

Ottawa



Jaguar Settings

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The Ottawa Jaguar Club

Members Across Eastern Ontario & Western Quebec

January 2023 - ottawajaguarclub.com

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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 \$30 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 – 2023

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President's Musings

January 2023



Welcome to 2023 and the promise of a year in which we will all be safer to get together at OJC events! I am thrilled to be the club President this year and help usher in the post-pandemic era, where we will offer a range of activities in which to celebrate our beautiful Jaguar cars and celebrate the marque. Jaguar is synonymous with the elegant post-war era for automobiles, particularly the "chrome classics" that many of us own and admire. I certainly love the heritage of the company and the designs that hold a special place in the classic car world.

I come to OJC as a recent purchaser of a 1969 Series 1 XJ6 - bought from a club member! After buying the British car magazines since my University years in the late 1980s, I have come to admire the 1960's and 70's models, the XK engine, The Sir William Lyons design and the rear suspension that helped make the XJ6 European Car of the Year at the beginning of production.

I grew up in a family that loved cars - my older sister in particular. She bought a 1958 Corvette in the 1970s...candy apple red over white. Small block V8. And this was in North Bay! As a boy of 10 or 12 this was pretty impressive. Then she had a Fiat X 1/9 in later years. My love affair with cars began with a 1984 VW Rabbit GTi - yes first generation and from new. What a car. I regret trading it after graduation for a Peugeot 405. But then I bought a 1976 Triumph TR6 - and what a fun drive that car was. And beautiful - with the update to the Michelotti lines by Germany's Karmann. Alas sold also when I started having children.

The Board is working hard to offer a range of fun activities and events and I look forward to meeting you at some point during the driving season!

Ben Farmer



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Jaguar XJC

This page highlights exclusively the Jaguar XJ Coupé built between 1975 & 1977. Many consider this, one of the most beautiful and rare Jaguars there is. This page contains information on the XJC (XJ6C and XJ12C) both Jaguar and Daimler.

Coupé Specific Information

The Jaguar XJ Coupé was launched in 1973, but was not sold until the 1975 model year, due to problems reducing the noise from the pillarless windows. It was in production until November 1977, with some of the later models being sold as model year 1978. The 6 cylinder model was known as the XJ 4.2C or XJ6C. The 4.2 referring to the size of the in-line 6 cylinder engine. The 12 cylinder model was known as the XJ 5.3C or XJ12C. The 5.3 referring to the size of the V-12 engine. When badged as a Daimler, the Coupé was known as the Sovereign 4.2 or the Daimler Double-Six two door model.

Approval of source owner: anash@julesverne.ca
<http://www.julesverne.ca/jaguar/xjc.html>

Mike O'Brien Secretary
ottawajagclubsecretary@gmail.com

The production numbers of the Coupé were:

	Right Hand Drive	Left Hand Drive	Total
Jaguar XJ6C	2606	3899	6505
Daimler Sovereign 4.2	?	?	1676
Jaguar XJ12C	604	1269	1873
Daimler Double-Six	?	?	354

source:

Jaguar XJ, The Complete Companion by Nigel Thorley &
 The XJ-Series Jaguars by Paul Skilleter

NOTE: in the book by Nigel Thorley, the above numbers are from the Technical details section, but on page 66 in the chapter on the Series II and the Coupé, he gives the following numbers:

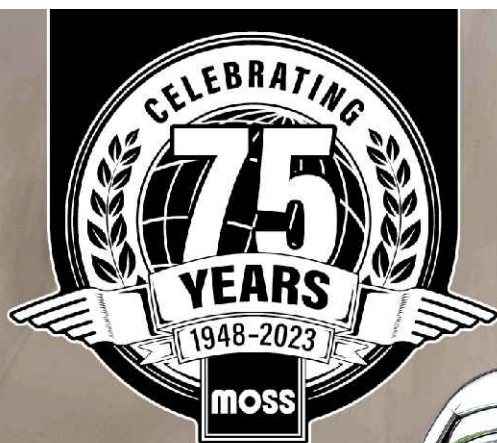
XJ6C	6541
XJ12C	1862
Daimler Sovereign	1676
Daimler Double-Six	408
Daimler Vanden Plas	1

Jaguar Mark 2



The Jaguar Mark 2 is a medium-sized saloon car built from late 1959 to 1967 by Jaguar in Coventry, England. Twelve months before the announcement of the XJ6 the 2.4 Litre and 3.4 Litre Mark 2 models were renamed to Jaguar 240 and Jaguar 340 respectively. The previous Jaguar 2.4 Litre and 3.4 Litre models made between 1955 and 1959 have been identified as Mark 1 Jaguars since Jaguar produced this Mark 2 model. Until the XJ, Jaguar's postwar saloons were usually denoted by Roman numerals (e.g. Mark VII, Mark VIII) while the Mark 2 used Arabic Numerals, denoted on the rear of the car as "MK 2".

Repair Manual Download <https://en.jaguar-club.net/model/jaguar-mk-2-27#repair-manuals>
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December 2022 Christmas Party

On Saturday December 10, The Club Christmas party was hosted by Paddy and Stewart Robertson at their home West of Carleton Place. During the period 2 until 6PM 25 or so people attended. A buffet prepared by Paddy filled with many many delightful choices including some tasty desserts that included a cake brought by Bonnie Newson completed everyone's visit. OOPS I forgot the punch (non alcoholic). My glass leaked. (Mike O'Brien)

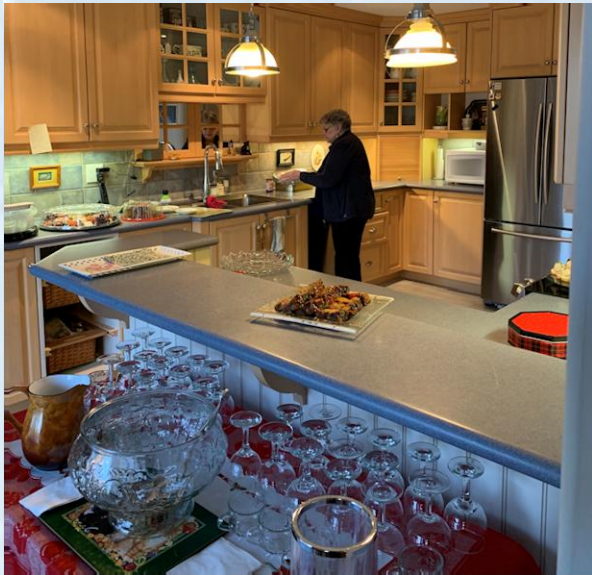
The Hosts



Bonnie Newson, Gail Jensen, and Lyse Clarke



Paddy in the kitchen preparing the feast that moved later to the dining room.



Ray Newson, Phillip and Fadia Karam and Beverley Blais



Marnix van Gemert, Stephanie MacNeill, Merv Clarke and Ray Newson



During the party Barry Paulson was presented with this trophy in recognition of his service to the Club and all the members as President from late summer until the AGM in November. He agreed to take on this last minute task with no hesitation. The Club was experiencing challenges in reconstructing itself after the departure from The Jaguar Clubs of North America and he stick handled through these issues with grace and a firm hand. "Thanks for filling the void in 22"



These were but a few of the many who came and chatted and shared during the afternoon. Thanks to Paddy and Stewart for their hospitality.

by Mike O'Brien, Editor

Your 2023 - Ottawa Jaguar Club Board of Directors



President: Ben Farmer



Ben joined OJC in 2022 when he recently purchased a 1969 Series 1 XJ6 - bought from a club member! Ben is pleased that the Board is working hard to offer a range of fun activities and events and looks forward to meeting you at some point during the driving season!

Technical: Phil Karam



Phil Karam has been a member of the Ottawa Jaguar Club since 1988. Over his many years with the club Phil has been known most notably as our Technical Advisor. Phil's significant collection of cars, mostly Jaguars, along with his hands-on restoration of many of his vehicles, positions him very well for his Technical Advisor role that he has held for a long time.

Vice President: Paddy Robertson



Paddy Robertson and her husband Stewart have been members of the Ottawa Jaguar Club since 1991. Paddy has held several positions within the club including Publisher & Jottings Co-Editor (6 years) and Concours Chair and Co-Chair (6 times). Paddy has also hosted and organized social events over the years, and looks forward to the Club remaining very active post JCNA.

Webmaster: Rick Mutzke



Rick Mutzke is currently our Webmaster. He has been a member since 2011 after he had purchased a 1961 Mk 2 with manual overdrive. "Ran when parked", but a busy life has kept the major restoration project on the backburner and off the road during the intervening years.

Treasurer: Jim Butcher



Jim joined us in 2018. As Treasurer Jim is responsible for OJC's funds, including collecting dues and other monies for deposit and paying OJC's bills. The Treasurer also prepares and provides financial reports and updates to the Board and OJC members and files annually with Canada Revenue Agency.

Events Coordinator: Al Graves



Al has been very involved in our community here in Ottawa having joined in 2003. He has spent nearly 20 years on their executive board in positions of events coordinator and drive organizer. He launched the ABCD. He launched and runs the Hazeldean Cruise Night. He is currently and again events coordinator for 2023.

Secretary / Editor: Mike O'Brien



Mike O'Brien has been a member of the Ottawa Jaguar Club since 2002. In the past Mike has held positions of Secretary, President, Concours coordinator, Judge, and Webmaster. Mike really enjoys being part of the Club and has restored or upgraded several Jaguars over the years. Mike is also the Editor of the Ottawa Jaguar Club Jottings, contact for Club Insurance and arranges the purchase of Club Clothing and Regalia for our members.

Publisher: David Seabright



David Seabright is a new member of the Ottawa Jaguar Club, having joined in December of 2022. His interest in the club started by joining the Facebook page in 2021. His purchase of a 2017 Jaguar XF 35t (as first owner) spurred him to seek out like-minded souls. He currently is Publisher of the Newsletter, garnering knowledge gained over 45 years in the architectural design field as well as his knowledge in computer aided design.

Membership Coordinator: Bonnie Newson



Bonnie Newson and her husband Ray have been members of the Ottawa Jaguar Club since 2001. Along with her current Membership role, Bonnie has been an active participant within the club over the years, regularly working on the registration desk and tallying scores at our Concours events along with the planning and assisting with many of our club drives.

Inter Club Liaison: Barry Paulson



Barry has been an OJC member since 2015. In that short time he has succeeded in becoming Interim President in 2022. He has received a prestigious OJC award for this role (see page 6). As well as being Inter-Club Liaison for 2023 he is also Dealership liaison and the Drives planning "Aide-de-camp". He currently drives a 1968 Jaguar E-Type FHC 4.2L



Blast from the past: first published December '05

Dave Boon's Story: A Member Profile

By 1963 my wife Frances and I had lived in Ottawa for about three years. We had a worn out 1957 Dodge at the time (the one with the big rear fins) which needed replacing. Shopping around, I saw this gorgeous big two-toned Jaguar saloon on a GM dealer's used car lot and thought to myself, I'd love to have that car.

The Ottawa Jaguar dealership at that time was located at the corner of Isabella and the Driveway in downtown Ottawa (there's a trust company there now) and the service manager who was an acquaintance of mine knew the car well. It was a 1957 Mark VIII that had belonged to a Colonel Cherier who had been an aide-de-camp to Governor General Georges Vanier. There weren't many of this model made because Jaguar had suffered a major fire at their plant in Coventry that year. The car was even more rare in that it had a manual transmission with a Laycock de Normanville overdrive and two bucket seats.



Dave and his historic 1930's Hubley Blue Nose Special, this car will probably be run at Daytona and the vintage dirt track races at Zephyr Hills Florida in February.

While it was a grand car with impressive looks and performance, it wasn't built for Ottawa weather. On the coldest days, the poor heater could barely keep the windshield clear as wife Frances and I shivered underneath blankets while wearing flight boots. Overnight, in the winter's cold-

est weather, we had to plug in a block heater, an oil dipstick heater and a battery warmer to ensure a start in the morning. Nevertheless we enjoyed the car until a "new" family arrived and more suitable transportation was in order. I decided that the Mark VIII was worth keeping and from its last day of duty in 1967 the car remained in my care, in storage, with plans to sometime restore it to its original grandeur. That was until about two or three years ago when I realized that the project was then way beyond my doings, and so, after having the car for about 50 years, I gave it somewhat reluctantly to friend Ernie Bayliss!

I first heard about the Ottawa Jaguar Club around 1986 or '87 and joined it then, I can attest to being one of the early members as my OJC number is

11. I've served as hospitality chairman and I organized our first concours at the R.A.Centre on Riverside Drive. Later I served as vice president and then a term as president.

Meanwhile, or actually prior to being involved with OJC, I purchased a 1958 XK 150 FHC from Frank Petroski of Watertown NY. The car was just a shell; someone had butchered the chassis and installed a Chevy V8. Petroski threw in the front end of another XK150 so that I would have enough of the

frame to rebuild and re-install a Jag 6. The car took about 4 years to be road ready, and it is still on the road today.

Three or four years ago I decided to compete with it, and hauled it to the Vintage Celebration at the New Hampshire International Speedway to



"Vintage Celebration" at the New Hampshire International Speedway. Both stock and other vintage sports cars run on a 1.6 mile circuit.

run in the "Preservation" class. I ran against three-wheel Morgans, vintage Bentleys, a Crosley hot shot, venerable Allards and the like on the 1.6 mile circuit! While certainly not the fastest, it was fun.

Many years ago in the early 1950's when NASCAR was in its infancy, Jaguars and Porsches were often seen on the ovals competing against the Hudson's, Oldsmobile's, Cadillac's etc. Later NASCAR banned foreign marques, probably because they were doing so well.

Anyway, on the first two days of the "Celebration," the oval track cars ran the one mile oval decided to enter the XK150 as a stock car, and ran with the old flatheads, the big block Chevys, etc. There were a lot of surprised "stock" competitors there those two days, as the Jag could outrun them all except the super modified machines with the two-foot-wide slicks.



I've been attending the Vintage Celebration for quite a few years overall, as I have been regularly competing there with my 1923 T open wheel racer, the "#17 Frances Special". The Frances Special has also been a regular competitor in the winter "vintage racing (cont'd on next page)

season" in Florida since the early 1990's, particularly at the quarter mile dirt oval at Zephyr Hills.

In regards to racing, I started on the dirt ovals in Toronto in 1949, driving stocks on the Pinecrest Speedway half-mile dirt oval. I drove my #17 "the Hillcrest Havoc", until 1952 when I gave up racing (temporarily) for more mundane activities.



"Vintage Celebration" at the New Hampshire International Speedway.

A highlight of my involvement with Jags for over 50 years was being invited to be involved with Jaguar's first introduction into North American F1 racing at the Montreal Grand Prix, held on Isle Ste. Hélène a few years back. OJC members Merv Clarke, Phil Karam and myself (and wives and families) spent a wonderful four days as guests of Jaguar at Laval/Montreal. We were well taken care of by Jaguar and had great Grand Prix seats. Our sole responsibility was to be present with our cars at a press conference at Blainville, Quebec, where there was a huge four-mile oval test track. When we arrived in convoy on press day, there were a half dozen new supercharged Jaguar sedans with professional drivers to take the press people around the four-mile oval. By the way, a superb breakfast was available, the first time according to wife Frances that she'd ever had caviar as a main breakfast course!! Anyway, at 1 p.m., after the majority of the press people had left,

Chris Gilson the Jaguar representative told us that: a) if we wanted to try out the four mile track with our own cars, to go ahead, and b) Chris, knowing that I raced cars, told us that we could also take one of the supercharged Jags out for a run. I had been out earlier as a passenger on a run around the oval when, going down the backstretch with the light poles zipping by, I heard a buzzing noise coming from the dash. When I asked the driver what it was, he replied very nonchalantly as we ripped around # 2 and 3 turns, that it was the computer telling us that we were going 150 mph. The computer was programmed to prevent the car to from going any faster!!

When I took my venerable 1958 XK150 onto the oval, I was able to get 5500 rpm on the tach, about 116 mph. The XK150 was "dirty" with wing mirrors sitting on the fenders and with the widows and no-drafts wide open! Probably if it had been "cleaned up" it might have reached over 120 mph.

Later, I took the supercharged XJR onto the big oval, and after a rather sedate practice lap around the track, I ran a further six quicker laps. To my glee I buzzed the buzzer on each of them while racing down the 1 1/2 mile back stretch. I did slow down somewhat on the front straight because there was a lot of activity on the track edges. Hey!! There are not many 77-year-old dirt track racers who can claim a 150 MPH lap.

I am also the proud owner of the Hubley Blue Nose Special, an open wheel dirt track racer, built and raced on the Nova Scotia 1/2 mile horse tracks circa the mid and late 1930's by Halifax resident, Reg Hubley. The Hubley #6 is the sole mobile pre-war Canadian built race car known. I ran it once a couple of years ago, as I have the Frances Special, in the vintage sprint car races at Zephyr Hills Florida where, sadly, the engine, a 1923 Chevy 4-cylinder OHV, disintegrated in a heat

(a rebuilt one is near ready). This car will eventually be on display in the Canadian Motorsport Hall of Fame.

Incidentally, after retiring from Algonquin College some 15 years ago, I accidentally embarked on another hobby as a writer of oval track racing history and now have a regular series in Old Autos about stock car and sprint car racing in the 1950's. Anyway, being a long time member of the Ottawa Jaguar Club, it has also been my pleasure to enjoy the fellowship of those who also treasure the pleasure, and sometimes the pain of owning a product of one of the more prestigious and finest marques in the world, which I hope will continue for a long time yet!!

By Dave Boon & Ray Newson

Ed Note: Dave was recently inaugurated into the Canadian Motor Racing Historical Society Hall of Fame.

For members languishing in the sunny south, you can catch Dave and his Hubley Blue Nose Special in Daytona on February 15th during Daytona Speedweek (Feb. 12th to 18th). The highlight for the vintage race cars is the Beach parade where all the old stocks, open wheel racers, collector cars and celebrities parade miles down the beach and back, ending with a celebratory run through a measured mile to commemorate Sir Malcolm Campbell's record run there in 1935.

The Zephyr Hills event takes place Feb. 20th to 26th at Festival Park in Zephyr Hills. This is a huge bi-annual swap meet/flea market where Dave will race on a short 1/4 mile dirt oval on the last 4 days. Usually Dave is the sole Canadian entry but it appears that there'll be another vintage Canadian sprint car there from Dunnsville, Ontario. Some competition, eh?

Looking ahead to the Events of 2023

Panoramic view of ABCD – July 2022



With January now well in hand we can look forward to 2023. The 2022 season offered a veritable smorgasbord of events – drives, shows, weekend trips, interaction with other clubs, social events and so on – but was marked by a mas-sive lack of member participation. Hopefully this lack of support is a temporary aftermath of the pandemic but there is a risk that it is more than this.

If you joined in multiple activities we would like to thank you for your participation. It is hugely appreciated by the event organizers. But if you didn't participate in any or many events or if you didn't help in an event we would ask you "Why not?" All members of the club have the right to participate in any of the events and extract the value and enjoyment that can be achieved this way.

The 2023 program definition and development is in its early stages and we are actively seeking your suggestions and indications of what you would participate in or volunteer to run. Currently we are looking at a balanced program of short, medium and long drives, club shows and trips to shows and competitive events, weekend trips to places and events of interest, joint events with the Jaguar dealers, some form of technical program, regular club meetings every couple of months or so and more.



JHC Show and Shine -
Commemorative Display Of QEII and JLR

Thanks to Al Graves for his efforts to move the club forward in 2023.

Darts Practice & Pizza

This will take place from 2 to 4 on Sunday afternoon February 12th. If I can find a legion member amongst us it will cost \$50.00 plus HST if not it will be \$70.00 plus HST. The cost of pizza for 4 pm will depend on attendance. I am aware that \$100.00 has been approved. This practice is in preparation for the inter-club Darts & Pizza event being held by the Triumph Club in February (date to be determined soon).

Mike O'Brien

OttawaJagClubSecretary@Gmail.com



Here's the Darts trophy that will be up for grabs!

Jaguar Jottings

Editor: Mike O'Brien
Publisher: David Seabright

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)

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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 and your cheque to the treasurer, or e-transfer to: ottawajaguarclubtreasurer@gmail.com



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%.

Jaguar Hunt Club — 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 Service Stations.

Don't Forget Our Facebook Page!

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