



Jaguar Gettings



It's Drive Time! Dust off the Jags!

The Ottawa Jaguar Club

Members Across Eastern Ontario & Western Quebec

May 2022 - ottawajaguarclub.com

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Follow us on Facebook!
<https://www.facebook.com/groups/OttawaJaguarclub>

Membership

Membership with the Ottawa Jaguar Club entitles you to enjoy all of our regular and numerous activities that include; regular meetings and summer drives, to name only a few, along with a copy of our on line monthly newsletter, **Jaguar Jottings**. Annual dues are \$60 and are due annually by the end of December each year.

If interested in joining our club please contact Bonnie Newson via email at: membershipottawajagclub@gmail.com for additional information and an application form.

Your OJC Executive – 2022

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Barry Paulson

Treasurer

Mike O'Brien

Secretary

Paddy Robertson

Membership

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Open

Webmaster

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Technical

Phil Karam

Jottings/Newsletter

Ray Newson

Family Day

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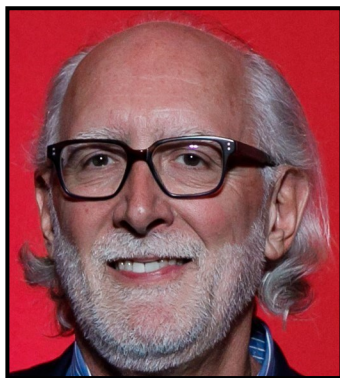
Facebook Administration

Jim Butcher

Ben Farmer



President's Musings



May 2022

As I complete my first full month, as your Interim President, I have a strong sense of the direction that the Club must take in order to thrive. I have spoken to several members, both past and present, as well as with most of the Board. I have listened to your concerns and your advice. I take this input very seriously.

It is clear to me that there is an opportunity to reshape the Club, so as to ensure that all members

remain interested in what the Club has to offer. The recently completed member survey provided all the info that the Board needs, for several years of planning and for delivery of a program that has something for everyone. I wish to thank Al Graves and Mike O'Brien for their expertise and their determination in drilling down to the pertinent information. This work allows us to direct the future of the OJC for several years.

The Events Calendar reflects what is planned to date. Mike O'Brien has done a stellar job in pulling this together and obtaining the input of members. The focus will remain on the three key areas of interest, those being drives, technical sessions, and car shows. Al Graves has led the planning for drives and will continue with this task to ensure these events are a success.

I encourage you to look at the Events Calendar, and to consider where you may be able to contribute to our success. There are also a few events that require leadership, as well as Board positions that must be filled in November. Merv Clarke will lead the nominations and November election process. You will hear more about this in coming months. Please advise Merv if you wish to join the Board.

As members become involved in various aspects of the Club, it is possible to relieve the burden on the few who have kept us organized to date. As a case in point, Mike O'Brien has drafted Jim Butcher and Ben Farmer as Administrators for the OJC Facebook page. That transition is in progress. Others are helping with the drives and, as always, "... many hands make light work."

As a final note, I wish to share that OJC members' health and safety is my primary preoccupation, especially when it comes to the transmission of COVID-19. Starting immediately, the Club will use risk assessment tools to gauge the appropriateness of Club activities, and will advise the membership of our findings. The same tools will be made available to members, for self-assessment and to help in their decision making. I consider this to be critical, especially given our demographics and the number of members who may be considered "vulnerable". I wish to ensure that the Club mitigates risks to our members wherever and however possible.

I look forward to the coming months and in seeing members and their cars out for events. Here's to a great driving season!!

Barry

British Car Council Inc. – Long Distance Award

Make a note of your odometer reading when you take your Jag out of storage!

The purpose of the BCCI - Long Distance Award, is to encourage British automobile drivers to participate in a program for enthusiasts, their clubs, and their personal pride. By driving their classic cars as much as possible, we are consistently bringing to mind the love of the British Classic Car.

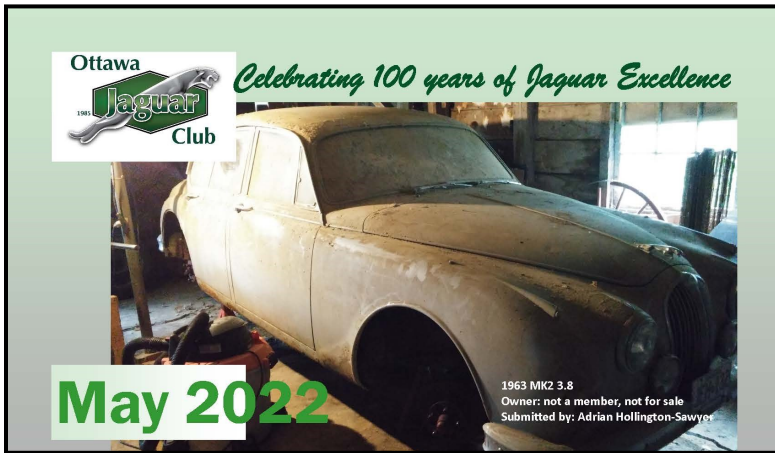
*Classics do not include British cars considered "daily drivers" unless they are 15 or more years old – however, club executives should use discretion with final judgment up to the BCCI executive.

To encourage all participants, the British Car Council offers a "Long Distance Award". This award, a specially struck plaque with the participant name(s) and vehicle(s) particulars is presented to those who have traveled the required distance during the program year.

1. Vehicles participating must NOT be "daily drivers" – unless they are 15 or more years old (i.e.: only classic cars used for driving and related events and pleasure during the season are eligible)
2. The Program will be January 1st through December 31st annually.
3. The event will be open to all members of BCCI participating clubs, regardless of residence.
4. Each participating automobile will have the odometer confirmed by a club executive member at the start and end of the contest. [Confirmation can be a visual inspection OR photographic proof of the odometer readings].
5. Club executives will be responsible for confirming the starting and the ending odometer readings as described above.
6. Any defective odometer instruments are the responsibility of the owner to repair (no verbal estimates of distance will be accepted)
7. Dash plaques are awarded to every driver successfully completing 3000 miles or 5000 kilometers (individual vehicles or combination of vehicles).
8. Dash plaques will be given to each club BCCI representative and distributed to the appropriate club members.

Thanks to Len Fortin

May's Calendar Profiled



1963 Jaguar Mark2 - 3.8

"A Barn Find"

The car is a 1963 MK2 3.8 that was stored in a barn in Adrian Sawyer's local area since 1975. Restoration is planned to start very soon and it is Adrian's intention to help his old friend get started with the work. **The car is not for sale.**

Thank's to Adrian Sawyer for his participation in our 2022 calendar.

Redshaw Auto Care

As a follow-up to the February Jottings article on the closing of "**Redshaw Auto Care**" on Hawthorn Ave., and the presentation of a painting of the garage to Prem Sookdeo, the owner, it seemed only fitting that the founder of Redshaw Auto Care should also have a copy of the this painting.

Craig Turner arranged with the artist to have a print made up and it was presented recently to Ray and Miriam Redshaw by Ray Newson on behalf of the Ottawa Jaguar Club club.

As it turns out, the picture was the perfect accompaniment to a print that the Redshaw's have of the original location of Redshaw Auto Care where Ray started the business on Bank St. in 1957.

Ray and Miriam were very appreciative of this gift.

Ray



Thanks to Craig Turner and Ray Newson for their contribution here.

Redshaw Auto Care on Hawthorn Ave.

Redshaw Auto Care on Bank St.

The Jaguar Logo—A history lesson:

The Jaguar symbol brings new meaning to the idea of a spirit animal. Designed to meet the core values of the performance-focused luxury brand, the jaguar represents "grace, elegance, performance, power, and the ambition to leap forward."



The Leaping Jaguar -

A sleek silver jaguar cat in mid-leap with a snarl on its face. Sometimes called the Jumping Jaguar, this design was initially used for the now-retired Jaguar hood ornament. Now, it appears as a badge in silver, metallic gray, and black.



The Roaring Jaguar or Growler -

A circular emblem with a front-facing silver jaguar cat roaring. It is usually seen with a red background and a silver border, but early versions included a gold jaguar with a red background and black border.

The Jaguar colors of silver and metallic gray are meant to symbolize sophistication and modernity, black represents integrity and performance, while red represents passion for the drive.

Jaguar had small beginnings as a single model within a small British automotive company.

1922 — The Swallow Sidecar Company was founded to manufacture sidecars for motorcycles in England, and in 1934 the company was renamed and rebranded as an auto manufacturer—SS Cars Limited.

1935 — The SS Jaguar was produced as the first model with the name Jaguar in it. At this time, the logo on these models consisted of a badge with the text "Jaguar" surrounded by the wings and tail of a bird.

1945 — The SS Cars Limited was renamed as Jaguar Cars Limited to establish the company as a distinct British brand, and to avoid any confusion with the Nazi SS military group operating during World War II.

1945 — The famous Leaping Jaguar logo was first introduced on hood ornaments, and its style remained relatively unchanged until the early 2000s. Just about everyone over a certain age can picture the Jaguar hood ornament. The image of a leaping Jaguar, emerging from the hood of a Jaguar sports car, has unshakable associations with style, performance, and wild, unbridled energy. However, a number of factors have led to the disappearance of hood ornaments from Jaguar models—and from most other vehicles around the world—over the last few decades. Silver Jaguar ornament close up

1930's —Ornaments originally became popular because they were used to cover the unsightly radiator caps that early vehicles displayed on their hoods. Eventually, vehicle technology improved and it became possible to hide the radiator cap beneath the hood. However, hood ornaments were here to stay—at least for the time being.

1968 — The federal seat belt law was passed, leading to a massive shift in the way vehicles were designed—flashy styles like hood ornaments and fins took a back seat in the name of aerodynamics and passenger and pedestrian safety.

1980's—Iconic style can, in some cases, attract unwanted attention—and necklaces made out of stolen hood ornaments became a booming fashion trend during the 80's. The cost of replacing these parts led to fewer cars being designed with them in the first place.

2005 — The European Union spearheaded safety regulations for pedestrian safety, requiring hood ornaments to collapse, bend, or fold away in the event of a frontal collision. Many luxury brands, including Jaguar, decided to remove the hood ornaments altogether in order to simplify production.

This is our official Club Logo:



Note that the Jaguar leaps from left to right, opposite to the official Jaguar emblem.

Our Club was authorized by Jaguar for the use of this logo provided it did not negatively impact on the brand.



**Thanks to
Mike O'Brien**

Looking Back—Vintage Jags and the Canadian Grand Prix

Previously Published in the August 2000 issue of the Jottings:

Vintage Jags and the Canadian Grand Prix

by Dave Boon, OJC

Early in May, a few members of the Ottawa Jaguar Club received a phone call from Karen Miller on behalf of the Jaguar Clubs of North America. Karen has been active with the JCNA for decades and is currently the Associate Editor, Clubs, for *Jaguar Journal*.

Karen was looking for some volunteers who had vintage Jags to appear at a press affair at Blainville, Quebec on Thursday June 15th to help celebrate and honour the recent re-entry of Jaguar into the prestigious world of Formula 1 racing.

Merv Clarke and his Series 3 OTS, **Phil Karam** with his XK120 Roadster and me with my XK150 FHC willingly accepted her offer to appear at what sounded like a most interesting event.

I had carefully explained to Karen that my 150 was not a show car but she quickly assured me that neither "prima donna" show cars nor their owners were wanted. For this event they wanted cars that would be

employed, even if it rained, and owners who were game to let other responsible drivers pilot the cars, with verve, on a small one mile circuit that was to be laid out for the event.

The prime "responsible" drivers were to be the two Jaguar F1 drivers, Eddie Irvine and Johnny Herbert, who were to be flown in by helicopter, and who would give short spins around the circuit to Jaguar's guests.

In action, along with our three Ottawa cars, was an historic XKSS, one of only 16 made. This million dollar car was hauled to our Hilton Hotel/Laval base by Gary and Kathy Bartlett of Muncie, Indiana. The Bartlett name will be recognized by anyone who has been involved in refurbishing the interior of their Jaguar. Gary's XKSS is not a "trailer-Queen" and on that

Thursday morning it received a good wringing-out by both of the F1 drivers. For added insight on the "circuit" activities please talk to Kristine Clarke, Merv's



Merv and Kristine Clarke and their Series 3 ready to tackle the one-mile Blainville circuit

daughter and a Jaguar enthusiast, who had quite an experience.

At the same time, Jaguar had a group of their current production cars readied to give the guests a trip around the high speed oval. These cars were driven by pro-drivers and every few minutes a load of three press people, equipped with crash helmets, were given a 150 mph tour of the four mile track.

A large tent had been set up and the caterer had prepared a delicious morning meal prior to our arrival at the track. My wife Frances commented that this was the first time she had ever breakfasted on caviar!! Not bad for some Ottawa Valley folk!! The mornings activities ended with an equally sumptuous luncheon and the press people in attendance then started to make their way home.

Events Calendar

July 28-30	Granby International, Granby, Quebec (incl. Flea Market)
Aug 13	Aylmer, Quebec Auto-Show / Swap Meet
Aug 20	Place d'Orleans Car Show
Sept 15-16	British Invasion, Stowe, Vermont
Sept 17	Bronte British Car Show
Sept 24	Y2K Northeast Regional JCNA Slalom, Springfield, MA

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At that point, Chris Gilson of Jaguar, who oversaw the occasion, advised us vintage-jag owners that since Jaguar had arranged for the use of the track facilities for that full day, as soon as all the other guests had departed we could play on the slow track or the high speed oval. The slow speed track was a two-lane oval that ran around the outer circumference of the four-mile high-speed track. It was longer than four miles but not as fast as it was unbanked. The straights were at least a mile in length which would have allowed for a good head of steam but the organization that manages the track facilities, PMG Technologies, had installed a set of chicanes at intervals on the straights in order to slow up the traffic. We had all tried the slow oval with our cars and it was fun but we were more anxious to attempt the high speed track with its highly banked turns.

Phil Karam and I had an idea as to what to expect, as we had a turn at being chauffeured around the high speed track by the pro drivers, who would almost scrape the outer guard-rail at a 45 degree angle while travelling at 150 mph.

As soon as the track was cleared for our use, we three Ottawa owners fired up our engines for our turn to play. In the meantime Gary Bartlett had loaded up his treasured XKSS in order to prepare for an early departure to Muncie.

Phil and I were first out on the track. I've had my XK150 wide open on other occasions, mostly

on Highway 7, but was always wary of the presence of the OPP. Here on the four mile oval, with no other traffic, I could go fearlessly as fast as the 43 year old car could manage. I had pumped up the 16 inch bias ply tires to 32 lbs. but had left the car "dirty". It still had the wing mirrors mounted and the door windows were down, but the old 3.8 engine pumped out enough HP to get me up to 4400 RPM in OD which calculated out to about 115 MPH. "Autocar" magazine of 1958 states that the top speed then approached 130 MPH.

Meanwhile, Phil was enjoying running his 120 at speed and I'm sure the spectators got a nudge of nostalgia seeing him race by, à la Sterling Moss.

Merv Clarke wasted no time in putting his V12 to task and as he booted it up through the gears on the one-mile long back straight he ran it to the red-line in second and third, but felt satisfied when he shifted into high, to loaf along at 120 MPH!! However

the Series 3 didn't stay long on the big oval. Merv, who was keeping a good eye on the instruments, noticed an alarming sharp drop in the oil pressure.

As soon as he neared the pit entrance he left the track and

coasted into the pit area, with the oil pressure gauge showing almost zero. He decided it would be best to simply let the engine cool down a bit before making any decision as to his next step. After a lengthy cool-down period and an hour of worry, Merv restarted the engine and found the oil pressure had returned to normal. The diagnosis was that because of the high RPM's, and the subsequent high oil pressure that was created, the oil pressure relief valve had been pushed further up in its bore than it had ever been before and had stuck, even against the pressure of the return spring. When the engine had cooled down sufficiently the spring was able to pop the valve down to its normal position.

In the interim both Phil and I took turns burning up the four mile high-speed track in one of Jaguar's supercharged XJR's

which had been placed at our disposal.

Phil was first on the track, and after watching him scream by at speed, I waited until he came into the pit area, and climbed into the

passenger seat beside him. I believe that he might have felt a bit uncomfortable having a passenger, but if he did it didn't seem to slow him down. While we were going down the



Dave Boon with the rare XKSS

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backstretch I heard a buzzing noise from the dash and asked Phil what it was. He answered quite nonchalantly that it was the car computer alerting the driver that the car was at its maximum speed -- 150 MPH!!

When my turn came behind the wheel of the XJR, I carefully eased it onto the track and accelerated into the #1 turn. The curves had the radius of a fishbowl, but I didn't have enough nerve to go any further than half way up the radius. The car ran effortlessly around the almost one mile curve and in the back straight it accelerated easily up to a point where it almost seemed to hesitate, that was when the buzzer sounded. The computer wouldn't allow the car to go faster, even though it felt easily capable of gaining more speed.

I put on about four full laps at speed and rang the buzzer every time on the back straights. I was reluctant to go full throttle down the front straight as there were still many spectators and track personnel trackside and I didn't want to put them at risk.

The Blainville activities ended soon after and we all returned to the Laval Hilton. Later that evening we were escorted to an Italian restaurant for dinner, courtesy of Jaguar. Thus ended the most exciting day of our stay.

For Friday, Saturday and Sunday, Jaguar had a mini-bus for our use and it transported us to a VIP parking area just across the walkway to Isle Ste. Helene.

On the Friday visit to the track my wife and I took some time in the morning to wander around the facility prior to heading to the grandstand seats that Jaguar had provided for us. We visited the pit area where the New Beetles, the Formula 1600, and the cars in the Ferrari Challenge were being serviced.

In the afternoon we joined Merv and Kristine Clarke and Phil Karam in the grandstand to watch the Formula 1's practice until it was time to go back to our bus. On Friday night, Phil brought his two sons, Victor and Vincent, and his wife Fadia to Laval while Merv's wife Lise also arrived.

Saturday saw the men going to the track and the ladies, Frances, Kristine and Lise going on their own little shopping ventures.

On the big day, Sunday, we were all lined up to leave at 8:30 am and had a full bus load of about 15 to make the swift trip to the track. We went under that same viaduct that collapsed on highway 15, but one hour before the tragedy.

The crowd was humongous, a reported 105,000!! Every grandstand seat was filled. The general admission spectators were ten deep along the fences. The vendors were selling their overpriced products, particularly beer and earplugs, to long line-ups of purchasers. The port-a-potties gave off foul odours but there was always a continuous and lengthy line-up in front of each one.

Nevertheless, when "O Canada" was played the crowd was electric with tension. The sight of the pace car with the long line of F1 cars behind brought the crowd to its feet, and they rarely sat down for the next five or ten minutes.

The race was a runaway for Ferrari. The crowd favourite, Villeneuve, had clipped Ralf Schumaker in the hairpin turn, near where our seats were, and ended up 15th. "Our" Eddie Irvine finished 13th.

The rain that started later in the race made life a little unpleasant, but after the race had ended and we made our way back to our transportation, we all gave thanks to Jaguar for a memorable five days, something that will be, for most of us, a once-in-a-lifetime event!!!



Jaguar's F1 driver Johnny Herbert autographs a photo for Phil Karam as Dave Boon waits his turn

Interesting Web Site

www.jag-lovers.org

Check out this site – there's lots of information, pictures and links to great sites dedicated to Jaguars.

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March / April -Technical Sessions

Zoom Technical Presentations

The appearance of Covid-19 has created a need to keep members involved in the things that we do without exposing them to the pandemic threat. The Club is attempting to offer more of each type of events including Technical events. Both weather and Covid has prevented attendance at technical events in the first three and a half months of 2022. What follows is a short synopsis of the technical events conducted via Zoom, the first on March 30 and the second on April 11th. Should there be additional Covid restrictions applied we shall return to Zoom to provide technical information.

March 30th - Repairing and Dying Automobile Leather

This subject was based on reviewing the article, prepared by Phil Karam, that can be found on the OJC website. The subject covered cleaning, softening and where needed, the use of dye to make the leather supple and to return it to its original colour or to change the colour. There were 10 members in attendance and the event lasted for just over an hour. Also participating was Robert (Rob) Laughton, a long- time friend of our Club. He lives in Niagara on the Lake and is the Canadian distributor of Leatherique products used by Phil to do the seats in a Mark 2. There were a number of questions that Rob was able to answer about his product. Our thanks go to Barry Paulson who set up and supervised the Zoom meeting.

April 11th - Buying and Selling a used Jaguar in Canada and the United States

The format for this event was a little different. Stewart Robertson created a PowerPoint slide show with headings. Mike O'Brien presented a scripted explanation of his experiences buying and selling in both countries over time. Anyone who would like a copy of the script should contact Mike (canjagman@gmail.com). Several members including Dave Clyne, who just imported a modern 'S' Type from Kentucky, and Gary Bryson, who had a lot of experience with "Bring a Trailer" an American based auction site, offered more recent experience. You should note that Gary has several of his vehicles for sale at this time. This zoom meeting was attended by 13 members and there was lively discussion throughout. Again Barry Paulson set up the Zoom.

Forthcoming Technical events will be live visits with the necessary safety precautions, including a paint shop and an engine rebuilt site.

Buying & Selling a Car in Canada & the USA

Following are the detailed notes from the April Tech session on buying and selling used cars as commented by Mike O'Brien

Buying or selling a car is filled with pitfalls. It is useful to know as many of the lessons that I and others have learned over the years. You may have done both and I am preaching to the converted. I am also indebted to Phil Karam and to Dave Clyne for sharing their experiences with me.

"DON'T TRUST A SERVICE STATION TO CHECK ALL THESE ITEMS...DO IT YOURSELF"

Never buy a car being sold "as is" if you can avoid it.

If the vehicle is far away from you and you don't want to spend the money to travel, try to find a Jaguar Club or Member who is technically savvy to go and look at the car for you including having it taken to the Owners garage and look at it on a hoist. The vendor should pay for this but be prepared to pay yourself - it is worth every dollar. If you can't find someone and the car looks exceptional and the price is good, GO YOURSELF.

"PRIOR TO BUYING OR LOOKING"

If a "Jaguar", determine what marque of Jaguar you want from a search of all marques, **a review of your budget** and the closeness to home. Buy the best that you can afford and talk to Club members who have the same marque to determine their sense of value for the car you are interested in, the things to look for, and the suitability for you. Look for the same marque all over North America to find one that is in the best possible condition at a reasonable price. Don't buy a project car unless you are an experienced restorer and have lots of money. Sources to check include Kijiji, E Bay, Bring a Trailer (Auction-US Dollars), advertisements on our Club website and any other Jaguar Club website (the JCNA website may offer some contacts). You might have some success if you just google it. Hemmings online is generally overpriced. Determine the cost to get to see it. Be patient, ask the owner any questions that you have based on the advice below and if he/she has all the maintenance records. Are there any liens on the car? Ask for a car check if the vendor has one and ask for the vehicle identification number and engine and head numbers so that you can check with Jaguar Trust to ensure that the engine and head are original and matching numbers.

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Buying & Selling a Car in Canada & the USA—Continued from page 10

“BUYING THE CAR”

General inspection:

Go around the car and look at the body for dents and/or rust. Can you find any indication that it was another colour? Is the paint dull? If there are no marks or dents it may be possible to polish the body. If not you may be looking at a respray. Check the sills under the doors when on the hoist. Check for rust or rot in the wheel wells. Open the trunk and engine compartment and look for rust particularly where the fenders meet the body and on the floor. In the engine compartment check for fluid leaks, check the fluid levels and for the smell of gas. Open the spare tire compartment, take out the spare wheel and tools and look for rust. Check to see if the spare is the same make as the road wheels. When at the owner's service station, look for leaks when the car is running. A dirty engine means lack of care and possible costs. What condition are the tires? Are any wheels bent and if wire wheels, check for loose spokes. When on the hoist try to move the wheels back and forth by hand to determine loose or worn wheel bearings, ball joints or tie rod ends. If equipped with wire wheels, when they are off, check the axle splines for wear.

Check for oil under the car. All older Jaguars leak a little at the back or front of the engine and the rear seal of the transmission. If there are no leaks assume that the car has been moved from its normal resting place.

While on the hoist look at the steering mechanisms, the ball joints and with the wheels off look at the brakes and brake lines and emergency brake cables. The mechanic should be able to measure shoe thickness, or rotor and pad thicknesses. If the pads are worn the rotors have to be changed as well. Check all the glass for cracks or major chips.

Interior:

Check the seats for dirt, rips or tears. New seats are \$\$\$ but with some care you may be able to repair them. Pull up the carpets and look for rust. Check the headliner. Is it drooping? If so it must be replaced? If the car has power windows make certain that they work. Check the door caps and dash wood for lifting laminates on the older cars. Do the colours on wood pieces match?

Drive the Car:

While stationary, turn the key to the on position but don't start the car. Are all the dash warning lights illuminated, particularly the Check Engine light? If so note which aren't. The bulb may have died or have been removed to disguise a fault. Now start the car. All of the lights should go out. Some newer cars will do an abs check that takes a short time for the computer to check. If the car has a tire pressure readout and that light stays on the chances are that the wheels are not fitted with the sensors, particularly if the car has winter tires.

With the car running let it settle into an idle. Older Jaguars should idle at about 750 rpm. There is normally a red light on the dash somewhere that shows that alternator/generator is providing power to the starter and other circuits. If the light stays on after increasing rpms there may be a fault. Are all the gauges reading? The older cars should start at about 75psi oil pressure and drop to about 40 at idle. What about coolant temperature? Check it cold and again as you drive to make sure that gauge is functioning and the thermostat works. Is the tachometer working?

Now with it running and the hood open, go and observe the engine function. Check for leaks, odd noises, and fuel smells etc. Ask the vendor to rev the engine up to say 2500 rpm and listen for clatter from the top of the engine an indication of worn parts? Finally have the vendor sit in the car and turn on all the lights (brake lights, reverse lights, side lights, turn signals, license plate lights and headlights, both dipped and high beam. If it has fog lights test them too. In the cabin see if you can see dash lights. Older British cars normally have very dull dash lights. With all lights on is there a red generator light illuminated?

Test Drive:

Apply the emergency brake and slowly apply power while in gear to determine if they hold. For older cars this is really a parking brake, but if it doesn't work it won't pass a safety. While moving forward slowly, test the brakes. Does the car pull left or right? Can you sense that a brake is binding on the front brakes? The car will attempt to pull in that direction. Drive the car for at least several miles at highway and built up area speeds. Are there any major vibrations. Check the gauges.

Paying for the car:

If it is far away and the owner wants a deposit, don't make it more than \$500.00 and make it refundable in case you get there and it has been poorly presented in the advertising. Be able to pay the balance in a bank draft at the owner's bank or take travelers cheques. The amount may be greater than the ability to use e-transfer. Remember Customs will want to see the bill of sale and the payment documents in importing, particularly if it is more than \$10,000.00

Getting the car home

If it is located within a reasonable distance, take someone with you, preferably someone who is experienced with Jaguars. They can drive your car and you can drive the new one.

If you are flying or using some other form of conveyance make sure from the vendor before you leave, that it is drivable or try to find a Jaguar Club member locally to look at the car to confirm the vendor's presentation.

In Canada you will have to go to the local license bureau for a trip tick. You can't get plates until it is safetied.

If you are not going to drive it, ensure that you have a shipping company on standby to collect the car. If you are buying from the USA and plan to drive it you need to know the paperwork that is needed at the border. USA Customs will require all paperwork 72 hours in advance of your arrival at your border crossing location. Get a bill of sale that is preferably notarized. Have enough money to pay the duty and a temporary sticker in lieu of plates. Make sure that you have proof of insurance based on the vehicle VIN.

Continued on Page 12

Buying & Selling a Car in Canada & the USA—Continued from page 11

You will also need to contact the Canadian Registrar of Imported Vehicles (RIV) to ensure that the car meets Canadian standards. Do that before you buy! That will be needed at Canadian Customs. There are shipping companies that will do all that for you, at a cost \$\$\$\$. Determine all of that before you commit to seeing the car. If you hire a shipper make sure that the truck is covered and there is insurance to cover their costs and the purchase price if the vehicle is damaged or totaled enroute, and any taxes that you will incur.

Here are Some Likely Costs:

Purchase price. Inspection by a mechanic if not paid by the vendor. Tell them what you plan to look at and ask them to book the appointment in advance. Assume a one hour car check, normally about \$50.00

Fuel, food and accommodation if you are driving either one way or both. If someone has volunteered to go with you it is common that you pay their expenses.

If you are going to use public transportation (train or flight), make it a refundable return trip just in case.

Duty if coming from the USA. This is normally charged for a British car as that is not part of NAFTA

Brokers fees if Canada Customs insists.

Trucking company costs if chosen.

Temporary sticker in lieu of plates (note that Florida does not issue these unless you pay Florida sales tax. Better to hire a truck to get you across the Florida border or by using the vehicle identification number get an Ontario sticker before you go. That may be a problem, as they may want you to pay the sales tax before you have bought the car. Provincial safety check (\$125.00 +/-, HST, Plate fees \$30.00 and a free sticker.)

"SELLING YOUR CAR"

General Information:

You have seen from the information above that there is a requirement to prepare your car as best you can without spending any more than you will likely get for it. That means that you must do your homework about a realistic price based on current sales "not asking prices". Don't attempt to get what you have invested in it if you have done a restoration. Don't sell it as is, or you will have to take a loss.

Ensure that it is driveable and safe. Provide a car check at your cost and divulge whatever faults exists. If you are selling it in Canada, have it safety checked and offer proof. It will be good for 32 days. Help the purchaser, particularly if they are coming from afar. Don't trade it in on something else. You will get a low wholesale price for it, but on the upside you won't have to do a lot of work to it. The dealer will check it carefully. If listed on Bring a Trailer (BAT) you will have to provide a lot of details. Take lots of pictures, BAT has no limit, E bay and Kijiji do. Show the blemishes and other issues. Research shipping costs to various locations as examples for the purchaser. If you are selling it to someone in Europe offer to take it to Montreal to be stuffed in a Container. Take lots of pictures as it is left at the port. Make certain that you are paid in full and the payment has cleared your bank before you move it. The purchaser must make arrangements for overseas shipping. Draw a diagram of the car and show defects and make certain that the shipper (truck or container) signs off.

Paperwork:

Safety certificate if sold in Canada. Bill of sale. The Ontario vendor's package if sold in Ontario has the bill of sale required. Provide a Link to the car check with the ad wherever you list it. A photo of the VIN, engine and head numbers. Lots of images of the car inside and out including tread depth on the tires and their age. Take lots of the good stuff and the bad.

Sale to the USA:

It is recommended that the purchaser come and see and test drive the car and either take it away then or arrange shipping AND INSURANCE from the date of the sale, even if the vehicle is left with you. Don't get involved in clearing US customs for the purchaser. Offer to share details of a trucking company that will clear customs and deliver it in the USA. The same one that you might use to buy one in the USA to get it to Ontario. Sight unseen is dangerous. Particularly if the new owner has not seen the car before it is shipped and when it is received they don't agree with your description. When sold, get the full payment and take the owner to your bank. If the purchaser is coming to see the car based on all your methods of description get a deposit of at least \$500.00. They may wish it to be refundable. Ensure that you keep enough of it to cover any purchaser related expenses to you such as arrival after 32 day safety has expired. That will be too long a time to promise the car as you may get other offers. Take your plates off. Don't loan them. Take the purchaser to Service Ontario and get them a temporary sticker.

Thanks to Mike O'Brien

And thanks to both Mike and Barry Paulson for presenting the Tech Sessions

OJC Provincial Park Drive—June 11th, 2022

Charleston Lake, Charleston Lake Provincial Park



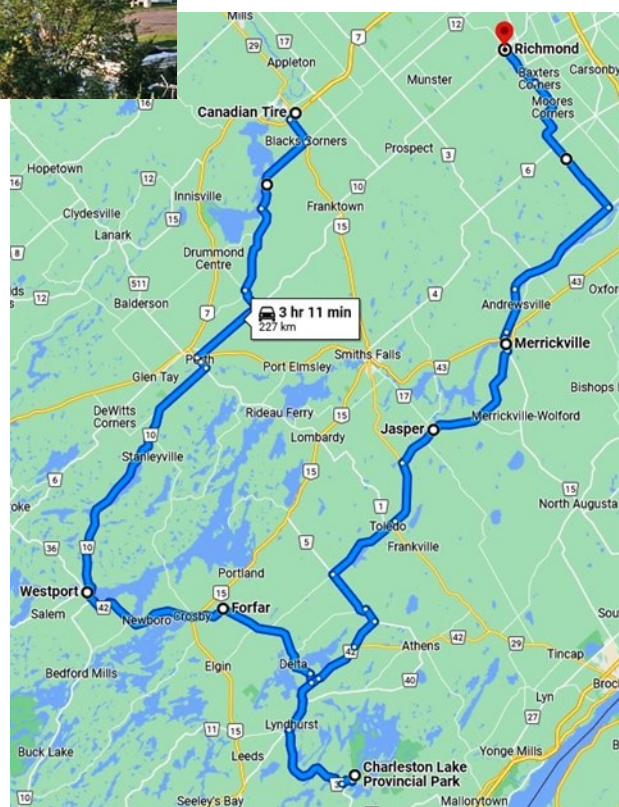
OJC Provincial Park Picnic Drive – June 11th, 2022

Saturday, June 11th sees an upcoming club drive and picnic, which will start from the Canadian Tire parking lot on Hwy 7, Carleton Place at 9:00 am. We will take a distinctly back-country road route to Westport where, after an hour on the road, we will stop for an hour to look around, shop or have coffee.



After Westport we will head via good country roads to Charleston Lake Provincial Park arriving at around 11:45 am. (Day Pass admission \$12.50 per Senior's car)

We will be using the “day use” area of the park for our picnic, so bring your picnic, lawn chairs, etc. and enjoy a three hour visit. We will depart around 2:45 pm for the return drive via a stop in Merrickville so as to arrive into Richmond, south-west of Ottawa, around 5:30 pm. From there people can head home after a tranquil day of open roads, a beautiful picnic location and the good company of fellow Jaguarists. Drive time is about three and a quarter hours, divided into four stages, two in the morning and two after the picnic. Rain date will be June 12th(it is a picnic and picnics aren't so much fun in the rain.) If you are intending to come please contact Alan Graves at gravesal76@rogers.com in case of changes, such as activating the rain date and to receive route information.



Thanks to Al Graves

OJC Calendar Call

2023 OJC Calendar Call

OJC's 2023 Event Calendar is now in the planning process.

The 2023 theme will be:

"Having Fun With Your Car"

Be sure to capture those pictures of you with your car wherever you are having fun, with the grandkids, in a special spot, standing out in a group, at a wedding, anything that shows your Jaguar in a fun or unique situation!

Ottawa  Celebrating 100 years of Jaguar Excellence



1973 series 3.5 Type
Owner: John & Lynn Clarke

January 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 New Year's Day
2	3	4	5	6	7	8
9	10	11 OJC meeting	12	13	14	15 OJC event
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31 OJC Dinner 'n' Pique night					

OJC 2022 Calendar On-Line

Don't forget to download your OJC 2022 calendar if you have not done it already.

Cut and paste this link into your browser and download your copy:

https://drive.google.com/file/d/1T7X_Haq3w8rHCyDLIt00o40ZriAcC-YP/view?usp=sharing

Ottawa  Celebrating 100 years of Jaguar Excellence



1961 XK150 3.4
Owner: Bob & Nancy Martin

December 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6 OJC general meeting	7	8	9	10 OJC Christmas Dinner
11	12	13	14	15	16	17
18	19	20	21	22	23	24 Christmas Eve
25 Christmas Day	26 Boxing Day	27	28	29	30	31 New Year's Eve



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Moss is the source of quality parts designed to preserve the spirit of true motoring excellence.

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Mark Your Calendar !! - Dates To Remember

May 15th (Sunday) * Britannia Yacht Club

OJC's Semi Formal Spring Dinner is planned for May 15th at the Britannia Yacht Club.

Members will receive an email asking for confirmed attendance early in May.

In order to go ahead with this event we need a minimum of 50

confirmed attendees (members & guests).

Also may be dependent on Covid rules.

2777 Cassels St. Ottawa, Ont.

Please note that all restaurant staff will have had 2 vaccinations and at least one booster and will be wearing masks. The meal will be plated, not a buffet and diners must wear masks until seated.

June 11th—Provincial Park Picnic Drive

OJC drive and picnic to the Charleston Lake Provincial Park.

Starting from the Canadian Tire parking lot in Carleton Place.

See page 11 for details

July 16th—All British Car Day (ABCD)

The All British Car Day is returning this summer.

This popular event is moving to the Clarke Fields Park in Barrhaven, there will be no entry fee this year and will provide a great opportunity for us to show our Jaguars and view a very wide array of British Automobiles.

More details to come.

August 12th to 15th—Weekend Roadtrip

An OJC Road Adventure Featuring:

The Ontario Jaguar Owners Association Concours

The Canadian Warplane Heritage Museum

Royal Botanical Gardens

And More -

The feature of this trip will be the Ontario Jaguar Owners Association Concours at the Canadian Warplane Heritage Museum at the John C. Munro Hamilton International Airport. See the April Jottings for more information or contact Al Graves. gravesal76@rogers.com

More to come as we get closer to the date!

Ontario Jaguar Owners Association Update:

The Ontario Jaguar Owners Association is busy getting ready for their annual Concours to be held on August 14th at the Canadian Warplane Heritage Museum. The OJOA would like to welcome all Ottawa Jaguar Club members to participate in this event. The OJOA Concours will be included as part of a week-end drive being organized by Allan Graves of the Ottawa Jaguar Club. Please contact Al Graves gravesal76@rogers.com if interested in being included in this trip and attending the OJOA Concours.

Thanks to Allan Lingelbach, OJOA VP

Cars and places

By Guy Larabie

Over the years, many automobiles have been named after interesting and/or exotic places. Some manufacturers were and still are quite creative in selecting names that would resonate with the buying public. Unfortunately, most of these cars did not live up to the excitement or charm associated with their namesakes. Here is a list of 25 such vehicles to test your wit. See if you can fill in the blanks.

To help you along, I have put in a few hints. The answers will be given in a future Jottings.

Alfa Romeo _____	Was thought to be an homage to the Olympics.
Buick _____	A land yacht introduced in 1964.
Buick _____	Could almost be bought with Monopoly money.
Cadillac _____	No orange peel paint on this one.
Cadillac _____	Famous for its gold tone paint.
Chevrolet _____	A justly forgotten compact car of the 80's.
Chevrolet _____	Born in the seventies, it endured for two decades.
Chrysler _____	Named after a famous racetrack.
Chrysler _____	Famous for its rich Corinthian leather.
Dodge _____	This would-be sports car was based on a K car.
Dodge _____	A real favourite with skiers!
Dodge _____	An urban cowboy's favourite.
Dodge _____	You could easily lose your shirt with this one.
Edsel _____	A warm and sunny kind of car.
Ford _____	The new mid-size Fords for the seventies.
Ferrari _____	A scuderia made car.
Hyundai _____	A Korean cowboy.
Kaiser _____	An uptown kind of a car.
Kia _____	A favourite in Brazil.
Lincoln _____	An effort to introduce French class in a mid-size.
Mercury _____	A favourite with the Pebble Beach crowd.
Packard _____	Packard could have moved their money there.
Panhard _____	A real nice little car that very few people know.
Pontiac _____	Born as a near muscle car, died as a sub-compact.
Pontiac _____	A real gem for speed freaks.

Montreal
Riviera
Park Avenue
Seville
El Dorado
Corsica
Mont Carlo
Daytona
Cordoba

Aspen
Dakota
Monaco
Bermuda
Granada
Maranello
Santa Fe
Manhattan

Versailles
Monterey
Caribbean
Nice
Le Mans
Bonneville



Well, I thought that it would be easy, just cut & paste the answers besides a copy of the questions that were copied from the original 2002 Jottings—Right?

After struggling for some time to get the line spacing of the answers correctly lined up with the questions it became apparent that there were more questions than answers.

So, if you were confused by this some 20 years ago we now know why.

If you can provide the 2 missing answers, let us know.

- **Dodge** — This would be sports car was based on a K car
- **Kia** — A favourite in Brazil



Don't Forget Our Facebook Page!

Members are reminded that we have a Facebook page with two new administrators who are enthusiastic to hear what you are planning with your Jaguar for the Spring or about a project that you are working on. If you have Facebook just search for Ottawa Jaguar Club.

Not on Facebook?

It doesn't cost anything and it's easy to join. "Just download the APP", then;

1. Simply follow the "Create new account" tab on the main page and input the information. You will be sent a text to confirm your identity.
2. Once you have created your account and logged in, you will be able to see and post on our Facebook page.
3. You will have control of your account privacy as to who can see your information.

Thanks to Jim Butcher & Ben Farmer for taking on the our Facebook administration.

Your OJC Marketplace



4 chrome hub caps to fit: Mk1 - Mk 2 - Mk 7- Mk 8 - Mk 9 - Mk 10 - 3.8 S - 420
All in very good original condition.



"Jaguar Parking Only"
Both signs are metal and measure 12" x 18"

\$100 for the set

\$ 15.00 ea.

Contact Merv Clarke at:
lamjclarke@gmail.com



Looking For!

I am looking for a XK120 or XK140 roadster, a driver or nice show car.

Also looking for a XK120 coupe for a good friend.

Please contact Anthony MacFadyen if you have one for sale or know someone that does,

I can be contacted at **416-434-0523** or by Email at **antaly2@rogers.com**

Advertising in Marketplace is free to OJC members, \$20 to non members.
 Ads run for 3 months. Contact the Editor with your advert (Ray@Newson.ca)
 Forward payment to the OJC Treasurer: 24-2420 Bank St. Ottawa, Ontario K1V 8S1

*Jaguar Jottings accepts advertisements in good faith. It is in your best interest to make every effort to **check offers***

Breakfast Is Served!



The Ottawa Jaguar Club's weekly breakfast meeting is held every Wednesday at 8:30am
 at Stacked Smoked Meat & Grill 2679 Bank St.

Come and enjoy the banter, swap ideas, help solve the problems of the world.

Your OJC Marketplace 2



OJC Discounts

As a benefit of being a member of the Ottawa Jaguar Club you are entitled to discounts at supporting businesses in our area. Supporting businesses do have a list of our members, your membership will be verified at time of purchase.

Jaguar Ottawa - You will receive a 10% discount on labour rates. Parts, at the parts counter or on service work, will be priced at cost plus 15%.

Hunt Club Jaguar— Jaguar Hunt Club is pleased to extend to all Ottawa Jaguar Club members, 10% off parts and labour.

Stinson Fuels— 4726 Bank St., offers a 10% discount on any kind of specialty oil.

CAA-North & East Ontario—You will receive a group discount based on your CAA membership level. See our OJC website in the Member Information Section for more information and membership application.

Our discount is based on a minimum of having 10 members subscribed. Don't forget, CAA membership includes much more with many discounts on Hotel stays, vehicle service and more. Members also enjoy 3¢/L discount on fuel at Shell.

Jaguar Jottings

Editor & Publisher: Ray Newson

613-720-5396

ray@newson.ca

Jaguar Jottings is an official publication of the Ottawa Jaguar Club. Twelve issues are produced January to December for the information of its members. We welcome your participation.

Deadline for contributions is the 25th of each month. All rights reserved. Reproduction and/or modifications are prohibited without prior written approval. Visit us at www.ottawajaguarclub.com.

Advertising

Full Page \$25/month, or \$250/year (12 issues)

Back Cover \$300/year (12 issues)

1/2 Page \$15/month or \$150/year (12 issues)

1/4 Page \$10/month or \$100/year (12 issues)

Business Card \$5/month or \$50.00/year (12 issues)

Marketplace Ads are free to members and will run 3 months unless cancelled or renewed; \$20 to non-members.

Submit advertisements to the Editor/Publisher and your cheque to the treasurer, 520 Clothier St West, Kemptville, Ontario, K0G 1J0 or e-transfer to: ottawajaguarclubtreasurer@gmail.com



EVENTS & ACTIVITIES 2022

NOTE: All Activities and Events are subject to Covid Restrictions.
Some events or activities may be cancelled or held virtually.
E-mails will be sent to all Members regarding any changes that may occur. Check the OJC website www.ottawajaguarclub.com for an updated Calendar of Events.

May	7th	Sat.	Technical Visit	10:00 am	John Blouin Autobody near Richmond Visit #1
					Watch for email with details
	15th	Sun.	OJC Spring Dinner	6:30 am	Britannia Yacht Club - See Page 15
	21st	Sat.	Technical Visit	10:00 am	John Blouin Autobody near Richmond Visit #2

June	8th	Wed.	OJC General Meeting	7:00 pm	Club Dinner: CoBrie Restaurant - Calingwood Mall
	9th	Thurs.	Technical Visit	5:30 pm	West Carleton Automotive - 129 Walgreen Rd. Carp
	11th	Sat.	Club Drive	9:30 am	Drive & Picnic to Charleston Lake - See page 11
	25th	Sat.	Hazeldean Gardens	11am/2pm	Retirement Home Show & Visit - Wit Lewandowski 6120 Hazeldean Road, Kanata Ont.
	26th	Sun.	Show & Shine	All Day	Wheels on the Mississippi - Details pending Riverside Park, Carleton Place

July	9th	Sat.	Drive	TBC	Drive and Picnic Lunch
	16th	Sat.	ABCD	All Day	All British Car Day - Barhaven - Details pending
	23rd	Sat.	BBQ	5 to 7 pm	Hosted by the Groundwaters in Manotick

August	6th	Sat.	Lanark Lifestyle	11am/2pm	Retirement Home Show & Visit - Wit Lewandowski Lanark Lifestyle, 240 Gore St., Perth Ont.
	7th	Sun.	OJC Car Show	10am/4pm	Family Day & Car Show - Details Pending
	12-15th	Fri.-Mon.	OJOA Concours	4 days	Drive and tour to OJOA Concours
	14th	Sun.		All Day	Drive to Boot'n'Bonnets - Kingston - Organizer needed
	21st	Sun.	Drive	TBC	Drive to Lanark Highlands - Organizer needed

September	6th	Tues.	Car Show & Dinner	Afternoon	Hazeldean Car Show and Pub Dinner
	11th	Sun.	Drive	Morning	Drive to Chrysler Farm Battle Field- Details Pending
	28th	Wed.	OJC General Meeting	6:00 pm	Club Dinner @ CoBrie Restaurant, Carlingwood Mall

October	1st	Sat.	OJC Fall Colours Drive	All Day	Time & Route to be determined - Lee harrington
	16th	Sun.	OJC Club Brunch	Morning	CoBrie Restaurant - Calingwood Mall

November	13th	Sun.	AGM & Brunch	11:30am	CoBrie Restaurant - Calingwood Mall
	23rd	Wed.	Tech. Visit	9:30 am	Time & Location to be announced
	27th	Sun.	Trivia Challenge	1:00 pm	Inter Club Trivia Challenge (Organized by OMGC)

December	10th	Sat.	OJC Christmas Dinner	TBD	Ottawa Hunt & Golf Club - Phil Karam
	21st		First Day of Winter		Looking forward to spring
	25th		Christmas		Merry Christmas
	31st		New Years Eve		Happy New Year

Club Clothing and Regalia

All clothing articles will have the club logo, shown on the right (lower), embroidered on the article in either your choice of Silver or Gold on the upper left shoulder.

The cost that we are being offered by our supplier is lower than the manufacturer's suggested retail. The embroidered Logo is included in the price, shipping and HST are not. These articles are provided as a benefit to our members.

More items and prices can be seen at the following website:

<https://drive.google.com/file/d/1OMnhnSxmBWTs-P-IXZj4FpPBFI1j85TR/view?usp=sharing>

If interested and to order, please contact Mike O'Brien at:

613-601-5745 or ottawajaguarclubtreasurer@gmail.com



Core 365 Men's and Ladies performance golf shirts



These are of medium weight and will breathe well in warm weather
There is a choice of 16 colours and sizes from Extra Small to 3X for ladies and Small to 5 X for men

Core 365 SOFTSHELL JACKET

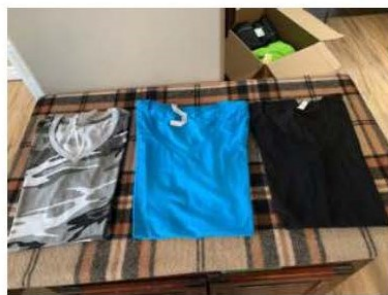


Available to both men and ladies. In sizes S to 5 X for men and XS to 3X for ladies. It comes in 4 colours.

The order form follows on the next page.



ACT Ladies Cotton T Shirts



These Ts are very much lighter than the men's. They also come with a V neck as seen at the bottom of the order form. 26 colours and sizes XS to XXL.

TRIMARK FLINT MEN'S LIGHT WEIGHT JACKET



A very light weight jacket with a hood in the collar. It is the same design for Ladies. In 8 colours and has the following sizes for men S-3X and for ladies XS to 3X

Guildan 100 % cotton T shirts



Guildan Men's T Shirts 100% cotton. Good quality from a well-known manufacturer. The cotton is heavier than the ladies versions from another supplier but are still comfortable throughout the summer. They have short sleeves. Sizes from Small to 2XL. They come in 17 colours. You see a V neck shirt in the photo. They are a different style as shown near the bottom of the order form. The V neck comes in 6 colours.



6 Colours available

Fersten adult brushed cotton ball cap. It feels good and is adjustable. The logo will be the Ottawa Jaguar Club as seen up below.

AJM poly ripstop ball cap

A comfortable cap with good air transfer through the back.

All pricing and ordering information is on the next page (P. 22). Contact Mike O'Brien for further information and to order.
ottawajaguarclubtreasurer@gmail.com

The Ottawa Jaguar Club Spring 2022 Regalia Order Form

Contact is Mike O'Brien 613-601-5745 canjagman@gmail.com

Name: _____

Phone: _____

Email: _____

Pricing includes the item plus the Club Logo and HST payable to the Supplier

Style	Description	Size	Price	Qty	Colour	Size
88181	Core 365 Men's performance golf shirt	XS-5X	\$35.00			
78181	Core 365 Ladies performance golf shirt	XS-3X	\$35.00			
Colours: white, black, acid green, burgundy, gold, orange, purple, carbon grey, pink, navy, red, electric blue, forest, platinum, safety yellow, royal						

2000	Gildan Men's 100% cotton Tshirt	S-XL	\$22.00			
"		XXL	\$26.00			
Colours: white, black, sport grey, dark heather, charcoal, navy, royal, sapphire, light blue, purple, forest, lime, irish green, kelly green, safety green, daisy, gold, safety orange, orange, red, heliconia, maroon						

ATC8000L	ATC Ladies cotton T	XS-XL	\$29.99			
"		XXL	\$32.00			
Colours: black, white, coal grey, athletic grey, charcoal heather, carolina blue, royal, sapphire, navy, purple, gold, orange, red, raspberry, extreme pink, lime, kelly, forest,						

FP461	Fersten adult brushed cotton baseball cap	Adult	\$26.00			Adult
Colours: white/black, white/navy, black/white, black/black, black/red, black/yellow, black/royal, black/grey, black/orange, navy/white, navy/navy, navy/red, navy/lt. blue, navy/sand, navy/mango, red/black, royal/white, khaki/black, taupe/black, sand/black, sand/navy, sand/red, stone/black, stone/navy, grey/black, grey/royal, grey/bamboo green, mango/navy, graphite/white, blueberry/navy, bamboo green/white, chocolate/stone, chocolate/powder blue, spice/black, spice/stone						

1B270M	AJM poly ripstop baseball cap	Adult	\$26.00			Adult
Colours: black, charcoal, navy, red, royal, white						

12604	Trimark Flint Men's lightweight jacket	S-3X	\$85.00			
92604	Trimark Flint Ladies lightweight jacket	XS-3X	\$85.00			

Colours: yellow, red, maroon, royal, navy, forest green, steel grey, black

88184	Core 365 Men's softshell jacket	S-5X	\$75.00			
78184	Core 365 Ladies softshell jacket	XS-3X	\$75.00			

Colours: black, navy, red, carbon grey

Style	Description	Size	Price	Qty	Colour	Size
64V00	Gildan Men's vneck T	S-XL	\$24.95			
"		XXL	\$29.75			

Colours: white, black, sport grey, navy, cherry red, charcoal

ATC8001L	ATC Ladies cotton vneck T	XS-XL	\$29.95			
"		XXL	\$32.75			

Colours: black, white, coal grey, athletic grey, charcoal heather, carolina blue, royal, sapphire, navy, purple, extreme yellow, gold, orange, red, raspberry, extreme pink, lime, kelly, forest, silver, moss, deep heather, teal heather, navy heather, cardinal heather, forest heather

Personalized embroidered name on sleeve	1 line	\$10.45	Name: _____
(no minimum order qty required) Font Name			
Please fill in the order form. Payment may be by e transfer to canjagman@gmail.com cheque payable to the Ottawa Jaguar Club or cash			
Jagur Club. Also select the colour of the logo that you wish embroidered: Gold or Silver			



1300 Michael Street | Ottawa, Ontario | K1B 3N2 | 613.744.5500

Ottawa Jaguar Club Members enjoy discounts on parts and labor for work performed by Jaguar Ottawa . Your club membership will be verified at the time of any purchase in order to receive a discount. You will receive a 10% discount on labor rates. Parts, at the parts counter or on service work, will be priced at cost plus 15%.