



# The Ontario Jaguar

Magazine of the Ontario Jaguar Owners' Association

Vol. 35 #2      April - June 2024



# The Ontario Jaguar

**Publisher: The OJOA**

**Editor: Frank Cairns**

**Articles By: Maurice Bramhall, Frank Cairns, Alan Graves, Allan Lingelbach & Nick Dendy**

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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](mailto: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)**

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 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](http://www.ojoa.org) and an opportunity to share a common interest with other Jaguar enthusiasts. OJOA membership also includes all JCNA benefits including sanctioned events, and the Jaguar Journal magazine.

**Meetings**

Meetings are held on the second Wednesday of each month (except in December) at 7:00pm. 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:

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

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



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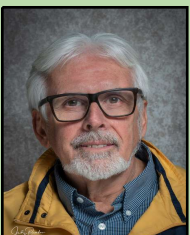
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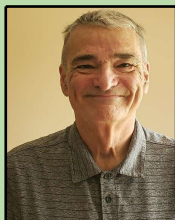
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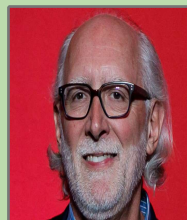
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# PRESIDENT'S PODIUM



**Michael Parry**

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

Welcome to our second electronic issue of The Ontario Jaguar, a chronicle of what your club has been doing for the last three months. We began with some very interesting and informative presentations by fellow OJOA members Corey Finkelstein on Targa Newfoundland, the endurance run, in April, and Randy Barber on the history of Trench Art where he showcased his vast personal collection at the Clarkson Mediterranean Bistro in May. June's OJOA meeting introduced us to Susan Eckart Zacchinga, the daughter of the late John W. Eckart who regaled us with stories about her father's career at Jaguar and as the inventor of the mammogram here in Canada.

It would be rather remiss of me not to keep you abreast of our new members who have joined us since April! From the east, we have Jose & Eugenia Gutierrez, the new owners of Berkshire Motors in Thornhill, Peter Gorman of Whitby with his MK 2, and here in Toronto, Mike Harper with his 1987 TWR XJS-C and Leo Lo with his 2011 XJL.

Not to be outdone, new members joined from western Ontario as well, with a strong uptick in London, namely Dick Lockwood & Joan Stewart with their 2007 XK, Paul Birch with his 2000 XKR and Barry & Donna Nunn with their 2013 XK. Chris Nielsen of Guelph joined the OJOA for three years with his 1991 XJ12 VDP and his 2007 XK. Lee & Jan Brubacher of Conestogo joined our Jaguar fraternity with their 2004 XJ8 as did Ron Fowlis of Waterloo with his 2002 XK8. King Township introduced us to Steve & Dina Metlitski with their 1986 XJ-SC Cabriolet and 2015 XKR.

I would also like to extend a warm welcome to returning members from years gone by, David Smart of Cambridge with his 1969 XKE, 1986 XJ6 and his 2004 XJR and James Sullivan of Mississauga with his 1988 XJ6.

I look forward to seeing everyone at the events highlighted in this issue, namely our Waterloo Run, our OJOA golf tournament and of course our 56th Annual Concours on August 11th. Enjoy your summer driving your Jaguar!

Kindest regards,

*Michael E. Parry*



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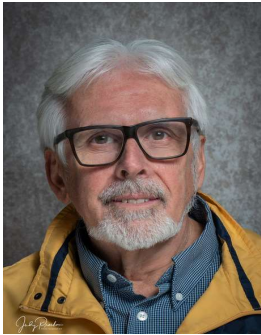
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# EDITOR'S DESK



**Frank Cairns**  
*Editor, The Ontario Jaguar*

Our second magazine of 2024 is a bit of a build on events down the road in the calendar and a look back at some of the activities already in the rear-view mirror. Two being the 'Up Periscope' Spring Drive hosted by Cyril Steinsky in May and the 'Judging School' run by Chief Concours Judge Steve Sherriff in June.

1 We did make it known that we were moving to an electronic only version for volumes & 3 for 2024 with 2 & 4 being both electronic and printed. It became clear that the electronic only version offered several advantages over the print version and although comments were invited there was no criticism of the electronic only version from members or advertising sponsors. After some discussion the Board has opted to make volume 2 electronic only. That with the promise to supply members without email or website access to be sent simplified printed versions which can be prepared at very low cost. We also followed through with our promise to put the cover of the most recent magazine on the homepage that when clicked on goes directly to the newsletter section without need of a password. Non-members kicking the tires of our site may find The Ontario Jaguar a contributing reason to join our ranks.

We will be following through with our plan to produce a year end version in print and electronic version entitled 'The 2024 Ontario Jaguar Annual'. A glossy review of our busy year. Nice touch to finish off our Sapphire 65<sup>th</sup> Year.

As this edition goes up on the site we head into the second half of the year. Full details have been updated for the 4<sup>th</sup> Annual Golf Tourney on July 22<sup>nd</sup>, the Concours weekend of August 10<sup>th</sup> & 11<sup>th</sup>, the Fall Drive slated for September 26<sup>th</sup> to the 28<sup>th</sup> and more details for the year end Sapphire Gala on October 26<sup>th</sup>. Once again, mark your calendars and keep your car at the ready!

*Frank Cairns*



Car show season is well under way so plan to take in a few. You only get one guess for this one ...and where it is. No prize for correct answers.

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## Back to the Links – Monday, July 22<sup>nd</sup>

By now, many of our Jag owning members who also crave a day on the links have dusted off their clubs for their first game. I'm sure quite a few are well beyond just one game. The Masters, that great 'rite of spring', is already in the books with a popular win by world number one Scottie Scheffler. However, the coveted OJOA trophy is still to be contested for.

The date for our fourth OJOA Tourney is Monday, July 22 with tee times commencing at 11:30 am. In years past we would only have a tentative date as we are a small group but it would appear the presence of our cars adds prestige to their club so the date is confirmed.

I'm hoping to have most of our 'usual suspects' returning and I encourage new members and casual golfers join in as the theme of the day is fun rather than winning. Winning is fun though!

The fee per player is **\$115.00 including taxes** for golf and the cart plus the free air show as the planes descend onto the runways at Pearson International. Refreshments and snacks or meals are available at a cost.

You can sign up as 1, 2, 3 or 4 players and we are a scramble format. Groups will be put together for those not signing up as a full 4.

Please register with **Frank Cairns** at [frank@torontoboatdecals.com](mailto:frank@torontoboatdecals.com)

Fees will be accepted by e-transfer or cheque made out to **Frank Cairns**.

Please note this is a no cost event for the OJOA as fees are strictly for the golf and the cart. Please have a look at the club website. [www.royalwoodbine.com](http://www.royalwoodbine.com)

Please forward all questions or bookings to [frank@torontoboatdecals.com](mailto:frank@torontoboatdecals.com)



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C21330		NA CARRIER		

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# Moss Classic Jaguar Introduces Replacement Timing Cover for Jaguar Six-Cylinder Engines

## Made by Classic Gold

After months of painstaking development and testing, Moss Classic Jaguar is pleased to introduce a replacement timing cover for Jaguar 3.4-, 3.8- and 4.2-liter six-cylinder engines built from 1956 to 1987. Most original covers are now so highly corroded that repairs – if possible – require specialist welding and machining that far exceed the cost of the Classic Gold replacement.

Per original specifications, the new Classic Gold timing cover is a high-pressure die casting and not an inferior sand casting like other reproductions. The Moss engineering team went to great lengths to perfect the many critical dimensions and interfaces, so Jaguar owners, engine builders and racers can be confident of great fit and function.

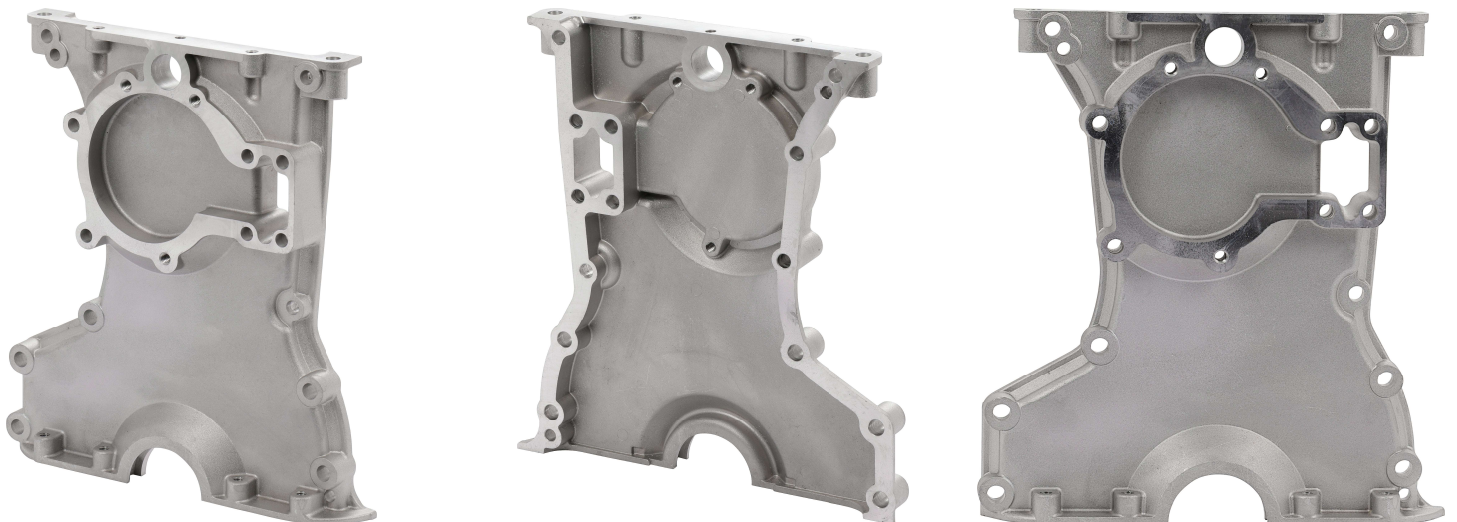
The Classic Gold timing cover is a hybrid that accommodates early and late water pumps from 1956 to 1987. However, it does *not* fit XK120; XK140 before Engine G.1907; MK VII A-Series engines; MK VII B-Series engines or MK VII Engine D.1001 to D.6722.

Studs, gaskets, and other mounting hardware are available separately. Note that the part requires final “decking” to ensure it is coplanar with the engine block. An installation tips sheet is available.

Moss part number 861-411 replaces Jaguar factory numbers C8614, C8614/1, C28480 and EAC2061 and retails for \$299.99. Contact Moss Motors at 800-444-5247 or visit [www.mossmotors.com](http://www.mossmotors.com).

**Moss Motors**, founded in 1948, is a multi-national warehouse distributor, manufacturer and retailer of performance, restoration and replacement parts for vintage British and specialty market vehicles including Jaguar, MG, Triumph, Austin Healey, classic Mini and Mazda Miata.

Moss Motors, Ltd. [440 Rutherford Street, Goleta, CA 93117](http://440RutherfordStreetGoletaCA93117) Press contact: Kevin Kastner, Director of Marketing and Sales, (805) 679-7100, [kastnerk@mossmotors.com](mailto:kastnerk@mossmotors.com)



# Fall Drive Update

For those on the Wilderness and Waterfalls Fall Drive, it's now time to make the bookings for the Muskoka steamships cruise on Lake Muskoka on Saturday afternoon (September 28th). The details of how to do this were provided in the hotel and cruise booking PDF sent to you earlier.

Book the appropriate number of Muskoka Steamships Cruise tickets for your party.

To book the Muskoka Steamships 1 1/2 hour cruise, on the Wenonah II, departing at 2:30 pm on Saturday, September 28th call the Muskoka Steamships booking number, 1-866-687-6667 between 9 am and 2 pm after May 21st (which is when the ticket office opened for the season) and book one ticket for each member of your party going on the cruise.

The group name is the "Jaguar Clubs - W & W tour, booked by Alan Graves" and the booking reference number is 27741. The discounted price is \$49 pp. You will need to give them a credit card number.

Make sure that the cruise line has accurately recorded your names for ticket pick up.

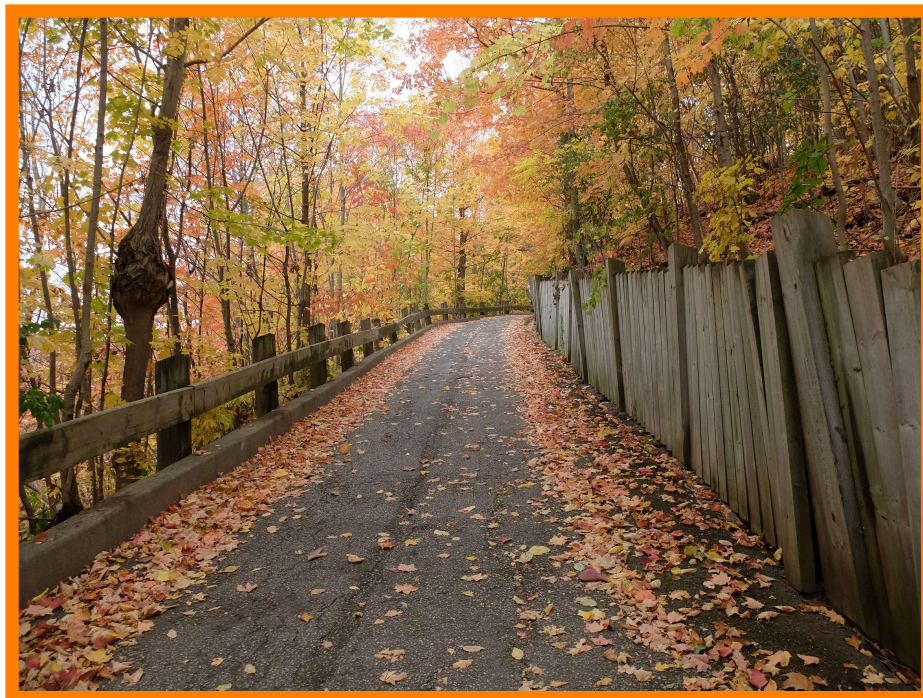
\_Here are the Sales Manager's instructions (verbatim).\_

\_You can provide the group members with the confirmation number (#27741) that is on the booking confirmation I forwarded you as a reference when they call in. Our Ticket office opens on May 21st this year and would be open every day between 9am and 2pm. Toll free number for bookings will be 1-866-687-6667 and they will have to choose Ticket office option from the extension choices. We accept Visa and Mastercard - debit won't work for over the phone bookings, unfortunately.\_

\_The group price that I am agreeing to honour is \$49 taxes in and quote booking under your name, reference number #27741.\_

Book as soon as possible if you have not already done so.

Alan Graves & Barry Paulson





## NICK'S TIPS

By Nick Dendy



### Seeing is not believing

Our Jaguars have many computers on board which keep our cars on the straight and narrow, so to speak.

It is interesting how we believe what we are told, because a more intelligent person is telling us, and we respect their decision. We automatically comply with diagnosis when advised by the authority at hand.

The regular authority happens to be a computer, an OBD ( on board diagnostic) meter, which talks to the cars mother computer, for want of a better description.

My Jaguar XK threw up a " check engine" light on the dial , so I applied the OBD meter, connecting it to the diagnostic port and went through the procedure, ascertaining that the thermostat was faulty, and stuck open or closed.

I deleted the code , I think P 0128, to see if it returned, which it failed to do, giving me a small sense of security or safety, but worried I was stepping into the unknown. Then the check engine light pops up again, to further raise my anxiety level, so deleted it again!!

This was in November 2023 and as the engine wasn't overheating, it being cooler temperatures, as far as I knew. There is no temperature gauge on the XK like there is on the XK 8 , so one cannot be sure of the situation.

My go to service mechanic, who is the owner, was inundated with highly anxious customers needing their snow tyres fitted immediately , and had no spare time to take on replacing my thermostat which I had bought from the local Jaguar dealer, so I was prepared to wait.

I was leaving for the winter season in Florida in 2 weeks and only had short trips ensuring the engine didn't overheat. I hooked up the battery tender and went off the sunshine until Spring.

Upon returning from Florida to snow squalls just to give a a taste of winter, I disconnected the battery tender and fired up the engine, and all is well, however I know I need to get the new thermostat fitted. Well blow me if everyone is now wanting their snow tyres removed and my guy is inundated with the very same anxious customers. So I wait my turn , chasing every week from April 1st , went away for 2 weeks, and upon returning started chasing again for an appointment.

However using the car on a daily basis, realized that the dreaded check engine light had not reappeared, and all was running smoothly as far as I could tell. The battery tender had topped up the battery and the driver's window drops down when pulling the door lever, which it had failed at times in the past. This is a very good test of the battery condition, and well worth paying attention to, as it is a physical indication of your battery condition.

I now realise that my error codes that were thrown up were very likely happening owing to a battery that was not on peak output. The cold weather in November had likely drained the battery to a level at caused the lower voltage to give me a spurious error code, which I naturally believed what I was seeing , however today, now June 2024, I am still driving around with my new thermostat in the drivers door pocket , and all is well with my fully charged battery.

So seeing, is not always believing , and a major expense was only saved by fully charging up my battery.

Our cars are very sensitive to battery condition and output, I had fitted a 850 AGM heavy duty battery , cost \$ 166.00 which tends to keep the electrical problems to a minimum, but even the best batteries run down when the cold weather approaches.

I hope this helps anyone with niggly problems, suspect your battery as the cause.

Hope this helps someone, somewhere.

Nick



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*Chief Judge Steve Sherriff fielding questions at the 2023 school.*

## **Your Chief Judge needs You!**

With the 56<sup>th</sup> Concours fast approaching it's not only time to start prepping vehicles, it's also time to start prepping judges and apprentices. The OJOA, year by year, has consistently staged one of the largest, if not the largest, JCNA Concours including the past two years running. It naturally follows that a large contingent of judges are required. OJOA member judges receiving the most recent edition of the **Jaguar Journal** will note on the mailing label their status with a **J following the NC 43 and the 5-digit member ID**. The current term for the judge qualification is three years. It is required that all judges attend the annual school for updates and retest every three years. This process is under the scrutiny of **Chief Judge Steve Sherriff**. Please bring your own folding chair and lunch is provided. **Please confirm your attendance for Sunday, June 23 at 10:00 am** at [sesherriff@gmail.com](mailto:sesherriff@gmail.com) with Steve. Judges and apprentices unable to attend on the 23<sup>rd</sup> will be contacted directly to get their qualification status updated.

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

### **Concours 56 Judging School**

**Sunday, June 23 at 10:00 am**

**88 St Regis Crescent North (Keele St north of Sheppard Avenue W Toronto)**

## Recommended Reading

from *The Ontario Jaguar editor*

Not exactly a book or a magazine but a good read none the less. There are probably hundreds of different **facebook** groups dedicated to Jaguars. In my own case I simply did a search for 'Jaguar S-Type' and at least 8-10 groups came up. One of those that I follow delves into common problems with the model and some that even I was able to offer up potential solutions for. People new to the group sometimes tell you what they just paid for the car and the mileage. That can be helpful when assessing your own vehicle.

I would be surprised if a generic search of your own model such as an XJ, XJS, F-Pace and certainly the E-Type did not turn up numerous groups. (include the word Jaguar in the search so XJ would be Jaguar XJ). Many of you have probably already done this. Maybe not, so give it a go! Amazing that each of these groups has 1000's of members. And unlike other online forums, they don't refer you to local mechanics to get answers. Just group members sharing their experiences.

One group I particularly like is '**My Jaguar Life Group**' which features Jaguar beauty shots of all vintages from all over the globe. Including Thailand!



That example demonstrates the world-wide reach of this group. This particular model is a 1960 Mark IX and I can assure you that your model will show up. You can actually guarantee this by joining the group and posting a pic of your own car. And, when a group member shows up from Ontario, I send them back the link to our website in the comments. Some have responded to say 'I had no idea'.

***My only word of caution is not to buy anything off these sites. Scammers are everywhere!***



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## Second half of 2024 still to come.

The **May 26th** Spring Run is in the books and the judges for the concours will have been put through their paces and had their pencils sharpened on **Sunday, June 23rd**. Thanks to Cyril Steinsky and Steve Sherriff but wait...that's not all...there's more...

**Monday, July 22<sup>nd</sup> Golf Tourney** - Hosted by Frank Cairns – A return to the Royal Woodbine Golf Club for the fourth annual. Contact Frank at [frank@torontoboatdecals.com](mailto:frank@torontoboatdecals.com) to book you players in groups of 1, 2, 3 or 4. Check back in this issue for full details.

**Saturday, August 10<sup>th</sup> & Sunday, August 11<sup>th</sup> – The 56<sup>th</sup> Annual Concours** - Judging on the 11<sup>th</sup> at the Canadian Warplane Museum in Hamilton. It's not too late to enter your car or take part in the weekend event. Sign up form is a few pages on in this issue.

**Thursday, September 26<sup>th</sup> to Saturday, September 28<sup>th</sup> 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. It's sold out but there could be the odd cancellation so check the article for the contact email to add your name to a waiting list.

**Saturday, October 26<sup>th</sup> - 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 65<sup>th</sup> 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.

## Spring Drive 2024 - We went West!

The pictures are going to tell the story here. Big shout out and thank you to **Cyril & Bonnie Steinsky** for a great day on Sunday, May 26.

First stop was the **Elgin Military Museum in St. Thomas**. For those of us, like myself, the rich history of the Canadian military can get lost in the hustle and bustle of the big city but it was certainly on full display here. All run by volunteers who were eager to share the history and the stories. Very timely as 2024 is the 80<sup>th</sup> anniversary of D-Day with Canadian involvement being vital to the success.



## And then there was Lunch.

Hidden in the forest near **Aylmer** is the very charming **Pinecroft Restaurant & Pottery Shop**. Members dined in close quarters but even closer quarters were coming at our next stop after lunch.



# Being a Sub-mariner...not for the faint of heart.

Port Burwell is the on-land home for the **Ojibwa**. The British made Canadian sub that served the Royal Canadian Navy from 1965 until it's decommissioning in 1998. It was refurbished for visitors in 2012. Great choice Cyril! Fascinating.



An empty torpedo bay.



Moving about through small openings.



The command centre.



I hope we're at 0 and not a 92 foot depth. Yikes!



Interesting working conditions.



Too many dials for me to figure out.

Slightly bigger engine than a V-12.



Gotta be some reward for cleaning the wheels.

But wait....there's more!



Aye, Aye captain.

When we got our land legs back we headed even farther west to the home of **Tracy & Chris Kailan** in **Port Stanley** for desserts & refreshments. Fine capper to a great day.

*Frank Cairns reporting for The Ontario Jaguar*



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# Experiencing a Solar Eclipse - OJOA Style

Many years ago, a person was loosely defined as a senior citizen when they reached the age of 65. If I take the liberty of extending that tag to an organization, then the Ontario Jaguar Owners' Association will become a senior citizen this year, based on its incorporation date of December 17, 1959. In fact, we will be hosting a blue sapphire (65<sup>th</sup> anniversary) luncheon on October 26 in honour of this imminent milestone.

This is a very long stretch for a structured group of automobile enthusiasts, dedicated to a particular marque, to remain intact. At the human level, we witness life progressing from cradle to pension over that span. Sadly, none of our founding members have survived.

It's also sobering to consider what impact that span of time has had on the Jaguar brand. In 1959, Sir William Lyons was only 58, and was in control of the corporation which he co-founded only 37 years before. The lineup consisted of a Mark IX, a Mark II, and an XK150, all powered by a cutting-edge XK engine. A new XK150 cost \$55,000Cdn in today's dollars.

Fast forward six and a half decades, and Jaguar's fate is in the hands of the Indian company Tata, having survived many ownership changes. At 102, the pedigree created by Sir William would no longer be termed as youthful. Plus, we are at the cusp of a radical Jaguar model lineup which has been revealed to few, and will need to be plugged in instead of gassed up. To afford possession is estimated to set a buyer back between \$150k to \$200k.

Contrasted against this sea of changes that our club, we personally, and Jaguar itself, have experienced over a long interval of 65 years, is the rarity and predictability of total solar eclipses. Since our incorporation, there have only been three total solar eclipses tracking through Ontario. Two of those three (July 20, 1963 and February 26, 1979) swooped through our club's home province way north of Lake Superior. This left the recent eclipse on April 8<sup>th</sup> as the only celestial event of that description, in all of OJOA history, to transit through much of our membership here in the south.

My fascination with science, including everything from biology, to chemistry, geology, and physics, goes as far back as when I signed out my first library book. A four year honours program in university gave me an opportunity to enhance my understanding of all four of those sciences, with astronomy as my physics major. In looking back, I guess my goal was to understand all aspects of nature.... from beneath my feet, to what's in front of me, to the universe over my head. To then make a livelihood out of selling major appliances, and a hobby working on Jaguars, is a pretty large disconnect, but that's another story!

Anyway, with a bit of my background now revealed, it may be understandable why I decided to chase after my first total solar eclipse in 1998. Carol was a willing accomplice once she realized that my crazy idea involved a cruise through the southern Caribbean at the end of February, on board the Celebrity Galaxy. True, the voyage was marketed as an eclipse cruise, and an entire ship filled with scientists, both real and wannabes, is a unique experience to say the least, but good warm weather with great island ports of call made accompanying me worth putting up with some of the shipboard distractions. The experiences of that adventure are an article on its own, but suffice it to say that it whetted my appetite for more.

Cont'd on page 25



This opportunity arose sooner than we anticipated. We selected a European land tour that placed us in the Mozart Plaza in Salzburg Austria for a total solar eclipse on August 11, 1999. Unlike the boat cruise, this bus trip was not designed to be an eclipse tour and none of the other travellers were aware of what lay ahead. This was a multi-week vacation, and a few days before August 11<sup>th</sup>, I briefed the tour guide on what was about to transpire. Given the post-eclipse reactions, I have little doubt that witnessing that packed plaza going dark at 12:40 PM on a sunny day, was the passengers' surprise highlight of the whole European excursion.

For some time after that, total solar blackouts became somewhat more remote and we gave up the chase. (Annular solar eclipses also occur, but the sun is not completely obscured so the effects are much more muted.) However, 6 years ago I realized that the eclipse of 2024 would not necessitate a trip to no man's land and would present itself almost in our backyard. The full shadow path of a rare total eclipse is quite narrow and in many instances, would only be about 100km wide. As a result, over 99% of the population will never live under a complete sun-moon alignment in their lifetimes. After a lapse of a quarter of a century, I calculated that an hour and a half drive south on April 8<sup>th</sup> would make this phenomenon a three-peat for us.

Short of crossing the border, the destination had to be somewhere along the north shores of Lake Erie and Lake Ontario. Niagara Falls would have been a great location, but it was very predictable that too many others would come to the same conclusion. For those of us in the Kitchener Waterloo region, Port Dover or Port Rowan seemed like ideal locations to pay a visit to on an April Monday.

We acquired passengers back in February while dining out with friends of ours from Waterloo. Bob and Judy Smith were long-ago members of the OJOA, and actually were responsible for me joining the club back in 1979. They were very active in the club, as their names on certain trophies attest, and then moved on once they sold their E-Type. They have maintained their British car interest with a Triumph TR3 and then a TR6, and are very involved in the Waterloo British Car Club. Therefore, given Bob's decades long exposure to Lucas electrics, he was eager to witness the world around him going dark in a predictable fashion, rather than the frequently random manner in which Lucas would inflict darkness upon him.

As mentioned, my interest in this science stuff runs deep and I can't expect normal people to share an equal affinity to watching the sky go dark by day, rather than every 24 hours at night. So, as a heads up, I reached out to, and briefed, acquaintances who Carol and I know who live along the predicted eclipse track. While each responded with appreciation, one couple went further and invited us to their place in Port Dover. Not only that, but a lunch offer was forthcoming in subsequent correspondence!

This was totally unexpected and instantly improved our planning for the day. Bob cancelled his noon reservation for all of us at the Erie Beach Restaurant in Port Dover. Not only would they have been swamped, and thus our reservation may not have counted for much, but also, where were we going to find parking at an event that was forecast to rival the Friday the 13<sup>th</sup> biker invasions?

The Good Samaritans, who negated much of the uncertainty predicted for the day, were Brian and Margaret Jamieson. They are current long-time members of the OJOA, and have been very influential during their 35 years in the club. Brian served 7 terms as VP from 1996 to 2003 (with a break in the year 2000), and that is the second longest stint in that executive position in OJOA history. He also served as Concours Chairman for 8 years, during an era when the club set Jaguar entry records that have yet to be matched! Add in some time as a membership director, and his significance to the club was such that there are a few paragraphs in our club history book under his name posted as a key contributor. Despite my memory of the many years of intense competition for first place in the 90's between his heather coloured Series III E-Type and my signal red Series III, I will not hold that against his reputation. (Lol)

When combined, our three couples hold significant club credentials, which included one membership starting in 1977, 10 VP terms, 10 Concours Chair assignments, 2 treasurer terms, a membership directorship, at least 18 years serving on the board, and 86 years of club membership (no exaggeration... Bob & Judy 21, Brian & Margaret 35, Allan & Carol 30)! The upcoming celestial alignment, the first in Southern Ontario in the club's history, would now have strong OJOA connections.

The weather forecast for April 8<sup>th</sup> was far less than ideal, but at least partial clearing was hoped for in the afternoon. True to expectations, our drive to Port Dover was fully overcast. While we expected much worse, traffic on the back roads into the city, as recommended by Brian, was light. However, our drive through downtown at 10:45 already displayed a lot more people than what a typical Monday would normally account for.

Situated on the same road as Clonmel Castle, Brian and Margaret's home is a fabulous large estate backing onto Silver Lake. A huge rear deck, an immaculate gazebo, a neighbour's yard with a couple hundred daffodils, dozens of ducks bobbing on the water, and a built-in BBQ ready to be fired up, made this a dream location for a heavenly event.

Judy and Carol brought along food to augment the Jamieson BBQ burgers and wine. Meanwhile, conversations covered the whole gamut, but club stuff from 20 to 30 years ago was high on the agenda. Proving what a great, experienced host that Brian is, he even produced a printout of the 1996 concours where I beat him in our JCNA Championship class. He certainly knows how to make guests feel welcome!

Then, almost on cue, at 1:30 the clouds started to clear. Clusters of people could be seen on the other side of the lake, giving us an idea how many people were probably now downtown. By 2:30, we could see the moon taking a large bite out of the sun through our solar glasses. Believe it or not, Carol and I were using the same glasses that were given to us on the Celebrity cruise 26 years before. If anybody collects these things, then I can see ours having some value beyond nostalgia.

Totality was predicted to start at about 3:17, and by 3:10 our surroundings were starting to darken quickly. 7 minutes later, the temperature dropped noticeably, the street lights came on, and our eye protection was removed. For 3 minutes and change, we were plunged into a deep twilight. There was eerie silence punctuated by either people in the distance hooting and howling, or coyotes. None of us knew for sure what was making that sound, but it was rather spooky.

One large cloud was determined to mess us up, and to a certain degree it was successful. However, the heavenly bodies duet popped in and out often enough that we were able to enjoy full value for the show. Suddenly the diamond ring effect burst out, marking the end of totality, and the world started to lighten once again.

At about 4:30, it was time to head home, memories firmly tucked away. We didn't go far before the Jamieson's offer to host us on private property revealed its added value, beyond renewing our old friendship. Traffic was packed, and it took well over two hours to get the Smith's back to Waterloo. I found out afterwards that thousands were at the Port Dover beach. Many relocated from the Niagara Falls and Hamilton area when they determined that Port Dover had better open sky odds. One couple at the beach drove eight and a half hours from Delaware, which admittedly would even exceed my eclipse enthusiasm.

For those who missed this, or wish to experience a repeat of a memorable natural phenomenon in the skies above us, it will be a bit of a wait here in Ontario. The next total solar eclipse in Southern Ontario will be in 2144. (I suppose that in the meantime, there is a chance of being struck by lightning, which would qualify as a "memorable natural phenomenon in the skies above us", but that has serious side effects that go beyond potential eye damage.)

Cont'd on page 27

The 2144 eclipse will pass in a straight line directly centered over Goderich, Stratford, and Woodstock. The OJOA will be about to celebrate its 185<sup>th</sup> anniversary and the festivities will once again be at the Old Mill... which will have been renamed the "Really Old Mill" by then. Mike Parry's great great grandson will be president and MC the event. Members will be welcome to come to my ideally located property just north of Stratford for viewing, arriving as passengers in their hydrogen fuel cell powered autonomous Jaguars. The eclipse date is October 26, with a probable temperature of 32C, normal for that time of the year. The laneway to my house will be lined with palm trees, and be careful of the alligators in my pond. ....And my E-Type will still be in the midst of a 130 year restoration.

Since I really don't want to wait that long, the next total solar eclipse in 2026 will course through Greenland, touch the western edge of Iceland, and end up going through Spain. This looks like I will have to get in contact with our travel agent soon.

Allan Lingelbach



For full details go to [www.BritishCarDay.com](http://www.BritishCarDay.com)



## LIPSTICK ON A PIG

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

### **Noble House Classics**

Two months ago, I went to visit Noble House Classics in Almere, in the Netherlands. It's a 35 minute Go Train ride from Amsterdam Central Station. I recommend a visit the next time you're passing through Amsterdam. I first met Kees Huis in 't Veld in 1991 when he came to Toronto to purchase a beautiful collection of restored classic Jaguars for one of his clients. I discovered that Kees has extremely high standards in regards to any vehicle that he is associated with.

The collection that he purchased back then was destined for a young multi-millionaire who built a glass walled garage in his backyard so that he could illuminate them at night and see them from his living room. I have been sourcing vehicles in Canada ever since for Kees to purchase. About 10 years ago, he decided to focus his restoration work on the Aston Martin Marque only. He is currently the Aston Martin factory appointed classic restoration shop in the EU.

To visit his shop is like entering an aircraft factory. He has 29 craftsmen restoring classic Aston Martin cars from the '50s through the '80s. Each car is assigned a room in which it is mounted on an aircraft style jig to maintain its dimensional integrity. Each body part that requires restoration is created by a local supplier who laser cuts it from new metal. All mechanical components are restored or replaced in their assigned area, which reminded me of the original factory methodology which I had witnessed at the factory at Newport Pagnell in the early '90s when I was there. To say the least, the finished project is as close to a work of art that a classic car can become.

There is obviously great pleasure in witnessing each project being built and I'm sure also in the subsequent ownership. The cost of commissioning any one of these projects is considerable but the integrity and value of the vehicle at the end must be very satisfying. Getting to see the Noble House facility is very easy by train or by car, but you must call first. You will not be disappointed.

\*\*\*\*\*

I realize that the above article opens with 'Two months ago...' as I suspect the actual time frame is some time ago but that does not detract from the story. The part of the story that twigs my fantasy is about the glass walled garage so that the cars could be seen from the living room. I have often imagined taking that concept a step further. Many, like ourselves, who become empty nesters in Toronto or other large cities muse about choices such as, do we stay in the house, do we downsize to another house or a condo or do we leave the city altogether for the fresh air of country living. We opted to downsize to a condo but have to rent a second parking spot in the building for the Jag. Too many lifelong attachments to the city I grew up in. Reasonable compromise. However, when we go up north or down to Niagara I can't help wondering what life in the country might have had in store. When on our Spring and Fall drives I see many appealing properties. Having worked on major renovation projects in two downtown cathedrals, architects love to incorporate glass partition walls to uncover and highlight the original architecture. In these appealing properties I imagined the back third or quarter of the house to be separated by just such a glass partition wall to enjoy seeing the cars from anywhere in an open concept plan. I doubt that this is an original idea.

Editor, The Ontario Jaguar



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## Giggles in Cars

*submitted by Editor Frank Cairns*

In my much younger years when I was able to stay up later I started watching David Letterman which came on after The Tonight Show with Johnny Carson. Letterman went on from there to have one of the longest runs on late night television. When he ended his run, he was arguably the king of late night. After a time, **Netflix** came calling and gave him carte blanche to do a series. **'My next guest needs no introduction'** was the result. 45-minute interviews with the likes of Barack Obama, Tina Fey, Jerry Seinfeld and George Clooney with some off-site video. Part of Letterman's gifts to make the show work is that not only is he funny and spontaneous, he does a very well researched interview painting a really complete picture of the guest.

One of my favourites comes in season 2 with Lewis Hamilton. Then the 5-time world champion F1 driver with Mercedes. Letterman was a partner for a time making up the Rahal Letterman Lanigan racing group. It follows Hamilton's beginnings in racing from competitive radio-controlled cars and go-kart racing often beating those much older right on through to F1. Near the end of the 44-minute show Letterman starts a conversation with Hamilton about the 700 HP Mercedes station wagon he bought for his wife which didn't go so well. They then take turns driving the wagon on the track. You can imagine how that went.



Look for more **'Giggles in Cars'** coming up in future issues.

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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: \$12,000**  
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](mailto:gcrmctd@gmail.com)



## 2023 Jaguar F-Type P-450 Convertible [01-25]



2023 Jaguar F-Type P-450 Convertible

Only 3,500 kms.

British racing green with tan Windsor leather interior. 450 hp V8 engine. AWD.

Heated and cooled Performance seats

**Price: \$119,888**

Contact: Jay 519-504-8603



## 2002 XKR Coupe [09-24]



British Racing Green – Beige interior  
Super charged – AC working  
Serviced at Jaguar – New Tires  
99,000 KM

**Price: \$18,000**

Contact: Jason Debattista 905-522-0754

Email: [akadebon237@gmail.com](mailto:akadebon237@gmail.com)



# PARTS FOR SALE



## 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



## 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: \$100 per Rim**  
**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**  
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**Email:** Peter.caven@pc-es.com



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**THE 56th ANNUAL OJOA CONCOURS D'ELEGANCE**  
**Sunday, August 11<sup>th</sup>, 2024**  
**9AM – Opening    10AM - Judging Commences**

**Location: Canadian Warplane Heritage Museum**

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

**Contact: Concours Chair - Michael Parry**

mikeparry617@gmail.com

647-472-3465

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

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

The block of rooms that the OJOA has reserved will be held until **Friday June 28<sup>th</sup>**. The rooms must be reserved by calling 1-519-753-8651 and mentioning the Ontario Jaguar Owners Association. All hotel rooms outside of the reserved block have already been booked to the public.

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

**Please note: the Concours registrations must be in by Wednesday July 31<sup>st</sup>.**



**JAGUAR CLUBS OF NORTH AMERICA, INC.  
Ontario Jaguar Owners Association (OJOA)  
Concours d'Elegance Entrant Registration Form**

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

**Registration Fee:**

- JCNA Champion Division: **\$50** \$ \_\_\_\_\_
  - JCNA Special Division: **\$50** \$ \_\_\_\_\_
  - JCNA Driven Division: **\$30** \$ \_\_\_\_\_
  - Display: **\$25** \$ \_\_\_\_\_
  - 2<sup>nd</sup> Jaguar Entry in any above class: **\$25** \$ \_\_\_\_\_
  - Lunch at Concours venue, CWHM: **\$40/person** \$ \_\_\_\_\_
  - Insurance Surcharge for non-OJOA/JCNA members: **\$25** \$ \_\_\_\_\_
- TOTAL \$ \_\_\_\_\_**

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

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

Email \_\_\_\_\_

Address \_\_\_\_\_

City, Province/State, Postal/Zip Code \_\_\_\_\_

Phone Number \_\_\_\_\_

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

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

*Include Spouse/Partner if Joint Entrants*

Year	Model	Body Style	Category (Champion, Driven, Special, Display)	Class (eg. C20/F)
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Year	Model	Body Style	Category (Champion, Driven, Special, Display)	Class (eg. D13/SX)
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Year	Model	Body Style	Category (Champion, Driven, Special, Display)	Class (eg. D13/SX)
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No Alcoholic Beverages and/or smoking will be permitted on the Concours Site. Furthermore, no silicone-based product, ie. tire treatments, can be applied to any vehicle while on the property of the CWHM as it is deemed a health hazard (slippery=fall) at this venue.

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

X \_\_\_\_\_

[Entrant's Signature(s)]

## Release of Liability

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

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

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

\_\_\_\_\_  
Date

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

**OR**

Mail Form & Cheque to:

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

# Ontario JAGUAR Owners Association

Director: membership  
Mike Parry  
(647) 472-3465, mikeparry617@gmail.com  
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](http://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**

- Judging School.....Sunday Jun 23
- Brits in Victoria Park in Lindsay.....Sunday Jul 21
- OJOA Golf Tourney.....Monday Jul 22
- Brits on the Lake in Port Perry .....Sunday, 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 Muskoka .....Sep 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  
UPCOMING ISSUE OF THE ONTARIO JAGUAR?  
SEND IT (Word Format) ALONG WITH ANY  
ACCOMPANYING PHOTOS (JPG or PNG Format)  
TO OUR MAGAZINE EDITOR

[frank@torontoboatdecals.com](mailto:frank@torontoboatdecals.com)





## **We're not done yet...Mark your calendars for the Marsland Garage Tour & Lunch - Sat, July 14 in Waterloo**

7 years ago, Brad and Kathy Marsland invited the OJOA to their home for one of our monthly club meeting on our typical Wednesday evening. The turnout was better than anticipated, given that those from the GTA had to deal with rush hour traffic.

As a reward to those with patience who ventured into that highway 401 insanity, Brad showed us his incredible collection of immaculate automobiles. We started out in his kitchen/car showroom, **which happens to be one luxurious room.** (Yes, the description is correct, and you will agree with that when you are there!) Then, we walked a short distance to his **workshop in the lower level of the 13 storey Marsland Centre building.** (And yes, that statement is correct as well.)

The Marslands have graciously accepted our request to host a club gathering at their place again. On this occasion though, we will avoid the meeting format and choose a better time to navigate the journey.

Despite the fascinating surroundings, it's the vehicular contents which are the highlights, and this year consists of a 1951 MG TD, a 1956 Jaguar XK140MC, a 1958 AC Aceca, an Austin Healey 3000 BN7, a 1963 Jaguar E-Type, 1964 Jaguar E-Type, and a 1965 Corvette C2 Fuelie. If anybody has doubts about the condition to which Brad has these classics restored to, we'll resolve that skepticism now. With the exception of the MG, all of the other cars have competed in various premier concours venues, such as Cobble Beach, Amelia Island, Meadowbrook, Glenmoor, Hilton Head, Concours of America in St. Johns, and more.

The date chosen is **Sunday July 14**, and while that day is the 235<sup>th</sup> anniversary of the French Bastille Day, we intend to storm the Marsland estate in a much more peaceful manner.

There will be no organized driving tour, but we will start the day with a Sunday Brunch at the **Sole Uptown Restaurant** <https://www.sole.ca/>. This is officially located at 83 Erb St. West, Building 2, Waterloo, but this is quite deceiving as the frontage and **parking entrance is on Father David Bauer Dr.** Seagram Distilleries was a huge part of Waterloo's past, and the restaurant is located in a charmingly restored Seagram building erected in 1858.

Sole is popular, which means busy, so we would appreciate it if everybody could be there by 11:30AM to beat the rush and start our dining service. They have set aside a private room, but depending on how many of us sign up, our overflow will spill into the public dining area. They will also reserve some of the parking lot for our benefit as well.

Please look at the attachment to this notice for the brunch menu, which has been created for our group. **The cost is \$25 plus taxes and gratuities.** The OJOA will not be collecting the fee in advance, but preregistration is required, as we need to give them an advance count.

After leaving the Sole restaurant, the Marslands are only 600 meters away at **47 Albert St.** Please follow these directions from the restaurant parking lot.....

Turn left onto Father David Bauer Dr.

Turn right on Erb St., move into the left lane, and go straight through the Caroline St. intersection.

Turn left on one-way Albert St., and continue straight past Dupont St.

Turn left at the first driveway past the Waterloo Public Library. This serves as both the entrance to the library parking lot and the entrance to the Marslands at the pillar numbered 47. Parking in the library lot will accommodate us during our visit.

This should prove to be an enjoyable mid-summer social event, and for all the new members who have joined since COVID, a perfect opportunity to rub shoulders with other club members.

As mentioned before, I need to know who will be participating, so contact me at [alingelbach394@gmail.com](mailto:alingelbach394@gmail.com) to sign up, as well as ask questions.

**Also please note, there will be no monthly meeting at the Clarkson Bistro in July.**

Allan Lingelbach (with a huge amount of assistance from Nick Dendy)

***Ontario Jaguar Owners' Association Brunch  
Sunday, July 14<sup>th</sup>, 2024***

**Fresh Fruit Plates for Tables**

**Entrees**

**SAUTEED SPINACH & FETA QUICHE**

crème fraiche, roasted tomato, baby green salad

or

**PROPER BREAKFAST**

farm fresh scrambled eggs, back bacon, fried tomato,  
potato lyonnaise, toasted brioche

or

**SMOKED SALMON QUOISSANT**

freshly baked croissant, chopped egg, arugula, cucumber,  
sprouts, horseradish dill crème fraiche, baby green salad

or

**BELGIAN WAFFLE**

kirsch macerated strawberries, crème anglaise,  
almond praline, Chantilly creme

or

**TED'S CHICKEN PIANDINA SANDWICH**

hickory smoked bacon, Gruyere, arugula, tomato, salsa verde,  
roasted garlic aioli, frites or Caesar salad

**Coffee or tea**

**Enjoy!**