted [09-23]

I 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
437 Lakeshore Dr.
Port Perry, On. L9L 1N7



2024 Application Fee (January 1 - December 31)

ONE YEAR MEMBER: Single \$95 or Family \$105

~ OR ~

THREE YEAR MEMBER: Single \$265 (save \$20) or Family \$290 (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 _____

#1 Year _____ Model _____ Colour _____

#1 Year _____ Model _____ Colour _____

#1 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? _____



2024 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

Canadian International AutoShow.....February 16 - 25

Motorama Custom Car & Motorsports Expo...March 8 - 10

OJOA Annual General MeetingWednesday March 13

Ancaster British Car Show & Flea Market.....Sunday April 21

OJOA Concours d'Elegance..... Sunday August 11

British Car Day..... Sunday September 15

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

