



The Ontario Jaguar

Magazine of the Ontario Jaguar Owners' Association

Vol. 35 #1 January - March 2024



See page 18 for the fate of this beauty.



The Ontario Jaguar

Publisher: The OJOA

Editor: Frank Cairns

Articles By: Maurice Bramhall, Frank Cairns, Alan Graves, Nick Dendy, Paul Protain

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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 our club secretary,
Richard Gayne: secretary@ojoa.org

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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:

March 15, June 15, September 15 & December 1

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

Opinions and views expressed in this magazine are those of the individual writers and do not necessarily reflect those of the Ontario Jaguar Owners' Association (OJOA), its executive members, or affiliated bodies such as Jaguar Cars or the Jaguar Clubs of North America.

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The Ontario Jaguar Owners' Association (OJOA)

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Membership Benefits

Membership benefit 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 7:00pm. They are held at **Clarkson Mediterranean Bistro - 1731 Lakeshore Rd W - Mississauga**. Join us for dinner before the meeting.

Membership, Address Changes, Renewals

Membership in the OJOA costs \$95 (\$105-Family) for one year (January thru December). Save on a three year membership, with advance payment of \$265 (\$290-Family). Ownership of a Jaguar or Daimler is not a prerequisite. Send all membership applications, address changes, and renewals to our Membership Director Mike Parry. An application form appears on the last page of this magazine.

Classified Ads

Club members and other interested parties may advertise personal cars, parts and services for sale or wanted in the newsletter and on the website. Ads should be no longer than 50 words and may be edited for space considerations. All classified ads run for a minimum of two consecutive issues and can be renewed if requested. Members of OJOA and other JCNA affiliated clubs offering reciprocal free advertising may advertise at no charge for 1 year. The fee for others is \$25 for 3 months on our website & one magazine issue or \$60 for 1 year on the website and 4 magazine issues.

Commercial Advertising

The Ontario Jaguar welcomes commercial advertising. The current rates are:

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

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



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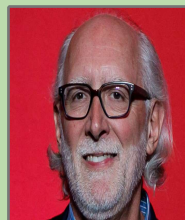
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PRESIDENT'S PODIUM



Michael Parry

President, The Ontario Jaguar Owners Association, North Eastern Region

It was just a year ago that I wrote of a winter that was not leaving us whereas this year I am writing, on March 27th, 2024, of a winter that never really arrived! This may in fact be the earliest opportunity ever to awake our cats out of their annual hibernation. As much as your club appears to have been dormant since late December, your OJOA Board has been diligently working on the 2024 programme for you. There are several NEW events planned for this year for returning and new members with the details to follow within this issue and on our website, ojoa.org.

Speaking of new members, I would like to mention our seven new 2024 members year to date: Paul Blais of Carp with his 2012 XKR; Brent Bowes of Guelph with his 1989 XJS; Jim Butcher of Greely with his 1957 MK.1; Phil Catalfamo of Toronto with his 1958 XK 150; John Erb of Kingston with his 2004 XJ8; Brian Luckhurst of Toronto with his 1968 E-Type 2+2; Scott McCoy of Peterborough with his brand new 2023 F-Type; Connor Munro of Toronto, one of our youngest members owning an 1986 XJS that is older than him and lastly, Steve Winks of Carlisle with his pride of Jaguars, namely a 1991 XJ-S, a 1992 VDP and a 2012 XJ

Unfortunately, at this time, I must remember the members we lost in 2023, namely Susan Graves (dear wife of Al Graves) on May 10th, Lorna Jackson (beloved wife of Allan Bonner) on November 4th and Robert Bogle of Lynden on Christmas Day, 2023. Our condolences were expressed at the time of their passing to their respective families. We hope that their memories and their combined zest for life will remind you of the thought that now is the time to make memories and we on the OJOA Board are undertaking that task in our events planned for 2024. I look forward to seeing you on these outings!

Kindest regards,

Michael E. Parry



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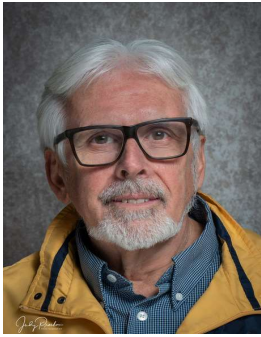
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EDITOR'S DESK



Frank Cairns
Editor, The Ontario Jaguar

Certainly, it will be a challenge taking over from Tracy but we're going to do our best to hit the road running. As we can see from the club's show of appreciation for Tracy and Chris at our year end event in October, the OJOA has been indeed fortunate to reap the benefits of their dedication to not only The Ontario Jaguar but many other tasks vital to the success of the group. Congratulations on many jobs well done and we all wish you well in catching up with or trying the new activities you eluded to in your farewell message in the last issue.

I said 'we're' in the first line of the first paragraph because my good wife Corinne and I will be sharing the tasks to put The Ontario Jaguar together. Corinne's forte will be the page make-up of editorial material, member classified ads and the insertion of advertiser ads. My role will be to report on member events that have happened or will happen, make decisions on pagination and be the creative director giving guidance to Corinne in the preparation of pages. I will also be receiving the member submissions for editing prior to insertion in the final product. We did a few pages in the last issue and so far, it has been a little easier than teaching your wife how to drive a car. An activity that I understand has either ended or brought some marriages to the brink.

I will be relying on my many decades in the printing industry including several years as a production manager for a national publication plus time in the production and the distribution of advertising materials for national brands across the country in periodicals and newspapers. It has been a while but many of the same principals still apply.

We are not going to change very much as we grow into the job but you will notice a few subtle changes as we get more comfortable with the task. Tracy did a great job so not much need to reinvent the wheel here. One major change, and don't be afraid of the word change, is that the Board decided overwhelmingly to try a hybrid approach to the way you receive the Ontario Jaguar in 2024. Costs are rising in all sectors for our activities including our inclusion in JCNA so in order for us, as a Board, to provide the members with a full slate of top-notch events we may not be able to afford the luxury of both a printed and electronic version of the Ontario Jaguar. Given my background in the 'printing' industry I would always favour the printed copy but finances and club priorities dictate we make this transition. Sounds like the car business with all the talk of hybrids and fully electric!

As such, issues 1 and 3 for 2024 will be electronic only with 2 and 4 being printed and electronic. Issue 4 will also be an expanded 'Annual' of our year's activities. We are going to make it easier to access on the website for members and visitors to the site. We will be working with our advertisers to give the magazine a wider distribution which should add members to our ranks and make it a better ad buy for our advertisers and stakeholders. Many similar groups to ours have found it necessary to go this route for the same reasons we have. This decision was made regardless of who was the editor. We will be working hard on your behalf to make this change an opportunity.

Hopefully, this first issue with myself as editor will be a seamless transition that you might not even be aware of. At least that's the goal. Keep those cards and letters (a.k.a. articles) coming!

Frank Cairns

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'Go West Young Man'

Our Spring Drive slated for May 26 heads to south west Ontario where we hope to see a number of our members from that corner of the province. Details are being worked out but we have two planned stops along the drive so far. One stop is the Elgin Military Museum in St. Thomas and then the very unique experience of being on a submarine. The Canadian Navy's Ojibwa has been restored and is on display for boarding in Port Burwell.

The Canadian Navy took ownership of what was supposed to be the HMS Onyx in the British Royal Navy before its completion. The Ojibwa served the Maritime Forces Atlantic from 1965 until its decommissioning from service in 1998. Since 2013 it has resided on land as part of the Elgin Military Museum at Port Burwell.

Breaking news...We are a go. Details will be emailed out as they are available.



'Ahoy matey!'

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C21330		NA CARRIER		

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24-870		\$299.99	C
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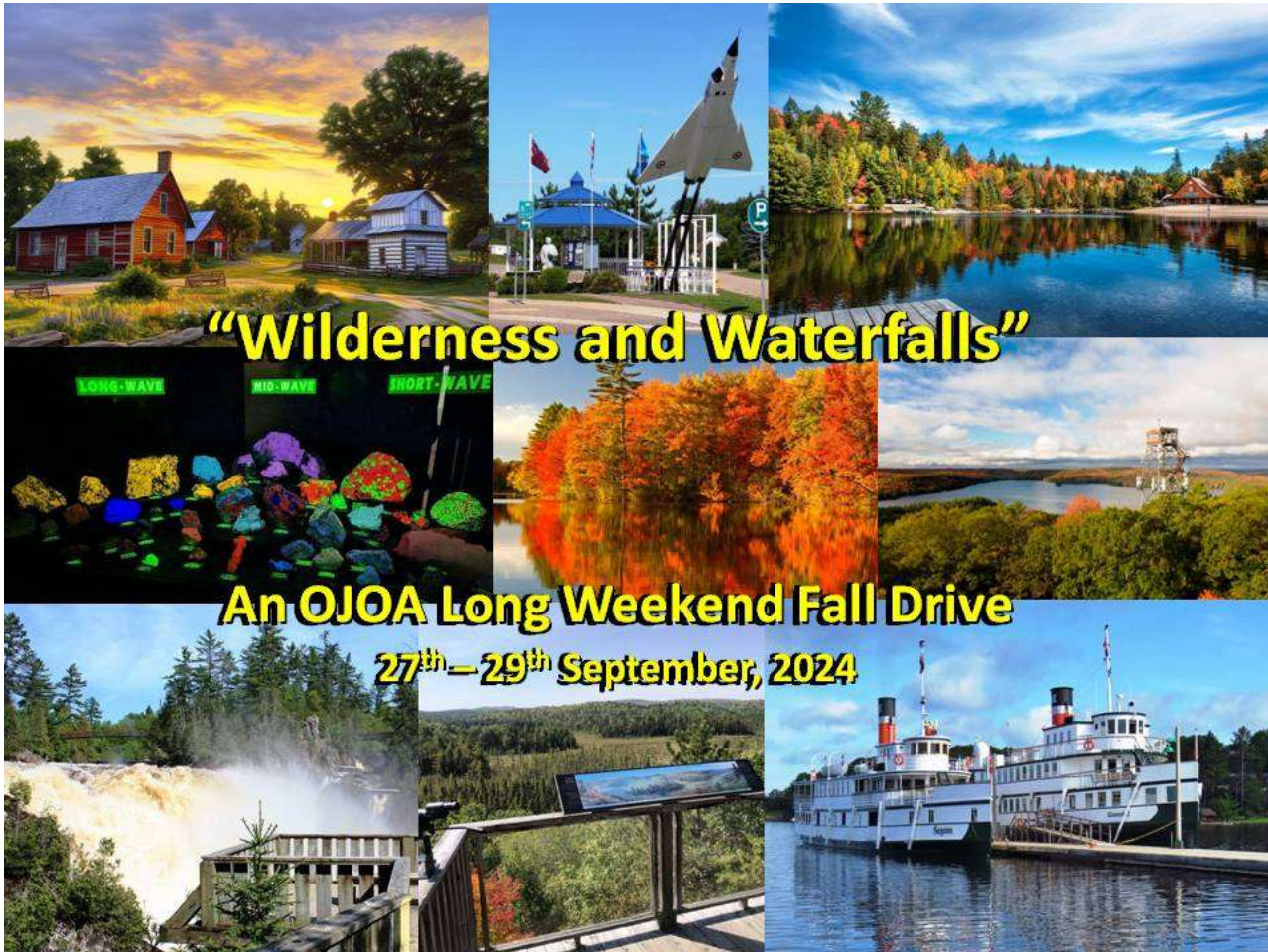
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“Wilderness and Waterfalls”

An OJOA Long Weekend Fall Drive

27th – 29th September, 2024

This is a spectacular three day Fall Drive (Thursday Sept 26th, Friday Sept 27th, Saturday Sept 28th).

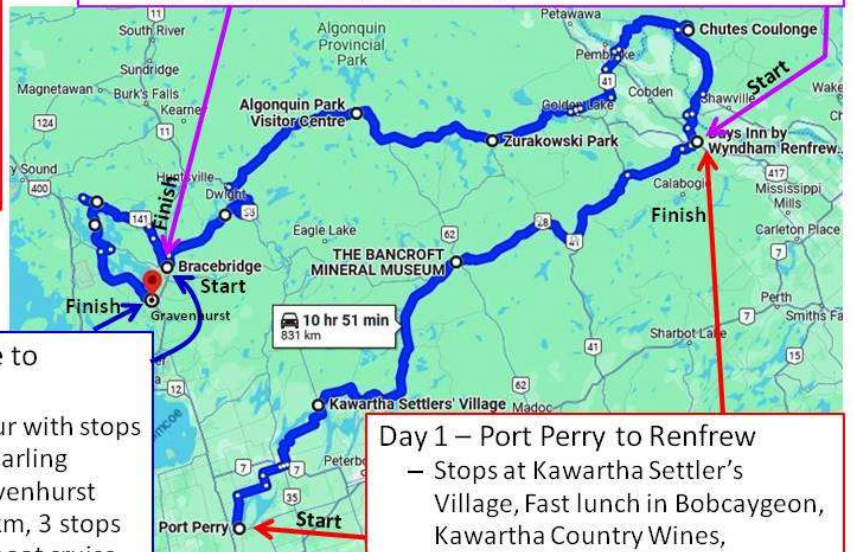
It will feature the golden colours of Fall in Algonquin Park, a north west Quebec waterfall 80% the height of Niagara Falls, a wilderness drive, a steamboat cruise

The Overall Trip

Caveat – this is a preliminary view. Details still being confirmed and changes may be made as we get feedback and/or validate the route.

Day 2 – Renfrew to Bracebridge

- Stops at Chutes Coulonge, Barry’s Bay, Algonquin Park East Gate, Opeongo Lake, Visitor Centre, possibly Art Gallery
- Overnight in Bracebridge (hotel TBD)
- 5 hr 15 min, 401 km (6-7 stops)



Day 3 – Bracebridge to Gravenhurst

- Morning short tour with stops in Rosseau, Port Carling
- Drive ends in Gravenhurst
- 1 hr 48 min, 116 km, 3 stops
- Afternoon steamboat cruise on Lake Muskoka

Day 1 – Port Perry to Renfrew

- Stops at Kawartha Settler’s Village, Fast lunch in Bobcaygeon, Kawartha Country Wines, Bancroft Mineral Museum
- Overnight in Renfrew Days Inn
- 4hr 5 min, 319 km (5-6 stops)

Day 1 – Thursday, September 26th – Port Perry to Renfrew

Village Map

Wilderness drive -- from Bancroft to close to Renfrew

End point – Days Inn at Renfrew ~ 6 pm
Dinner ~ 7 pm

Bancroft Mineral Museum 30-45 min stop

4 hr 5 min – 319 km

Start point – Port Perry (location TBD)
Start time provisionally 10:00 am

• Start time provisional - may move back 30-45 mins but may have to cut out KCW or arrive late at BMM

Kawartha Settlers' Village, Bobcaygeon. Heritage historical working village, 90 minute stop followed by quick lunch in Bobcaygeon

Kawartha Country Wines

30 minute stop

on Lake Muskoka, visits to multiple “places of interest” covering history, geology, art, the natural world and more.

Day 1(Thu Sep 26th)

We will assemble and depart from Port Perry provisionally at 9:45 am for a 10:00 am departure (allowing folks from west of Toronto time to reach Port Perry). We will drive via back roads and lightly travelled 2 lane rural highways to Renfrew, via

Bobcaygeon, Buckhorn, Bancroft with stops in those locations. In Bobcaygeon we would stop to visit the Kawartha Settlers Village, then grab a fast food lunch at TH or another fast lunch stop in Bobcaygeon, before visiting Kawartha Country Wines near Buckhorn. After this we drive to Bancroft for a tour of the Mineral Museum and a possible coffee stop, before taking a wilderness drive to Renfrew and the Days Inn in Renfrew for an overnight stay with dinner in town.

Day 2 (Fri, Sep 27th)

We will leave our hotel at 9:00 am and cross over into Quebec for the drive to Chutes Coulonge Park, a small park with a picturesque waterfall, over 80% of the height of Niagara’s Horseshoe Falls, as a major attraction. The OJC contingent will join us in the parking lot at Chutes Coulonge

Day 2 – Friday, September 27th – Renfrew to Huntsville

Algonquin Park Visitor Centre -viewpoint, museum and much more

Zurakowski monument + quick lunch stop

Lake Opeongo – largest lake in AP

4 hr 41 min 365 km

Algonquin Arts Centre – optional last stop IF there is time.

Finish

Drive Formal Dinner in Huntsville

• Full day with many activities
• Some options to reduce pace

42 meter high Grande Chute @ Chutes Coulonge

around 10:00 am. We can grab a drink in the park cafe before heading west through Pembroke and over to Hwy 60 and Barry's Bay for a stop at Zurakowski Park and the memorial display to Janusz Zurakowski and the Avro Arrow. We also again grab a fast food lunch in TH, Subway or similar in Barry's Bay. The next stop is the East Gate of Algonquin park before we visit Lake Opeongo, the Visitor Centre and possibly the Art Gallery (depends on timing). After this we head over to our hotel/hotels (TBD) in Bracebridge.

Day 3 (Sat, Sep 28th)

After the long drive of the Friday, Saturday is a more leisurely affair. We leave our hotel in Bracebridge and drive over to Rosseau for a visit to this Muskoka village, followed by a stop in Port Carling to pay a similar visit. After this we drive a short distance to Gravenhurst's waterfront for lunch in one of the multiple waterfront pubs or restaurants. After lunch we board a Muskoka Steamships vessel for a 1.5 hour cruise on Lake Muskoka, departing at 2:30 pm.

Day 3 – Saturday, September 28th – Huntsville to Gravenhurst

Upon our return at about 4 pm those who are interested may be able to join a short tour of the 19th century RMS Segwun steamship or visit the nautical centre. The OJOA members can depart from Gravenhurst to head home while the OJC members can depart from Gravenhurst immediately after the return from the boat cruise and head back to Ottawa late Saturday afternoon or go to overnight accommodation and head home on Sunday, 29th.

What We Need You To Do.

If you want more information or think you probably want to participate we need to hear from you now.

We have to put in place booking blocks for rooms at the trip hotels (The Days Inn in Renfrew and TBD in Bracebridge – likely the Quality Inn) but we and the hotels want to know approximate numbers before we can set up blocks for people to book into.

If you think you are likely to participate please send an e-mail to jaguardrives@rogers.com stating how many people are likely to be in your party, what your hotel room preference is (king, queen bed, etc.) so we can best negotiate the booking block. Note – we will not be making bookings on your behalf and may not be able to accommodate your preferences.

Your name will be added to the event mailing list and you will be advised of the booking block details as soon as they are set. It will be your responsibility to book and pay for your rooms at both hotels and for the Lake Muskoka steamboats cruise. We would ask you to inform us once you have done that so we can prepare a copy of the trip handbook for you. These are expensive so we don't want to produce too many.

Note that putting your name forward to be on the mailing list does not commit you to attend and you may withdraw should circumstances require. Trip information will not be distributed beyond the mailing list.

Please contact us by e-mail to jaguardrives@rogers.com by April 19th 2024 and provide us with the number of cars and people in your party plus the number and type of hotel rooms you would need. We will tally these up to provide input into setting up hotel booking blocks and restaurant reservations.



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NICK'S TIPS

By Nick Dendy



JAGUAR XK Expansion Tank



The Jaguar XK range has an expansion tank as part of the cooling system to take excess coolant as the engine heats up, and returns it to the engine as it cools down, all the time under pressure, created by a pressure cap.

This expansion tank is a plastic container that becomes brittle with age, and the lower nozzle tends to fracture and leaks pink coolant onto the ground, or garage floor when parked. It can be a very minor leak to start with and under pressure, a small leak may not be noticed as it sprays out as you are driving along, but the level will go down, and a new tank will be needed.

This is a very easy procedure to replace and there are great YouTube videos to help you.

I found using a turkey baster ideal for sucking the coolant out of the expansion tank, before removing it, as the coolant is expensive, and makes everything far less messy.

The tank is available online, OEM and generic, it is a simple blow molded HDPE product, but often find you need it NOW, so going to the dealer is your only option.

Whilst the tanks are the same the pressure cap that comes with it is different, which is vital to pay attention to.

4.2 litre 120 Kpa 17 psi XR850837
5.0 litre 140 Kpa 20 psi C2P17700
5.0 litre 200 Kpa 29 psi C2P20325 starting VIN B36761

The critical issue is the different pressure caps that relate to the part number. I ordered my replacement tank from a Jaguar dealer, as I needed it the same day, and giving the VIN number found there was one in stock!!! This is a common problem for these tanks, which fail with time.

I set about removing the old one, and fitted the new tank in about 90 minutes, but at that time I didn't know there are 3 different tanks. All went well, and the connecting hose to the heater pipes is a unique piece of hose having different internal dimensions on each end, so a molded part, that is not a spare part, it comes as a whole assembly, at big \$\$\$\$. So be gentle handling this part.

After about 12 months, it could have been sooner, I started to get a leak of coolant, from this little hose, only about 5" long, which had split, I thought owing to age, in my case 16 years, and it was then that I found that I had been sold a tank with the 200 Kpa pressure cap, almost doubling the pressure on my old hoses, from 17 psi to 29 psi, so no wonder it blew a leak.

My advice is to keep the old cap from the defective tank, and reuse it, I wish I had done that as it would have saved me a lot of grief. But I didn't realize that the cap was a different pressure. The caps are all made by Ford, so you can get them very cheaply from a Ford dealer or from NAPA auto parts, which is the one I am using.

With my little burst hose, I found the replacement was in the \$300 range as it comes with the two alloy pipes that go from the radiator to the heater, so needed a piece of hose to replace it about 5" long, but couldn't bend the heater hose through 90 degrees, so got a 90 degree bend in plastic, from NAPA Auto parts, and cut the heater hose I bought in half, and with jubilee clips plumbed it all back together as the clips will clamp down the hose on the 1/2" end and it will slide over the 5/8" nozzle on the tank with a bit of lubricant, liquid soap.

It certainly was a learning experience and wish to pass on my knowledge to save anyone the frustration involved, like no tightening the clips too much, but enough that they don't leak. They will only leak after that car is driven a few miles to get it hot and up to pressure, so it needs to be monitored after this work to ensure the clips are tight enough.

Hope this helps someone, somewhere.

Nick



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Bond...James Bond...

Over the years I've watched many, if not every Bond film on every platform imaginable. Theatres, VHS, DVD, streaming services like Prime Video and even the odd time on television. The Aston Martin DB5 is the car most commonly associated with Mr. Bond. There are numerous other makes and models featured in the films what with the number of car chases. However, it seems that only Mr. Bond gets to wheel around the city streets and the scenic drives of Europe and elsewhere in an Aston Martin. I'm not sure when product placement fees in film and television became the norm nor have I tracked the dollar heights to which they have risen over time but it's probably a pretty steep curve upwards. This may have something to do with the modest presence of Jaguars in the over 50 years of Bond films.

Several brands have made big splashes on the silver screen in Bond films. One of the most notable was in the 2002 entry 'Die Another Day', where Ford, who owned Jaguar at the time, saw their new reincarnation of the Thunderbird featured prominently. Bond villain Zao drove a two-seater XKR in that same film complete with weaponry and defense systems similar to the DB5. BMW also introduced their new small two-seater, the BMW Z3, in the 1995 film 'Golden Eye'. We all know that Sir Sean Connery had much to do with creating this iconic cinematic role but both the Jaguar XKR and the BMW Z3 were during the Pierce Brosnan era.

One would think given Bond, or 007, being a British Secret Service agent would make the Jaguar a natural compliment to the film property but as mentioned above, that just doesn't seem to be the case. Having recently watched a few Bond films and seeing a couple of Jaguars I thought there might be a source to find a listing of cars featured in every film. Turns out there is! The first Bond film, 'Dr No', appeared in theatres in 1962 but strangely a Jaguar did not appear until the aforementioned XKR in the 2002 'Die Another Day'.

However, a bright red XKE hardtop does have a very nice parking spot in one of the first scenes in the 1965 'Thunderball'. Clearly it was placed there. When you scan the whole list, it's clear there must have been a lot of negotiating and lobbying between Hollywood and North American car makers. Makes sense. How else can you explain 007 driving an AMC Hornet, the villain driving an AMC Matador Coupe and the Keystone style cops driving AMC Matador sedans in the 1974 'The Man with The Golden Gun'. Personally, I think Jaguar missed out on a number of 'golden' opportunities on the big screen. So here is a list of all Jaguars featured, as few as there are, and their context in the film:

Die Another Day (2002) - Jaguar XKR – Driven by Bond villain Zao as noted above.

Casino Royale (2006) – Jaguar XJ8 – Used to kidnap Bond girl Vesper Lynd and drop her at the side of a road as bait to lure Bond into a trap.

Casino Royale (2006) – a second Jaguar XJ8 – Driven by Mr. White is shown near the end where he goes back to his estate at Lake Como, Italy before being captured by Bond.

Spectre (2015) – Jaguar C-X75 – Used by Mr. Hinx to chase Bond in an Aston Martin DB10 around Rome. In the pursuit, Bond sets fire to the front of the C-X75 by activating his flamethrowers hidden in the exhaust. Mr. Hinx gives up the chase when Bond ejects from the DB10, sinking it in the Tiber.

Spectre (2015) – Jaguar XJ8 – M’s car, destroyed in an ambush set up by Ernst Stavro Blofeld’s henchmen in a London tunnel.

No Time to Die (2021) – Jaguar XF – Used to chase down Bond and Madeleine in Matera, Italy.

I have a CD of many of the Bond films title songs from the soundtracks and my single 07 S-Type does go either faster or smoother depending on the song. My favourite choice by far is Paul McCartney’s ‘Live and Let Die’ despite that there are no Jaguars to be seen in the film. I would be remiss if I did not mention the 2 door Jags decked out with a Union Jack paint job in the Bond spoof Austin Powers movies featuring Canadian Mike Meyers in the title and many supporting roles.

Frank Cairns for ‘The Ontario Jaguar’



Ambushed in the London tunnel seconds after the cover shot as noted above in **Spectre**. Ouch!

DRIVE ANOTHER DAY

Two decades ago, a Jaguar XKR nearly stole the limelight from an Aston Martin in *Die Another Day*. We go behind the scenes to see what was involved in making this gadget-packed mobile weapon go dancing on ice

WORDS: RICHARD GUNN PHOTOGRAPHY: KELSEY ARCHIVE & NATIONAL MOTOR MUSEUM

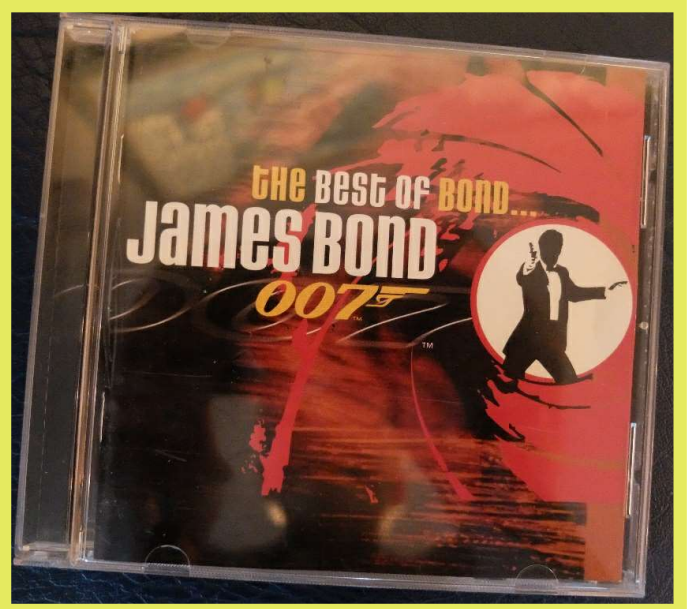


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...You otta be in pictures...

Continuing on with our theme this issue of Jaguars in film you might be interested to know how you can get your car up on the 'Silver Screen'. The iconic styles and rich history of the Jaguar brand has made them a natural fit for a variety of scenes and subject matters. There's a Jaguar ready to suit almost any scene in any decade.

Whether it is an XKE with the top down winding its way down the Monterey Peninsula of California or an XJ navigating the streets of New York City, Jaguars enhance the scene and the imaginations of the audience. Just what the movies are supposed to do. New York and LA are known for their film and television production but Toronto and Vancouver are major players in the industry as well.

Ontario Film Commission

<https://digitallibrary.ontariocreates.ca/DigitalLibrary/default.aspx>

Toronto Film Office

<https://www.toronto.ca/business-economy/industry-sector-support/film/>

There is a company in Toronto you can register your car with as available for film and television production. One of several no doubt. There is also the Ontario Film Commission and the Toronto Film Office who may be able to provide some guidance. It's not going to be a lot of money but it could be nice to see your Jag up on the big screen. Probably should avoid any chase scenes.

Picture Cars Canada

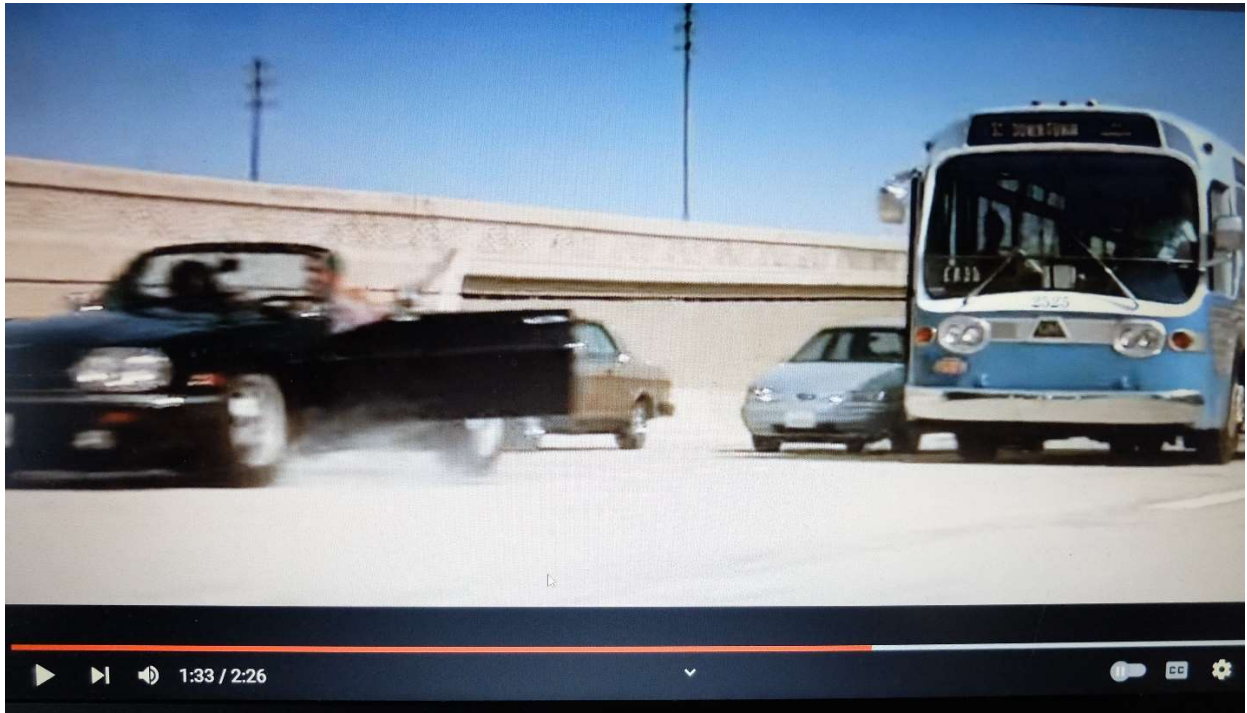
<https://www.picturecarscanada.com>

Case in point, the 1994 surprise hit 'Speed' starring Keanu Reeves, Dennis Hopper and the relatively unknown Sandra Bullock has a harrowing scene for Jaguar owners. At least it was for me. The film centres around a city bus that must maintain 50 mph or else a bomb will detonate. Reeves commandeers an XJS convertible from which he is able to jump onto the bus on the freeway. I hesitate to provide the Youtube links but here they are. (Warning - Some images may be disturbing to Jaguar owners!) Search Youtube for Speed 1994 if the links don't work.

https://www.youtube.com/watch?v=wCh_sxggMFo

<https://www.youtube.com/watch?v=mmuDvVwq430>

<https://www.youtube.com/watch?v=9-MsF4L7zT4>



Keep watching to see how this brings new meaning to 'blows the doors off'



The Italian movie 'Diabolik', 1968, great car...movie...not so great.

Submitted by Frank Cairns for 'The Ontario Jaguar'



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Looking for Hemingway



As the newly appointed editor of The Ontario Jaguar, I decided to seek out Ernest Hemingway for advice and inspiration. My pilgrimage took me to the famous El Floridita in Havana, an establishment where Hemingway spent many an hour at the bar. To my great shock...he was there. Imagine my even greater shock to find out that he had passed away decades ago.



Recommended Reading

from the Ontario Jaguar editor



I've picked up this magazine a few times over the years. It comes out 6 times a year and is available at Indigo. This is not a commercial for Classic Jaguar or Indigo but simply sharing an excellent source for OJOA members.

Every issue has a buying guide for a different Jaguar model and as the title of the magazine includes 'Classic', the subject vehicles are of the 20 to 30 year-old variety. Models OJOA members have, or in some cases, may be looking for. It's 100 pages with surprisingly little advertising. Only 15 to 20 pages of advertising so in fact, there's lots of good reading with high quality photography.

There are also ads and editorial from two different Jaguar clubs in the UK which are very similar to the OJOA. Have a look at their web sites. You never know, you might be travelling in the UK and find through their sites that there may be meetings or events you could pop in for. Doubt they would turn you away!

Jaguar Enthusiasts' Club

www.jec.org.uk

Jaguar Drivers' Club

www.jaguardriver.co.uk

Tinkering and Old British Cars

I grew up in Trinidad surrounded by mainly British cars. There were just a few from Ford Germany and the Holdens from Australia. These cars were all sturdy and designed to be repairable.

In the 60s in Trinidad as a young working man I fell deeply in love with a white MGA and was determined to buy it. A relative wisely talked me out of it and following my marriage I left with my wife for Canada in 1969. But the seed was sown and a lifetime addiction with tinkering with old cars, which needed to be loved, was about to begin.

In 1974 in Petrolia, ON I convinced my wife that we needed a 2nd vehicle (while on a tight budget) and bought a 62 Triumph TR4 in need of a lot of love. Therein started the addiction with British cars. What a choice for a 2nd car, right? The car was mechanically sound but needed considerable body work. I learnt this skill on my own and that off course was a slow process. But I was a fast learner. Anyone familiar with how the TRs were assembled would know the rust issues. Extensive body work was conducted in the 70s and the 90s. The TR4 chassis was simply constructed and the body mounted on a ladder frame. This made it quite strong and capable of rugged duty. With a 2.2L four cylinder engine with twin HS6 SUs, it was quite a work horse. It is the only engine I ever saw with a grease nipple on the water pump housing for bearing lubrication. I kept the car for 40+ yr and knew it inside out. Because of the simplicity, I had full confidence in returning home after any road trip.



1962 TR4 in Bright's Grove ON in the 70s



1962 TR4 in the 90s

In 1992 I acquired a 1971 Series1 XJ6 in Trinidad. It was running, sort of, but clearly needed love and I couldn't resist it. I chose to contract out the body works to professionals and had it repainted British Racing Green. I reserved most of the mechanical and electrical work for myself. The electrical system was tampered with before and was a mess. That was my introduction to relays and complex wiring. I am now quite good at tracing idle and unidentified wiring and determining their purpose.

The engine is the 4.2L straight six with twin HD8 SUs – a gas guzzler for sure. But in the 60s and 70s most drivers were not too concerned about gas consumption. I have changed the brake booster, master cylinder and overhauled the calipers; overhauled the carbs; had the steering rack rebuilt; and had the upholstery redone. A few years ago I replaced the original engine with a solid 1974 unit purchased from Robert in Niagara on The Lake. This was a cheaper proposition than rebuilding the original engine.



1971 Series XJ6 in the 90s

I still own this car and it is a joy to drive. The suspension and consequent ride of the XJ6 and XJ12 is legendary even to this day.



1971 Series1 XJ6 in 2023

In 2005 in Calgary, my manager had a 1977 MGB that his wife was pressuring him to dispose of. I convinced him that it was not in very good shape and relieved him of his dilemma at no cost to myself. A couple years later I had it shipped to Toronto. After some basic body work and little mechanical work I have had a lot of fun with the B. The 1.8L 4 cylinder engine (with HS4 SUs) and drive train has not been touched.



It is a joy on Ontario country roads. It provides an experience that only a small manual shift convertible can

1977 MGB

...cont'd on pg 28

After reading up on the XJ6 evolution, I developed this urge to finally have a car that was an “antique” but in good shape, reliable, and a joy to enjoy – especially as a senior.

So, in 2022 I acquired a 1986 Series3 XJ6 in Toronto with the 4.2L straight six. It wins my vote for the most elegant Jaguar salon. The basic Bosch fuel injection system makes it reliable and more efficient than the carb equipped models. Having two fuel tanks with fuel injection presents a special challenge. Knowing the details of the fuel supply and return system instrumentation, and keeping the appropriate spares is a key to reliability confidence. I have done nothing on the car other than basic “tune ups”. I plan to work on the dashboard finish and improve the under-the-bonnet looks. The 5in outer headlights definitely have to be changed to the 7in. Hopefully I will get a few years of pleasurable driving and less tinkering.



1986 Series 3 XJ6

It didn't take long in my life to realize that I am a born tinkerer. The joy for me with older cars is more in the repair process than the driving on back roads. The older English cars provided me with the opportunity to develop all the skills in bodywork and painting; mechanical repair; electrical troubleshooting and engine tuning and performance. The fact that cars of that period were designed to be repairable facilitated this development. I now consider myself good at tuning the SU carburetors.

Each vehicle contributed to the various skills to different extents. Interestingly it is only my “American” cars that significantly developed my engine overhaul skills. That fact may be a testament to the endurance of the British engines.

My newer cars are reliable and don't easily lend themselves to tinkering. However, age brings wisdom and I now look forward to happy motoring in the Series3 XJ6 and, off course, back roads touring in the MGB.

My wife has been mostly supportive over the years. In the early days she assisted with wet sanding and prep before painting etc. Lately her patience seems to be tested and she can't seem to understand why the passion still exists. At 77, I plan to stick with it for as long as I can.

By Paul Protain



LIPSTICK ON A PIG

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

How Two Very Rare Cars Found Me

A gentleman in his 70s phoned me one day and asked me if I wanted to buy his classic car, a Gordon Keeble. Like most people, I had never heard of the car, so I looked it up. It came from that tradition where Italian design met North American V8 power. A fibreglass body over a chassis with a Corvette powertrain. As no one in North America knew what the car was, I sold it to one of my regular buyers in the Netherlands who had a terrible time trying to re-sell it. I see that restored ones are now being sold for \$150,000 CDN, I sold that one for \$17,000 CDN. Here's a pic of the car:



My associate saw an ad in the Autotrader magazine for a car that had been abandoned in the driveway of a property somewhere close to Milton, Ontario. The story behind the vehicle was that the owner had gone to Europe and died while he was over there and the family just wanted it sold. They were asking \$1,500.00. I was persuaded to buy it and unfortunately it cost another \$6,000.00 to get it roadworthy. This vehicle turned out to be a Russian built GAZ Chaika 14. The production of this car came to an end when Gorbachev canceled it. The car was built solely for the members of the Politburo and was not sold to the general public. We rented the car to be in the first version of the movie "Red". It plays a big part towards the end where they hold a conference of the agents. While the car was involved in filming, we were contacted by someone in the Czech Republic who wanted to buy it and we shipped it to them after the movie wrapped. We sold it for \$12,000.00 CDN. The most recent example that we could find had an asking price of 38,000 Euros. The example that we had was terribly underpowered with a Ford 5 L V8. The turning circle was enormous.





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LAUGHTER IS THE BEST KIND OF MEDICINE



Here's a Jag on the 'small' screen but that's not James Bond at the wheel!

Did you know that every tire comes with a preinstalled GPS chip so you can be located in 5G networks?
If you don't want to be tracked, you have to cut off the little antenna that sticks out.



So, a fellow decides to stroke an item off his bucket list. A trip to St. Andrews Scotland, the birthplace of golf, to witness The British Open. Flies first class across the pond from Toronto to Edinburgh. He rents a Jaguar to enhance the experience. First night he's in a pub on the Royal Mile in Edinburgh and asks a local what's the best way to get to St. Andrews? 'Are you going by motor car'...'Yes'...to which the local replies...'That would be the best way'.

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OJOA CLASSIFIED ADS



1974 E Type Roadster V12 [03-24]



Beautiful and excellent condition Jaguar E Type Roadster, V12, 104,000 miles, convertible hardtop, newly upholstered, never driven in winter

For more information call Bill Stephens @ 416-678-3034

Price: \$120,000
Contact: 416-678-3034
Email: bill@stotthvacsystems.ca



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



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



1992 XJS V12 [12-22]



Black

101,000 km
Excellent mechanical condition

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



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



1967 E Type Convertible [03-24]



Immaculate 1967 Jaguar E-Type Series 1 Convertible 4.2L in British

Racing Green with 68k miles, for sale in BC. Documented by owner before and through restoration. Video and pictures available.

Price: \$200,000 negotiable

Contact: Mark 250 686 9527

Email: fastcarpassion@hotmail.com



PARTS FOR SALE



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





1951 Mark V Jag grill [03-24]

1951 Mark V Jag grill excellent condition. My husband bought the car in his teens, mid 1950's. Picture is of the original car and the grill. It was his "pride & joy" and he once told a cop to take his foot off the recently polished running board. Time to sell.

Price: \$500.00
Contact: Sam 519 722 5479



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: \$400 US
Contact: Dr Mike Smith, Mississauga
905-274-3337
Email: drmike_smith1@outlook.com



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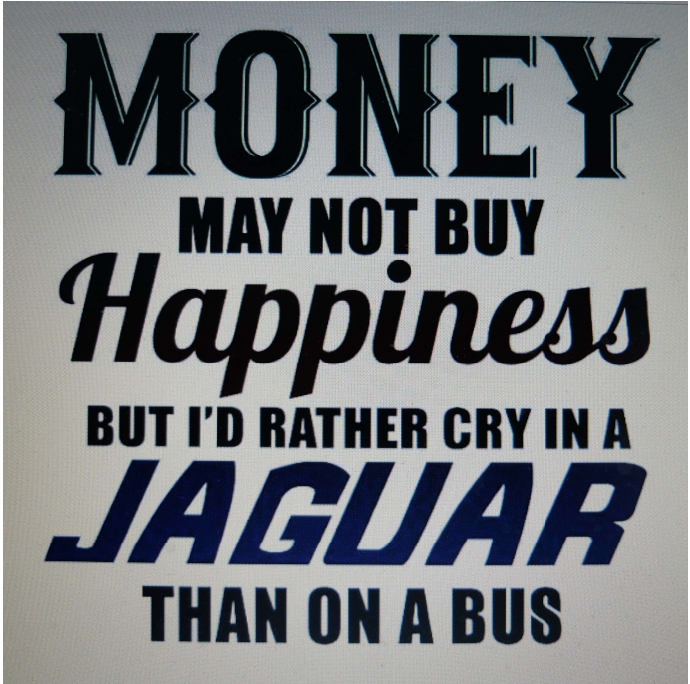
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Banner year ahead for the OJOA in 2024

Steve Sherriff pointed out at our recent AGM that many car clubs have done very well despite that the club car is no longer in production. It certainly doesn't seem to matter to the OJOA what the rumours and facts are about Jaguar as you look at all of the plans we have for the upcoming year. So, as you near the end of our first magazine of 2024 this is a recap of events beyond the monthly meetings.

Sunday, May 26th Spring Drive - Hosted by Cyril Steinsky – A tour around south western Ontario featuring a stop into Port Burwell to hop on a submarine.

Late June Concours Judging School - Run by Steve Sherriff

Monday, July 22nd Golf Tourney - Hosted by Frank Cairns – A return to the Royal Woodbine Golf Club for the fourth annual (date to be confirmed).

Saturday, August 10th & Sunday, August 11th – The 56th Annual Concours - Judging on the 11th at the Canadian Warplane Museum in Hamilton.

Thursday, September 26th to Saturday, September 28th Fall Drive - Hosted by Alan Graves & Barry Paulson – A three-day journey starting in Port Perry heading east to Renfrew ending up back in Muskoka.

Saturday, October 26th - The Blue Sapphire Luncheon hosted by the Gala Committee – Following on from the great success of 2023, we return to the Old Mill for our year end Gala Luncheon and Awards Banquet this year celebrating our 65th Anniversary as a club. Guest speaker to be confirmed and the fabulous meal will accompany the live and silent auctions plus the awards presentations. You could call this the 'Social Event of the Season'. All that's missing is a Red-Carpet gauntlet.



Details will be updated in emails and in our next magazine but in the meantime, mark your calendars and keep your car at the ready. Many thanks to the individuals and committees for their efforts in 2024 on your behalf.



THE 56th ANNUAL OJOA CONCOURS d'ELEGANCE Sunday, August 11th, 2024

Location: Canadian Warplane Heritage Museum (CWHM)

9280 Airport Road
Mount Hope, ON
L0R 1W0

Contact: Concours Chair, Michael Parry

mikeparry617@gmail.com
647-472-3465

The Canadian Warplane Heritage Museum is a one-hour drive from Toronto, two hours from Buffalo and three hours from Detroit.

We have arranged a hotel for those of you who are travelling some distance and would like to spend a night before the Concours. A block of rooms is being held at:

Best Western Brantford Hotel & Conference Centre

19 Holiday Dr
Brantford, ON
N3R 7J4
519-753-8651 / 1-800-780-7234

The block will be held until **July 11, 2024**. The rooms can be booked by calling the hotel directly and mentioning that you are with the Ontario Jaguar Owners Association.

The Best Western Brantford is located 30 minutes from the CWHM.

More details, as well as the registration form, will be soon posted on the OJOA website at www.ojoa.org



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**

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Family Member #2 _____, First _____

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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: **Clarkson Mediterranean Bistro - 1731 Lakeshore Rd W - Mississauga**

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

SAVE THESE DATES

- Ancaster British Car Show & Flea Market.....Sunday Apr 21
- OJOA Spring Run in South West OntarioSunday May 26**
- Caledon British car day, 18,297 Hurontario St,Saturday, Jun 8
- Brits in Victoria Park in Lindsay.....Sunday Jul 21
- OJOA Golf Tourney.....Monday Jul 22**
- Brits on the Lake in Port PerrySunday, Aug 11
- OJOA Concours d'Elegance, Canadian Warplane Museum..... Sunday Aug 11**
- British Car Day, Bronte Creek Park Sunday Sep 15
- OJOA Fall Run in MuskokaSep 26 / 27 / 28**
- OJOA Awards Gala, Old Mill, Toronto.....Saturday, Oct 26**

DO YOU HAVE AN ARTICLE THAT YOU WOULD LIKE TO INCLUDE IN AN
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SEND IT (Word Format) ALONG WITH ANY
ACCOMPANYING PHOTOS (JPG or PNG Format)
TO OUR MAGAZINE EDITOR

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