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Robertson, p. 1, 3.

Judging at a Concours

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June Jag Night

***Monday, June 9, 7 pm,
68 Knoxdale Road***

Jaguar Jottings

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Jaguar Jottings is an official publication of the Ottawa Jaguar Club. Eleven issues are produced February to December for the information of its members. We welcome your participation. Deadline for contributions is the 20th of each month. All rights reserved. Reproduction and /or modifications are prohibited without prior written approval. Visit us at www.ottawajaguarclub.com

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Club Events

June Jag Night - Monday, June 9th, 7 pm

LOCATION: Community Centre at 68 Knoxdale Road

Jaguars in the Nation's Capital - Saturday, June 21st, 9 am to 5 pm

LOCATION: Rockcliffe Flying Club

See the Poster on Page 8 for more details.

OJC Drive - Saturday, June 28th

See Page 5. More details to follow from Alan Graves.

Membership Dues

Dues are \$60. Our excellent benefits plan includes membership in OJC as well as the Jaguar Clubs of North America, the *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*.

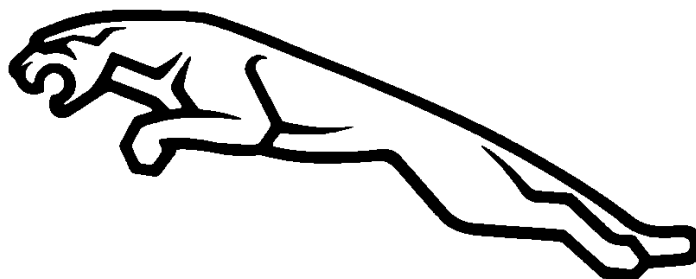
Make your cheque payable to *Ottawa Jaguar Club* and send it to Membership chair, Lee Harrington, 1327 Old Carriage Lane, Box 2016 R.R. 1, Winchester, ON, K0C 2K0.

June Jag Night

Next Jag Night – June 9th, 7pm at the MWCA Community Center at 68 Knoxdale Rd. The Feature Event at this meeting will be:

"How to prepare you Jaguar for a JCNA Concours event."

Don't miss it!



The Judge's Role at a JCNA Concours

In the May issue of the Jottings we introduced you to "The Participant's Guide to a JCNA Concours". This is Part 2, "The Judge's Role at a JCNA Concours" and it is intended to help the

Concours participant understand the role of the Judges and the guidelines that they are required to follow.

Both of these articles are a very condensed version of the "Official JCNA Concours d'Elegance Rules and Judges' Instruction Manual" that can be found on the JCNA website, www.jcna.com. We urge you to consult this website if you require more detail or information.

The competitiveness of the Jaguars being entered into Concours events across North America has risen considerably in recent years. The judging teams face the enormously difficult task of competently and quickly scoring exceptionally well prepared Jaguars, some of which may be separated by less than a tenth of a point.

The preparation of the judging teams start long before the date of the Concours is officially announced to the public. Based on estimated numbers of entries for each class, the Chief Judge

puts his teams together, utilizing the resources that he has available to him. These resources will be made up of a cross section of very experienced judges, newer judges and new judges who

will graduate for the first time from a Judges training session held by the Chief Judge prior to the Concours. All certified judges are required to judge at a minimum of two JCNA Concours events and participate in a training ses-

sion at least once in each three year cycle to maintain their JCNA judging certification.

Before actual judging is even discussed, the judges are faced with a list of rules, regulations and guidelines on judging ethics, etiquette and deportment. Judges must dress appropriately, avoiding items such as large belt buckles or clothing

with zippers etc that may scratch or damage a car finish. Judges may not eat, drink or smoke while in proximity to and/or while judging a vehicle. Judges are permitted to stand, bend over at the waist or kneel

to inspect and judge a vehicle, but may not touch any vehicle without the permission of the Entrant. The judge must also ask the Entrant to open doors, boot and bonnet as required, unless the Entrant directs the judge to go ahead. A judge may never sit in the vehicle being judged.

The judges, just like any other Jaguar fan, have their own favourite model, year, colour, etc. But they must be able to put all of their feelings aside and remain completely impartial to personal favourites. The judge must

be completely objective, fair and consistent. Consistency is sometimes difficult when dealing with challenging Entrants; they have to focus on judging the vehicle on hand and not its owner.

The judge is guided by worksheets as to areas and items on the vehicle to be judged and evaluated. These worksheets do vary between Divisions (Champion, Driven, Preservation) but are consistent within a Division and with every other JCNA-sanctioned Concours event across North America. This also ties in with the Judges training that is also consistent across all JCNA affiliated clubs.

Depending on the Division in which the vehicle is entered, there are as many as 22 areas of the vehicle that are inspected. On average, there are about five sub-categories to examine in each area and, in many cases (for example seat squabs, door handles and tires), the item may be multiplied two or four times. It's fairly safe to

say that on average at least 200 items are judged and recorded on each vehicle. JCNA rules dictate that no longer than 15 minutes should be spent judging any one vehicle, a challenge for any judg-

ing team.

Spectators also present a challenge for the judging teams as they try to do their job. The judges do need to remain polite, composed and professional at all times. If spectators or friends are questioning and/or interfering with a judge while your car is being scored, feel free to point out that your car is being judged and to hold their questions until the team is finished. The judges have a very difficult job and deserve your respect and support; don't forget to give it to them.

Ray Newson





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OJC Drives - Input Needed

As most of you are well aware, we have (or, by the time you read this, will have had) our delayed Spring Drive. The next drive is going to be at the end of June (June 28th), close to the longest day of the year - so we are going to try something different. We will do a late afternoon drive followed by an early evening meal. The rendezvous and drive route will be sent out by e-mail, but, the intent is to finish up with a meal at Kelly's Landing, which has a terrace on the banks of the Rideau River. I will be polling you for your support closer to the time - this one I really will have to call the numbers on.

My main purpose in including this article into the Jottings is, however, to alert you to an upcoming event later this year. In the five years I've been a member of this Club, we've had relatively few multi-day trips. As I remember it, we had one in the fall one year to Picton, one two-day trip to Algonquin Park and a four-day JONAT drive two years ago. None of these trips engendered large support but those who went on them reported having a great time - they are kind of like a mini-vacation with a Jaguar accent rather than a Jaguar-intensive event.

In mid September, we are planning a two-day (or, it may be a 2.2 day, two night) weekend trip to Prince Edward County to visit several good wineries, a Belgian chocolatier, an excellent cheese place and other assorted culinary and non-culinary delights in one of the most unspoiled parts of south-east Ontario. We will likely overnight for Saturday night in Wellington or nearby and Friday night (if we leave Friday afternoon) would be in Kingston.

My purpose in putting this out now is to see who would be conditionally interested in joining the trip. If there isn't much interest, I will not devote the many hours necessary to plan the event. However, I am willing to put in a lot of effort if a reasonable number of people feel they are likely to come - with the proviso that I understand this is intent, not a commitment at this stage.

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Alan Graves



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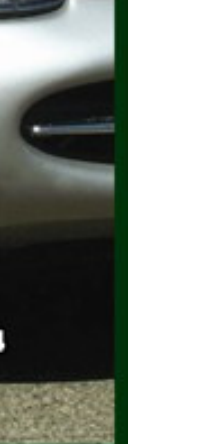


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Got some obsolete parts you no longer need? Don't forget, Jaguar Jotting's "Marketplace" is not just for selling Jaguar autos. If you have anything of interest to our Club members, or are looking for that hard to find part, one of our readers just might be able to help. And of course, ads are free to members of the OJC and JOAM Clubs. Just send us the text of your ad and a picture, if available.

Forward to: Ray Newson, ray@newson.ca or Paul Davis, pdavis002@sympatico.ca.

1968-1970 E-Type. Looking for a clutch pedal or complete pedal set from a 1968-1970 E-Type. Also, I need a stick shift mounted electric overdrive switch and wiring off a 1968-1970 XJ6. Contact Lee Harrington at leeh@robertconstruction.ca. [FMA]

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Advertising in Market Place is free to OJC members, \$10 to others. If you wish to sell parts or vehicles, contact the Editor. Ads run for 3 months. Please let us know if your ad should be cancelled or extended.

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May Jag Night

For the first time in 2008, the Club meeting took place in the MWCA meeting hall on Knoxdale Rd. There were 21 people present and the evening offered lots of opportunity to catch up and chat. It was unfortunate that the meeting clashed with a baseball game behind the hall and the parking area was full of North American stuff! That precluded the usual tire kicking and oohs and awes associated with spring.

Once inside, we had a short presentation from **William Bousada**, the Group Sales representative from CAA North and East in Ottawa, who explained that CAA offers new members who belong to a club a discount on CAA membership. For instance, the CAA Plus coverage (200 km. towing) is priced in the low \$90s for the first year and then \$109 thereafter versus the regular initial fee of



\$109. During question period, he noted that CAA was working with PetroCanada to reintroduce points toward a reduced membership

fee when fuel is purchased. The program with Sunoco is no longer in place.

After William's presentation, there was a pause while two new members - **Lyndon Mitchell** and his partner **Pamela Whitfield** - were introduced. They have recently purchased a 1997 XK8 and are looking forward to participating in Club events. Lyndon and Pamela provided the group with a little bit of background about themselves and their interest in Jaguars.

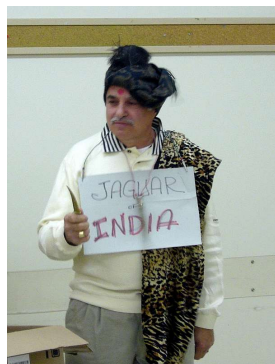
With a nod to **Phil Karam**, who was hiding in the kitchen, the next event began. As you can see in the photo on the following page, Phil made a point of letting us know that the fortunes of Jaguar had been passed to the Tata Corporation of India. His appearance evoked peals of laughter and clapping from the audience. Phil's presentation was on what to do when you get your car out of storage.

(continued on Page 7)

May Jag Night (continued)

I have included his notes below for the benefit of those who weren't present.

The evening closed with an outline of the upcoming Rallye that is being planned by **Marc Chappell**. This Rallye will be a time and distance event that will be designed



to be simple and fun. The Ottawa MG Club has been invited to join us and Marc is prepared to conduct a short instructional session on rallying if there is interest. Please call him at 613-692-2732. The details of the Rallye will be on the website in due course. The date is 27 July. The drive will be about 300 km. and will start and end in Manotick at the Chappell residence. There will be a BBQ after the Rallye.

The next meeting will be held on 9 June at the MWCA hall at 68 Knoxdale Rd. and will be an opportunity to learn how to prepare your car for a Concours. This will be of interest to all of you, whether you plan to enter a judged JCNA class or not.

The meeting ended with coffee and cookies...real high brow stuff.

Cheers, Mike O'Brien

TEN POINT CHECKLIST FOR TAKING YOUR CAR OUT OF WINTER STORAGE AND PREPARING IT FOR SUMMER ENJOYMENT

1. Tires:

- If you stored the car with tires

inflated to 40-50 lb., return them to your preferred tire pressure (usually about 30 lb.).

- Check for uneven front tire wear, as this could indicate time for an alignment.

2. Leaks:

- Look under the car for fluid leaks and the inside bottom of your tires for brake fluid leaks. If you have rear inboard brakes check for leakage in that area.
- Brake fluid will be clear to onion skin colour. Check the brake fluid reservoir.
- Transmission fluid and power steering fluid will be red in colour.
- Antifreeze leaks will be green.
- Engine oil will be dark brown.

3. Battery:

- If you have removed or disconnected it, now is the time to clean the posts and clamps.
- For negative ground cars I recommend the following procedure: Install the positive lead first with a twisting motion and tighten it. Install the negative lead last and tighten it. This procedure will help to prevent shorting the battery if your wrench touches the frame. When disconnecting the battery disconnect the negative lead first. For positive ground cars (1967 and before) reverse the procedure.

- Check the battery fluid level and top up with distilled water.
- A properly charged battery should read 12.5 to 12.7 Volts.

4. Gas:

- When you stored the car last fall and you added gas stabilizer it was important that you ran the car for several minutes to allow the stabilizer to coat the carbs and the fuel lines.

5. Antifreeze:

- Check the level.
- Replace every five years. Old antifreeze becomes acidic and eats away at the aluminum head water passages, resulting in leaking head gaskets and overheating problems.

6. Transmission:

- Check it when it is hot. The results tend to be more consistent.

7. Oil:

- For older Jaguars I recommend 20W50 for summer use.
- I find that synthetic oil, as good as it is, leaks too much.

8. Power Steering:

- It is good to replace the fluid every five years. I use a syringe to suck up the old fluid from the reservoir and to replace it with new fluid.

9. Brake Fluid:

- Flush every four years and bleed the system using the recommended brake fluid (Dot 3 or Dot 4).
- Every two years, using a syringe, I agitate the fluid in the reservoir, suck it out and replace it. This gets 2/3 of the brake fluid replaced. While it does not remove the impurities from brake cylinders or calipers, it does remove them from the reservoir.

10. Clean:

- Connolly hide is the one recommended by Jaguar for maintenance of interior leather.
- Waxing the car early in the morning and in the shade should prevent streaking and swirl marks.

HAPPY MOTORING

Phil Karam

Jaguars in the Nation's Capital

Saturday, June 21, 2008
Rockcliffe Airport, Ottawa

Vintage & Modern Auto & Aircraft Display

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- ♦ Vintage Wings of Canada
- ♦ Jaguar Ottawa
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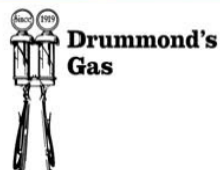
Mark Roberts, Chief Judge

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Photo Catherine Roberts 2007

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President's Musings

I have no idea how many of you read my notes, but, this month's musings are important to me so I hope that this gets to most of you.

For the past three years, the Executive, responding to a survey by **Frank Basten**, and reinforced last fall by a group discussion at a meeting, has made a significant effort to find interesting things for members to do. **Phil Karam** has run several technical events, **Al Graves** has worked his heart out getting drives organized and leading them, **Rob Dunlop** and now **Mark Roberts** have spent many hours preparing and supervising judging, and in the back ground **Paddy Robertson** has never ceased to do things in support of the Club. The Jottings has maintained its level of excellence thanks to **Paul Davis** and **Ray Newson**. Finally, I would like to single out **Lee Harrington** for his tireless efforts in doing just about anything he was asked and then some. There are many others: **Chuck Robinson** our new VP, **Merv Clarke** our librarian and **Roger Gough** who has probably suffered most as treasurer at the hands of the new gang.

Why the maudlin diatribe about the Executive? Because we are getting tired. It is a truism that in every club a small number of members do most of the work. It is also true that volunteers burn out and are fed on positive feedback from members. No feedback or only negative ones is a knife to the heart of a volunteer.

Well, we have some problems that we have to deal with and I need help from all the members of the Club, whether you have been president twice or held one or a dozen positions over the years. Here are some things that the executive are wrestling with:

1. Our membership has dropped from 77 to 55. I plan to call all those who have not renewed their membership to determine why.
2. It may be that the Jottings are not being read on line and that a printed copy might make the difference between indifference and participation, despite cost.
3. Despite the recent increase in volunteers in support of MWCA, there has been discontent about the type of support needed to pay for

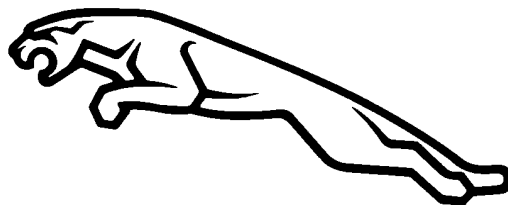
the hall. It seems that we have volunteers for the one-off MWCA events, however, our monthly duties need review. To that end, we need some volunteers to form a Social Committee whose duties will be to take on the responsibilities for security and booking of the hall and the provision of coffee, tea and goodies or whatever. Lee and I have done it for a year and we have many other things on our plates. This Committee would also be responsible for planning social events (not drives) such as the Spring Dinner and Christmas Party.

4. The Executive has seized the reins and literally run the Club for the past three years. Attendance at meetings has **decreased** despite the extra effort being made. Perhaps we should get back to planning events with the entire membership involved. We would like to know why attendance has dropped.
5. Despite all the above, the majority of the Executive feels that the MWCA is the right place to meet and a change is not warranted. One suggestion that has been presented is that the membership fee should be \$60.00 plus three hours of community/Club involvement.

So there you have it. We need input from everyone on these issues so that we can make some decisions. In particular we need the Social Committee and we need it NOW!

Wish I had a joke to close with,

Cheers, Mike O'Brien



Bill 191, Highway Traffic Act Amendment (Emergency Vehicle Safety), 2002

Although most of our members have already been made aware of the following legislation, we thought that it was important enough to re-publish it here in the Jottings, for the benefit of those who did not see the original notice or for those who read our newsletter on-line.

Although this little known law has been in force for some five years now, it is only just recently being enforced and comes with some very heavy penalties.

Saskatchewan currently has similar legislation, as do a number of US States. Other North American provinces and states are also considering enacting laws such as this.

Backgrounder - Ministry of Public Safety and Security - April 2003:

Improving Emergency Workers' Safety On The Side Of The Province's Highways

Enforcing the law and providing roadside assistance is inherently dangerous for police, fire and other emergency workers. Emergency personnel stopped for an incident at the side of the road are sometimes in danger. Frequently, they are placed in close proximity to vehicles travelling at extremely high rates of speed.

Since 1995, several members of the Ontario Provincial Police have been killed as a direct result of a motor vehicle collision when their cruisers were parked on the shoulder of the road. In the United States, some 200 police officers have lost their lives in a similar fashion. A number of U.S. states have introduced legislation requiring drivers to change lanes and reduce speed when approaching an authorized vehicle. Saskatchewan also has enacted similar legislation.

The legislation, which received Royal Assent in December 2002 and was proclaimed April 3, 2003, is designed to increase the safety of police and other emergency personnel and deter those driving recklessly.

Ontario's law:

2008 Requires drivers to slow down, and proceed with caution when travelling on all highways in the same direction as a stopped emergency vehicle with its red lights flashing. If the highway has two or more lanes, the driver must move over into another lane if it can be done safely.

2009 In all circumstances drivers must take into consideration traffic and weather conditions when taking the appropriate action when approaching a stopped emergency vehicle with its red lights activated.

2010 A person who contravenes these requirements will be guilty of an offence punishable, for a first offence, by a fine of \$400 to \$2,000 and for subsequent offences by a fine of \$1,000 to \$4,000, or to imprisonment for a maximum of six months, or to both a fine and imprisonment. All convictions will result in the addition of three demerit points to a driver's record. The court that convicts a person of an offence may also suspend his or her driver's licence for a maximum of two years.

This is the condensed version of Bill 191 and supporting background information, for more detailed information visit www.mpss.jus.gov.on.ca.

Ray Newson

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