

Jaguar Jottings

JUNE 2013

ottawajaguarclub.com

Special 25th Concours Anniversary Edition



Ottawa
1986
Jaguar
Club

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Events This Month

22nd June - Concours meet and greet

23rd June - Concours & Family Day

Photo Credits*

Front cover - **Vikram Ambrose**

Concours articles - **Stewart Robertson and friends**

* if not specified, photos are otherwise credited to the author(s) of the article

Membership

Membership with the Ottawa Jaguar Club includes membership with the Jaguar Club of North America, a *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*. Make your cheque for \$55.00 payable to: **Ottawa Jaguar Club**. And mail it to the Membership Director Karen Wilson. Please do not mail cash.

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President's Musings

Welcome to this special Concours edition of the Ottawa Jaguar Club's Jaguar Jottings. Time sure flies...Mike O'Brien and his trusty band of volunteers have been beaver away completing the arrangements for our 25th anniversary concours d'elegance, in conjunction with Eurocars 2013, a showcase of Europe's finest automobiles.

In this issue, we've included several concours articles and photos to help get everyone in the mood. There are also full details on this year's event elsewhere in the Jottings. Please arrange to join your fellow club members on the 23rd. Your participation is essential for our quarter century celebration to be successful.

Dez's Paint Shop Visit

Twenty plus members made their way out to Dez's in Greely for the May meeting to check out his latest projects. We weren't disappointed as Dez had an Alfa Romeo, Viper and two rare Arnolt Bristols undergoing restoration. There were plenty of technical questions and Dez was busy checking various bumps, dings and scratches on the numerous Jags in the parking lot. The crowd adjourned to the Swan on Rideau for a bite and conversation to conclude the evening.

As we go to press, we have eight Jags lined up for the **Byward Market Auto Classic**, (2nd June) and Tim Whelan of Jaguar Ottawa has graciously invited club members for the **F Type unveiling** on the 5th of June.

Concours judges' training is scheduled for Wednesday, 12 June, 6:30 PM at St Anthony's.

In July, don't forget to mark down **Guide Dogs in Manotick**, 14 July and **All British Car Day (ABCD)**, 20 July, more info to follow.

Looking forward to seeing you all "out and about" in this sultry weather...

Cheers and happy, safe motoring

Rob Dunlop

Members' Corner

Welcome aboard new OJC members:

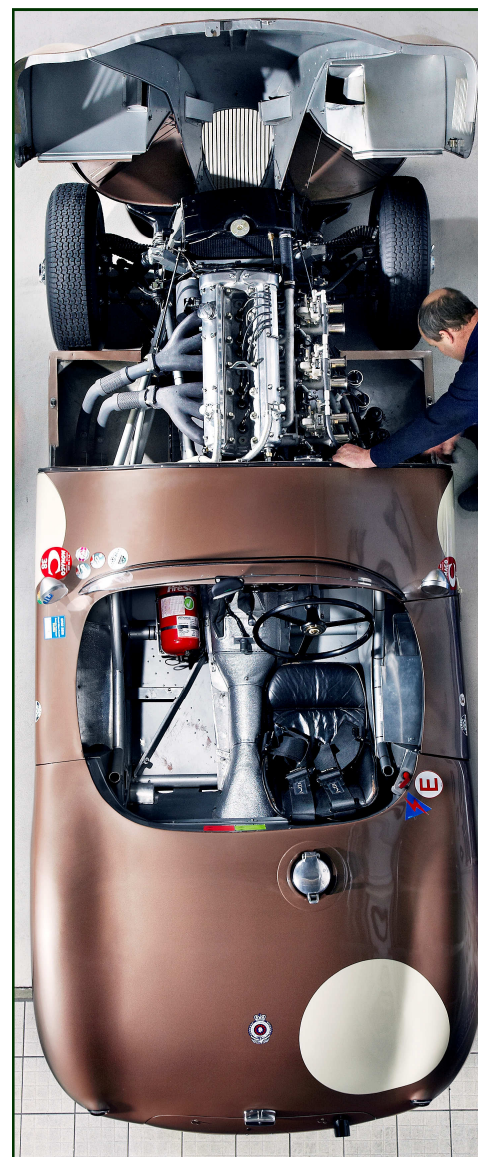
Mike & Natalie Dalton
Almonte - 1989 Series 3 VDP

Rod & Sandy Bryden
Ottawa - 1990 XK8 convertible

Steve & Donna Spooner
Ottawa - 2007 XK convertible

Steve Dancer
Kanata - 1982 XS. Interested in Technical events and car shows.

Contact details for new (and old) members are provided through the membership list emailed periodically by membership director, Karen Wilson.



Concours d'Elegance 101

A concours is basically a car show that focuses on the judging of competing cars to determine which ones best meet an established standard for originality and condition. There are numerous variations but the version we follow is based on the rules and regulations established by our parent JCNA organization for Jaguars and related Daimlers. The official JCNA definition reads:

"The foremost purpose of the JCNA concours is to encourage the Owners of Jaguars to preserve, maintain and present their Jaguars in as clean and authentic condition as possible (with some classes excepted) ...(with) the secondary purpose to celebrate all Jaguars and their owners by creating an event where people may share all degrees of interest in owning, driving, maintaining and restoring Jaguars."

A Concours d'Elegance has been an integral part of the Ottawa Jaguar Club since its beginning in 1985. Founding members attended several US events under the auspices of the Jaguar Clubs of North America (JCNA) while formulating plans for the club and decided they wanted to include a concours in their activities. The first OJC event occurred in 1988 and has been held every year since over the intervening 25 years. It remains our annual marquee activity. There are three levels of participation:

Enthusiast - cars aren't judged although we provide a complementary safety check. Simply give your beast a good clean and drive out to the air museum, park it and enjoy the ambience of all the Jags (and this some eurocars) and meeting your club colleagues. Lunch, a museum family pass and door prizes are included in your \$20 admission for two.

Driven Division - the entry judging level. Cars are checked and scored for mechanical operation, the exterior and the interior. Scoring is detailed in

the JCNA concours manual on their website. Trophies for first through third are provided for each car class.

Champion Division- top judged level. Judges check the same areas as for Driven Division plus the engine compartment and the boot (trunk). Again details are available on the JCNA website and three trophies are presented for each car class. There are also other special judging classes for original, modified and competition cars when needed.

In order to accurately and equally assess competing cars across the 60+ clubs, JCNA has developed a very detailed rule book and requires that members doing the judging must regularly attend classes and pass a test to stay current. The judges function under a Chief Judge (currently Mark Roberts for OJC) who organizes the training, sets up the judging teams and runs the judging on the day. The rule book is available to all members on the JCNA website. Members can compete in any North American JCNA concours and must compete in at least three to qualify for the JCNA Championship for their class.

The judges are evaluating the different areas of the cars using three criteria: authenticity, condition and cleanliness. Authenticity: are the parts/components/finishes correct for that model and year of Jaguar? Condition: are the parts/components rusty? Cleanliness: are the parts/components dirty, oily, muddy etc? The overall objective is the car should appear as it would have when it left the Jaguar factory. Scoring is out of 100 for Champion and 10 for Driven. Judges assign deductions as required. Detailed judging score sheets are sent out to competitors after the event.

Okay, so you're thinking about entering a car in the Driven or maybe Champion Division. Well, there's still

time before the 23rd to get your car up to scratch (...oops, no pun intended). So then, what do I need to focus on??

First off, take some time to read up on the point deductions for your car in the JCNA rule book on their website. Running around to get something painted or ordering new shiny parts may not be worth the related small deduction if not perfect.

Second, as a long time judge, I can tell you that the biggest problem competitors have is not whether the bits on the car are shiny and authentic, it's getting the car really clean. The area that seems to cause the greatest pain is the windows. Not surprisingly, the engine compartment is a real challenge but the Driven Division is always available until you've had the time to clean up the engine for Champion.

Finally, in no particular order, wash and wax of course but make sure that you don't leave any telltale white wax residue around the headlights and trim. Don't forget to clean the door jambs. If you have wire wheels, take them off to clean them properly. Make sure to clean the carpets under the car mats as the mats have to be removed to judge the carpets.

If you want some tips on detailing, contact Steve Fox who has written an article in past Jottings...he also won his class first time out, so the task isn't insurmountable! That said, you learn something every time you enter and check out the other cars, so think of it as an ongoing project. There's no greater satisfaction than a gleaming, classic (or modern) Jag.

Rob Dunlop

Concours in Ottawa (1992 to 2003)

Adapted from Stewart Robertson's article "Reflections"

The first concours Paddy and I visited was on 6 June 1992. I was president and Ernie Bayliss was concours chair. In these early years our meet and greets were in a hotel room at the Baron's Motel in Bells Corners, and the concours itself was in Andrew Hayden Park overlooking the Ottawa River. Only a dozen people would show up for the meet and greet. The morning of the concours it rained and by 11am I thought we were going to have to scrub the event. We convened a meeting with Trevor Klotz, the chief judge, and just as we were about to shut things down, it suddenly cleared up. We instructed judges to ignore water spots, and carried on with a successful concours. Once the judging was finished, we all went home to change for a formal dinner at Baron's Motel when the awards were made. This was quite a lavish function with fifty people attending.

In 1993 we were back at Baron's Motel and Andrew Hayden Park. This time the weather started clear on the morning of 5 June, and it didn't start to rain until the judging was just finished. That was a relief, as the High Commissioner from Belize (home of the Jaguar cat) was there to represent the Jaguar Preserve. We changed for our formal dinner and awards ceremony at Baron's. Gary Magwood, a famous race car driver, was our guest speaker and told some interesting stories about his career.

The following year, on 11 June 1994, we had one of the largest turn-outs ever, about sixty cars. We had a well attended meet and greet at Baron's, and the next day the weather was perfect at Andrew Hayden Park. At the formal dinner and awards John Arnone from Jaguar Canada made the presentations.

The 1995 concours was held on 10 June. Again we had only a dozen people

show up at the meet and greet. On the day of the concours we had excellent weather for the second year in a row, followed by the usual awards banquet and dinner at Baron's.

By this time the Roberts and Robertsons were co-concours chairs, and we found that after the end of a long hot day, many people weren't anxious to go home, change, and come back for another several hours. This was the last year (1995) we had a formal concours awards dinner.

The 8th of June 1996 began with a cold rain, but fortunately it cleared up by noon. We had the awards immediately after the judging results were available, and then had a picnic dinner catered in Andrew Hayden Park by Lone Star Catering.

The next year (1997) was a concours of firsts and lasts. This was our last at Andrew Hayden Park, and the first that we were privileged to have Barb Woods arrange our meet and greet. On the 7th of June, we had fifty two cars register for the concours, which was one of our best years. Michael Bell, the new owner of Ottawa Jaguar, brought along an XK8, and this was the first time many of us had a change to see this new beauty. This was also the first year that British High Commissioner Sir Anthony and Lady Goodenough came to make the "Drop Dead Gorgeous" award. Lone Star did the meal on site again.

For the 1998 concours we moved to the Aviation Museum. It poured rain in the morning and we had fewer than forty cars register, which was hardly surprising. It was a good thing that Michael Bell had set up a large marquis tent for us. Sir Anthony Goodenough presented the awards, by which time there were some welcome sunny breaks. We finished the day with a dinner on site, once again

catered by Lone Star.

The following year (1999), was a special concours. This was the launch of the new Jaguar S-Type, and Michael Bell asked if we would hold the concours in a concurrent ceremony with the official launch. The concours was held in the Aberdeen Pavilion, and moved to Sunday, 6 June. It was quite a show. A jazz band was on hand, with pipers and colour party, and later the band of the Governor General's Foot Guards. Sir Anthony and Lady Goodenough again presented the awards.

The 2000 concours was our first on the grounds of the Museum of Science and Technology, with a meet and greet at Chimo Inn organized by Barb. Unfortunately, Saturday 10 June dawned chill and overcast. Fortunately, we weren't rained out, and after the awards we had cold cuts and salads under a tent set up for us by the museum. By this time we had seen enough rain, and decided to move the concours one week further into June in hope of finding better weather.

We certainly thought we got our wish on 16 June 2001. After a spectacular meet and greet organized by Barb at Capones we had a perfect day for the concours at the Museum. It was hot and sunny most of the morning and afternoon. But just as the awards began we had a windstorm and down-pour that brought everything to a screeching halt. Fifty people were suddenly crammed under two small tents exchanging pleasantries with Sir and Lady Goodenough. When the rain let up a bit we headed off for dinner at Capone's. This was the last year we were to see the Goodenoughs.

In 2002, the meet and greet at Capone's was organized by Barb Woods and Guy Larabie, and we had a big crowd. Fifty-three people participated.

The next morning on the day (15th June) we woke up to a torrential downpour. Under any other circumstances this would have washed out the concours completely, no questions asked. But the Museum came to concours chair Frank Basten's rescue. They invited us to move our concours inside the museum, mixed in with the rest of the exhibits. The new British High Commissioner participated. It was still pouring when we went to Capone's after the awards.

Last year (2003) we held the concours on a blistering hot day on the 21st of June. It was perfect concours weather, if you like heat. We had fifty five cars registered, and a great day. Following the concours we went to Kelsey's restaurant for dinner.

Stewart Robertson

Editor: Very little is known about the first four Concours events (1988 to 1991). The first two Concours were a sort of practice run, not yet JCNA sanctioned and were held at the Talisman Motel parking lot.

If any of you know anything more about these events or have any photos to share, please get in touch with me.

1996: Andrew Hayden Park



1999: Aberdeen Pavilion



1998: Aviation Museum. Barb Woods.



Concours in Ottawa (1999 to present)

In the 25 years of Ottawa concours there have been, not surprisingly, a few changes. Several different venues have been used including Andrew Hayden Park in the west end, The Canada Science and Technology Museum (coincidentally the scene of probably the most unusual event) and more recently the Rockcliffe Flying Club, The Gatineau Airport and presently the Canada Aviation and Space Museum.

The format has remained largely the same, although it was generally held on a Saturday to allow our (then) numerous out of town competitors to get home on the Sunday. A sign of the changing times for formality, in the beginning, trophies were presented at an evening dinner after the event, dress usually tie and blazer etc.

Concours participation started out strong but has unfortunately been gradually declining. The stats since 1999 show in the below tell the tale.

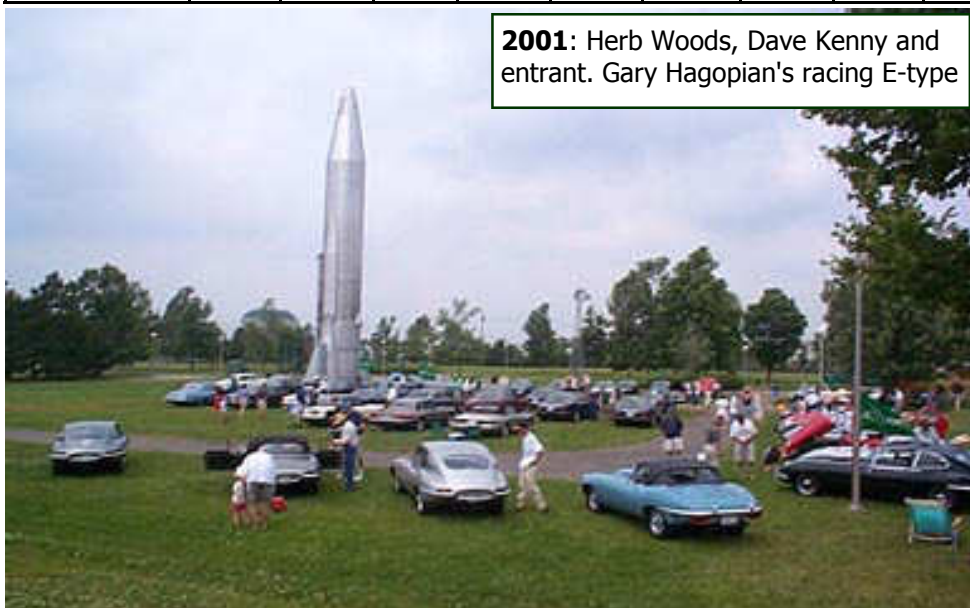
While concours competitors have dropped by over half since 1999, increased Enthusiast numbers have almost offset the shortfall. Regrettably, we haven't returned to the halcyon days of 2004 with 55 cars on the field and 36 judged cars.

The decline in judging is widespread throughout JCNA and perhaps indicative of folks not having/taking the necessary time to prepare their cars to a concours standard. In any event, the key number in all of this is the number of cars on the field, be they concours or enthusiasts. Fifty is a nice round number.

Be sure to check out the photos on the following pages for a stroll down Ottawa-Concours memory lane.

Rob Dunlop

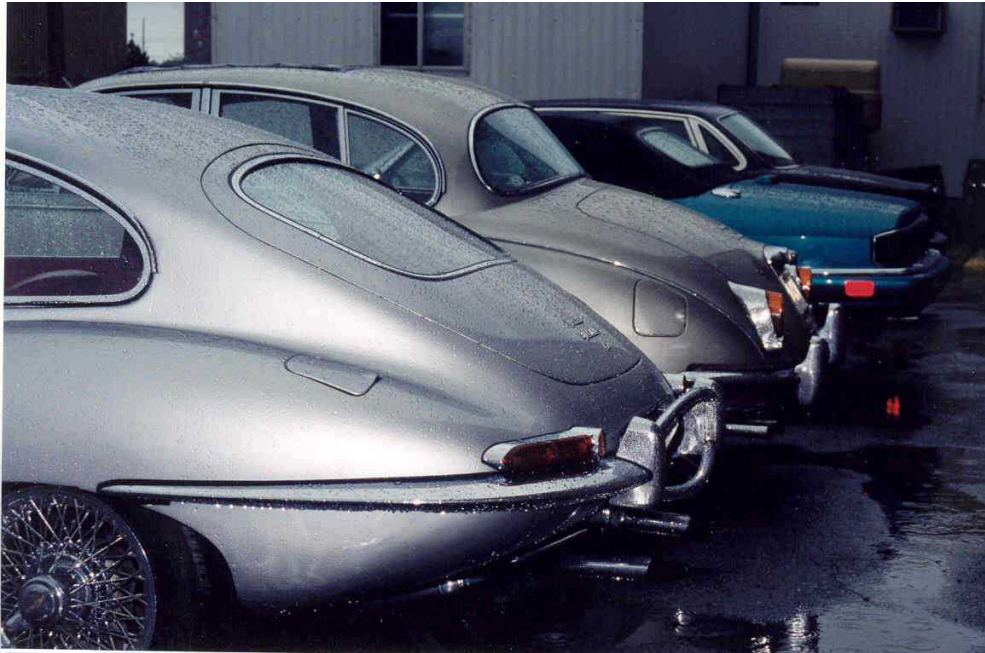
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
CHAMPION	22	15	13	13	20	22	13	13	7	10	9	6	9	8
DRIVEN	13	18	20	18	24	14	16	12	19	9	8	7	7	7
SUB TOTAL	35	33	33	31	44	36	29	25	26	19	17	13	16	15
ENTHUSIAST	5					19			21	27	10	15	14	20
TOTAL	40	33	33	31	44	55	29	25	47	46	27	28	30	35



2001: Herb Woods, Dave Kenny and entrant. Gary Hagopian's racing E-type



2002: Wet Jags waiting to go inside Science and Tech Museum for judging. Bob Hiland judging with flashlight. Overall top scorer receiving trophy.



2003: Enthusiast class on the field. Meet and greet (Guy Larabie game). Montreal members.





2004: Bob Hiland judging up close and personal. Frank Basten presents the tailgate picnic trophy to Guy Goodman.



2005: Science and tech Museum - two Mark 2s caught in the sudden downpour



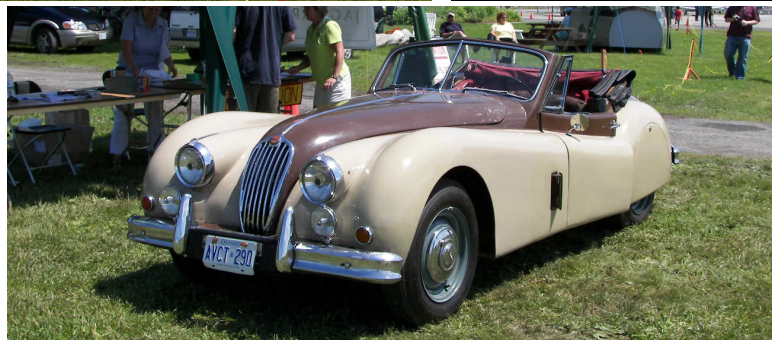
2006: Rockcliffe Airport with Vintage Wings aircraft. Grant Edwards' E-type with the Beech Stagger Wing



2007: Rockcliffe Airport . Friendly Chief Judge Mark Roberts. Trophies on display.



2008: Rockcliffe Airport. Score keepers Bonnie Newson and Jean Dunlop with Ray Newson. Phil Karam's fleet.



2009: Gatineau Airport with Vintage Wings. Judges scoring Phil's modified XJS. A Bentley failing to hide between two XJs.





2010: Steve Fox with a handful of trophies. Vintage Wings Golden Hawks Sabre



2011: Aviation Museum in conjunction with Fly-In. Tank tried unsuccessfully to enter the Special class. Peter Whitworth's Aeronca.



2012: Aviation Museum. Mike O'Brien's stylish S-Type. Meet and Greet the evening before at Jaguar Ottawa.



See you at the Concours 2013

25th Annual Concours d'Elegance and Family Day

Our principal club day will be held this year in front of the Canada Aviation and Space Museum on Sunday 23rd June. Flightworks Inc will not be hosting a fly and drive show this year so we have invited a number of European Luxury Car Clubs to join us on the field to make the day more interesting. They include BMW, Mercedes Benz, Porsche, Alfa Romeo, De Tomaso, Ferrari and Tifosi. There will be a Concours d'Elegance with both judged and enthusiast classes for Jaguars and we encourage all club members to bring their cars and spend the day. For families there will be free parking and a family pass to the Museum.

For entrants there will be a high class lunch for two plus lots of prizes.

There is far more detail than we can list here so we ask that you log onto the website and follow the links to Eurocars 2013/ Concours d'Elegance for maps, entry forms, site layout etc. See you there.

[Http://www.ottawajaguarclub.com/2013concours.html](http://www.ottawajaguarclub.com/2013concours.html)

June 23, 2013

BMW Car Club of Ottawa
De Tomaso Club
Ferrari Club of Ottawa
Alfa Romeo Club of Ottawa

Mercedes Benz Club of Ottawa
Ottawa Jaguar Club
Rennsport Porsche Club
Tifosi motorsport Club



Canada Aviation and Space Museum
Musée de l'aviation et de l'espace du Canada

Club visits Dez's Paint Shop

Last month members from the club visited Dez's paint shop. Dez an expert painter has done work for several members of the club. Dez is currently restoring two Arnolt Bristols for an American customer.

Chris Maloley's red XKR-S and Fergus Groundwater's black XKR making an entrance.



Dez shows us a rare Alfa Romeo Giulietta SS (Sprint Speciale). Accident damaged Dodge Viper in the background.



All British Car Day—July 20th



The annual Ottawa All British Car Day is the only "British Only" car show in the Ottawa area. This event is dedicated to showcasing and celebrating the complete spectrum of British marques. This year will mark the ninth year organizing this show at Britannia Beach Park - Lakeside Gardens, located at the end of Greenview, north of Carling Avenue, and reached from the 417 via Pinecrest north. The show begins at 10am, although cars drift in from 9:00am on, a barbeque lunch will be served. Afternoon events and prize/door-prize draws are planned before the show closes at 4 pm. We need a great turn-out of Jaguars this year.

Previous shows have been very popular and we are expecting this year's event to be even bigger and better. We anticipate over 180 vehicles with a broad cross-section of makes, models and years, from pre-war Rolls-Royces, Singers and MG's, Triumphs, MG's and Jaguars of the post-war years up to modern day Rollers, Jaguars, Land Rovers and Minis.

There will be a charge of \$20 for each participating vehicle, which will include lunch for two, and entry in the draw for door prizes from our sponsors. The first 200 cars registered at the show will also receive a gift bag with items from the sponsors.

Do mark your calendars for this one – and do come and join us – this is a fun day and has always been well supported from our club – let's make 2013 the best yet.

Cheers, Alan F Graves – ABCD Prime



Marketplace

1987 XJ-S purchased by the current second owner in 1999 with only 27,000 km. Completely original, never winter driven and always stored in a heated garage. It comes with Dayton spoked wheels and the original never used wheels come with it. There is a complete service file/history for the car. It currently has only 43,000 km (certified) & is really an exceptional car. The insurance valuation & photos are available on request. Asking \$14,500.00. Paul 450-835-1248. [AMJJA]



1984 Jaguar XJS seats and parts. Tan seats \$375. Steering Wheel \$50, Wiper motor and grill \$120. Drivers side wing mirror \$40, Sun Visors \$40, Rear Lens assemblies L/R \$100. Rear View mirror \$25, Spare tire cover and tie down \$40. Contact: David (613) 822-3669. [MJJ]



Toolkit for Series 1 E-Type. Complete. All original, authentic and correct, in very good condition. Includes grease gun and Dunlop brake bleeder tin and tube. Original tool roll material is deteriorating and coming apart, so I am including a brand new correct reproduction tool roll. Transfer the tools over to the new roll and you are ready for the Concours. \$1,200 for everything. Gary Grant, 613-248-0752 or ontariogrant@gmail.com . [MJJ]



1987 Jaguar XJ6 Very good condition. Any reasonable offer will be accepted. Tel: (450) 994-5613. [MJJ]



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