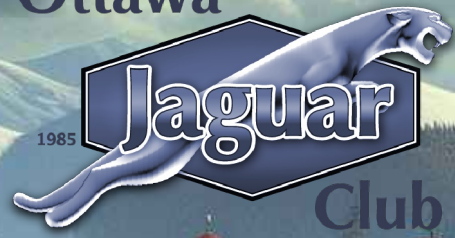


Ottawa



Jaguar Fottings



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February 2024 -

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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.

If interested in joining our club please contact
Ray Newson via email at:

membershipottawajagclub@gmail.com for
additional information and an application form.

Your OJC Executive – 2024

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Ben Farmer

Hello Ottawa Jaguar Club readers! We are always on the search for interesting things to read in the Jottings each month. I want to invite each of you to consider sending us answers to a set of questions designed to tell us about your history with automobiles - including your stories

from Jaguar ownership. I always enjoy these Q&A stories with famous or interesting people - so please find the questionnaire coming to you in the email updates from the Club Secretary - or create your own and send it in!

Ottawa Jaguar Club Events & Activities 2024

Your executive are working hard to nail down a slew of events for the upcoming months. Stay tuned for an extensive list of these events in the March issue. In the mean time we hope to see you at 1 or 2 of the following fun activities.

A Message from the Ottawa Valley Triumph Club

You and your members are invited to join us at our annual Darts Invitational; Sunday February 11, 2024 1:00 - 4:30 pm. Royal Canadian Legion Barrhaven. 3500 Fallowfield Rd, Barrhaven, ON.

We will be providing snacks throughout the event. Looking forward to seeing you there.

For more information, please don't hesitate to contact me directly. Michael Solonynko, President
Ottawa Valley Triumph Club
m.solonynko@gmail.com



Breakfast Is Served!



The Ottawa Jaguar Club's weekly breakfast meeting is held every Wednesday at 8:00am at Stacked Smoked Meat & Grill 2679 Bank St. Come and enjoy the banter, swap ideas, help solve the problems of the world.

Market Place

2009 Jaguar XKR convertible for sale metallic dark blue, blue top, tan interior, car mint only 53,000 km. Located Ottawa now in storage in heated garage, but can be seen price TBD. REASON SELLING bought another Jag. Contact Kester Hamilton @ KHamiltonASMI@rogers.com



The Ottawa Jaguar Club Jottings is not just a source of information and entertainment, but also a way of connecting our club members and celebrating our shared interests and achievements. It is a valuable asset that we do not want to lose. That is why we are reaching out to you, our

loyal and creative members, to ask for your help in saving the publication.

We need your contributions. We are looking for any original material that you can provide, such as articles, stories, poems, photos, drawings, puzzles, jokes, tips, reviews, or anything else that you think would interest our readers. You can write about anything related to our club activities, hobbies, passions, or experiences. You can also share your opinions, insights, or advice on any topic that matters to you. No matter what your skill level or style (editors on standby), we welcome and appreciate your input. Please send

your contributions to us by email

at ottawajaguarclubjottings@rogers.com

We are counting on you, our club members, to help us save our magazine. We believe that together, we can make it a vibrant and successful publication that we can all be proud of. Thank you for your support and cooperation and who knows, perhaps you could be the winner of a beautiful Ottawa Jaguar Club jacket or other item from our Jaguar clothing and regalia collection up to a value of \$100.

Sincerely,

David Seabright

Publisher - Ottawa Jaguar Club Jottings



Part#	Price (Each)	Description	Application	Qty Req.
C25091ALY	\$189.99	WATER PUMP, new, alloy		1
PK5500	\$49.99	WATER PUMP REBUILD KIT		1
C2303	\$1.09	GASKET, water pump		1
C19521	\$109.99	TENSIONER PULLEY		1
C25082	\$28.99	HUB, water pump pulley	4.2 Liter Series I from (e)	1
C25083	\$109.99	WATER PUMP PULLEY	7E 1404	1
FG 104/X	\$0.29	WASHER		4
UFS 125/SR	\$0.39	BOLT, pulley to carrier		4
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1955 XK140 FHC Works Car

(with provenance)

by Phil Karam

I am delighted to have found and purchased a 1955 XK140 FHC rhd that was originally owned by the late William Heynes, the chief design engineer at Jaguar Motor Cars. Bill Heynes joined Sir William Lyons at SS Cars (Jaguar) in 1935. Bill was the main protagonist for the XK engine. He immediately saw a twin-overhead camshaft as the means to achieve 100mph, by dispensing with push-rods, thus allowing higher RPM, and complementing a hemispherical combustion chamber. This engine survived 4 decades to become one of the great engines of all time.

The XK 140 was built in 05/05/55 (May 5", 1955) and first dispatched (registered) to Bill Heynes May 14th, 1955. His assigned plate was "RHP 444", with 'R' being issued between April and June of 1955, and 'HP' designating registration in Coventry.

After locating his son Jonathan, and speaking with him, his first reaction was "Is it 'RHP 444'? I can never forget the number, we have such fond memories of that XK140". (45 years later) Jonathan went on to tell me that his mother (a petite 5'1") would drive the car at 100mph!

Three years later, Bill Heynes sold the XK140 to Duncan Hamilton. For a decade from 1947-1957, Duncan Hamilton was one of Britain's foremost racing driver. Duncan drove Formula One and two Grand Prix cars from Lago-Talbot, Maserati, HWM Jaguar and Gordini, plus Works Team Sports Cars for both Jaguar and Ferrari. He won two legendary enduring races — The 1953 LeMans 24 hours in a Jaguar "C" type and the 1954 Reims 12 hour in a "D" type.

Duncan Hamilton & Co. Ltd., has been in operation for over 50 years, in sales and brokerage of thoroughbred post World War II Historic competition cars, finding new owners for more than 60 Historic Formula One Grand Prix cars, including the Mercedes Benz W196, and the 1960 Ferrari Dino 246. The company is presently run by the late Duncan Hamilton's son Adrian, whom I've had the pleasure of speaking with. His website can be viewed:

www.duncanhamilton.com

I had the pleasure of speaking to with David Bentley, who writes for "XK Gazette" tracing right hand drive XK's in his column "where are they now?", as well as Philip Porter the editor of XK Gazette, as well as author of "Original Jaguar XK" and 6-7 other Jaguar books. Charlie Morgan and Karen Miller from JANE have been so very helpful tracing the records of this XK140.

The car was purchased from Duncan Hamilton by a Canadian military man Frank Norton and brought to Ottawa. From there it was sold to Louis Kokay Rubin in 1976. Louis Drove it for 9 years and had it serviced at our own Ray Redshaw's Garage. From then it went to Rick Goodman for 4 years and finally to Rob Kerr. Rob started a complete restoration with the able David Rodregas, owner of Ceasars Body Shop but ran out of coin, and David ran back to Portugal. So there it sat for 5-7 years, just waiting for me.

		Production Record Trace Certificate No. 15657 Prepared for Phillip Karam 22 Royal Hunt Court Ottawa, Ontario CANADA K1V 9L9
The Jaguar Daimler Heritage Trust is a subsidiary company of Jaguar Cars Ltd. It was formed in 1983, to maintain for the nation, a permanent collection of motor vehicles, manufactured and sold by Jaguar Cars and its predecessor companies, under the marque names of SS, Jaguar, Daimler and Lanchester. The Trust also maintains an archive of historical records of these famous marque names, which provides information to owners and enthusiasts.	JAGUAR DAIMLER <i>Heritage Trust</i>	Jaguar 3.4L XK140 Fixed Head Coupe Right Hand Drive 884127D/M G5527-8 34244 JLE29516 Pearl Grey Tan 5 May 1955 14 May 1955 Mr. Heynes Duncan Hamilton & Co. Mr. Heynes was Jaguar's Chief Engineer. First UK registration number: RHP444. Vehicle fitted with overdrive transmission.
This certificate is issued by the Jaguar Daimler Heritage Trust.	Model Body style Specification VIN/Chassis number Engine number Body number Gearbox number Color, exterior interior Date built Date dispatched Main distributor First owner Additional note BR/61/137/03/C28P98 File 106707	Jaguar 3.4L XK140 Fixed Head Coupe Right Hand Drive 884127D/M G5527-8 34244 JLE29516 Pearl Grey Tan 5 May 1955 14 May 1955 Mr. Heynes Duncan Hamilton & Co. Mr. Heynes was Jaguar's Chief Engineer. First UK registration number: RHP444. Vehicle fitted with overdrive transmission.
J. Greenwall date 7/9/01 Director, Jaguar Daimler Heritage Trust.	  	

(continued next page)

1955 XKI40 FHC Works Car (continued)

RESTORATION HIGHLIGHTS:

- * A fresh repaint using urethane 'PEARL GREY' original colour
- * New Connolly leather interior by 'Original Specification Jaguar Interior' to exacting fit and colour of 'TAN'
- * New DUNLOP 'Road Speed RSS' tyres
- * New 'Knock-On' spinners
- * New insulating rubber throughout
- * New brake wheel cylinders, calipers, brake pads
- * Original 'J' lamps
- * Original grill
- * Petro tank epoxy coated
- * All brightwork rechromed where necessary
- * Original right hand drive
- * Original Registration Plate "RHP444"
- * All metalwork 'butt welded' and 'hammer welded' where necessary and lead filled in the traditional way
- * Driving mirrors added to your choice of location



continued next page

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1955 XKI40 FHC Works Car (concluded)

TECHNICAL HIGHLIGHTS:

- * The engine #G3527-8, was originally replaced with engine KE 6699-8. This was possibly replaced by William Heynes, so that he may do 'wear and tear' evaluation by the Jaguar factory, prior to selling the car to Duncan Hamilton. The new engine was built roughly the same time as the car was sold to Duncan. There was a story circulating that Duncan Hamilton 'blew' the original engine, complained to William Heynes, and William pulled an engine off the assembly line and replaced the engine, in order to keep Duncan happy.
- * An engine oil cooler was added, likely and possibly by Duncan Hamilton
- * Exhaust headers were added, likely by Duncan Hamilton
- * The front 'disc brakes' were added possibly by William Heynes as he tested the car under daily usage, before making it a standard feature in the XK150. If not by William then probably by Duncan, as it was the disc brakes that helped him win 'LeMans' in 1953 and 'Reims' in 1954.



Phil Karam



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A photograph of an older couple driving in a red convertible car. The woman is in the driver's seat, smiling, and the man is in the passenger seat, also smiling. The car is moving on a road with green trees in the background.

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1956 XKI40

by Nigel Harris

Almost 40 years ago I developed an itch to own a real XK. 40 years before that i had whetted my appetite with the Dinky models. Not being technically savvy, but with a very limited budget, I wanted a reliable runner. In looking around Canada for some time, I saw nothing that appealed to me so I expanded my reach to the US.

After some considerable time, I found a 1956 XK 140 being offered in Grand Rapids Michigan. It looked like it had good bones and I could swing the price, so I called to ask him the usuals. "Why are you selling?" I asked. "I have this XK and I also have an XKE, and a son who is going off to college. I will sell one, but not both, to help him get there."

After a few more "back and forths" and his promise to drive it across the border at Windsor, we did the deal.

It was gray back then and in need of a facelift and some mechanical primps. First I sent it to Bob Booth in Fitzroy Harbour, who gave her a magnificent paint job that lasted almost 40 years. After that, she was in and out of English Motors for the next few years doing the kinds of

things that are part and parcel of owning these wonders.

At my age I cannot describe her as having been a chick magnet, but she certainly was a head-turner. I entered her in a beauty contest once, but was very disappointed with the actions of competitors in my class, so I never exhibited her again. Whenever I went through a self-perceived rough patch, I would look at the \$100,000 sitting on four wheels in the garage, but always knew that the entire contents of my house would be sold off first.

She is a beauty and has brightened the lives of everyone around her. On many a sunny August day providing it is not too hot of course, you can see her gliding through the Glebe. Next time you see her please wave.....



1954 Jaguar Mark VII

by Peter MacKechnie

Filling with gas last summer, a gentleman approached me and said I know this car...I think...way up north. He wasn't mistaken. Ten years after being left in my aunt's driveway, I had the gas tank cleaned, put in a fuel pump and headed out from Timmins. Young and foolish at that time, I had an adventurous



trip, but made it in a single day. You know what they say about brains and luck.....had loads of the latter.

Perhaps I'll get it on the road again this summer...need the good lady to stay with me..cheers.

Experiencing the OJOA Concours at the Hamilton Airport Aviation Museum

by David Kenny

As a 24-year member of the OJC and former president (2015 - 2019), after the trauma of the overriding decision to remove the OJC from its long-term affiliation with the JCNA parent organisation, I joined the OJOA (Toronto) Jag club to maintain my JCNA member status. I did this in the company of several other contributing participative members of the OJC. While I was serving my term as President, I realised that the club functioned through the considerable efforts of a small core of about 20 active members; a not unusual situation in a volunteer organisation. The group of us, who are also key members of this participative core of 20, had, as one of our reasons for joining the OJC, participation in an annual concours organised by JCNA rules and recognition. Thus, I decided to attend the 2023 OJOA concours and participate as a certified JCNA judge, as our OJC "core" group had, through the leadership of Rob Dunlop, offered to help the OJOA exec with concours judging. We were already aware that the OJOA were expecting a large admission of concours entries and were short of JCNA approved judges.

Al Graves had organised one of his highly professional drives from Ottawa to the concours by byways from Ottawa over two days of sightseeing and museum tours. Initially, I intended to participate in Al's drive. However, my son, Martin, who has developed a keen interest in antique Jags and the clubs, OJOA and OJC, decided to accompany me and could not be available for Al's drive. Therefore, we constructed our own route from Prince Edward County, where I picked up Martin.

I had decided to drive my E Type 2+2 to the concours (a total of about 800 miles round trip from Ottawa) by driving to PE county by the direct route of the 416 plus the 401. Then, from PE county by the 401 and 407 to the Concours motel a little west of Hamilton airport. Some owners might eschew travelling on major 4 lane highways as unaesthetic for a 56-year-old vehicle. However, since achieving a Championship level score in a formal JCNA sanctioned OJC Concours some years ago, I decided to make my E Type into a reliable highway driver by replacing the unreliable bits, particularly the Lucas electrics.

continued next page

Experiencing the OJOA Concours at the Hamilton Airport Aviation Museum

by David Kenny

To accomplish this, I replaced the Lucas starter and alternator with a Toyota, Nippon Densu modern geared compact starter unit and a modern, originally GM, DELCO alternator of double the current output. These I accompanied with a Crane Cams aftermarket electronic ignition unit and modern spark plug high tension wiring harness with outer appearance matching the original. To eliminate the classic E Type engine, overheat problem, particularly on summer days with 90% humidity and 95 deg F temperature, I replaced the radiator electric Lucas Neanderthal fan with an American aftermarket unit of modern aerodynamics by COOL CAT, which was measured to increase the airflow through the radiator by a factor of 10. Along with this I replaced the control relay with a modern Bosch unit, while retaining the submerged Lucas Otter actuator switch. For safety I installed aftermarket seatback head rests for rear end impacts and modern H 4 headlight units disguised to appear like the original Lucas sealed beam units with multiples of the light intensity. Another safety upgrade is enlarged front disc brake actuators, which approximately double the stopping effort, but appear like the original castings. Finally, for additional safety I installed a GPS unit, which includes a Bluetooth system for cell phone use and provides an instantaneous, ultra -accurate speed readout comparing automatically with the local legal limits. Modern radial tires on the original wire rims completed the safety package.

So equipped, the car behaved flawlessly on the trip under the guiding hand of Martin for much of the driving. Particularly, the "water" temperature gauge with the COOL CAT fan indicated between 86 and 90 deg C, never exceeding 90; where the original design value is just below 87. The E Type's power and torque easily keeps up with traffic on the 4 lane highways, cruising smoothly at the legal limit of 110 kmph. with the XK engine torque easily providing the acceleration for periodic passing of impeding

traffic. I used this long trip to accurately measure the engine oil consumption, which turned out to be 1.1 quarts per 500 miles vs. the documented typical new car consumption of 1 quart per 500 miles from historical XK engine data. Through extensive rain on the trip to Hamilton the modern tires provided excellent traction on wet slippery surfaced pavement. Meanwhile, the 57-year-old wiper motor provided a clear windshield. Keeping the rear quarter windows open with slightly cracked open main door windows maintained enough cabin airflow to keep us comfortable without the artificiality of A/C.

The gas mileage worked out to an average of 24 miles per gallon, a typical figure. At gas stops we attracted admiring glances and provided explanations. The British Racing Green color was often a subject of conversation.

Fortunately, at the concours motel on Friday evening we were able to park immediately outside our room entrances and keep a watchful eye on our steeds. The evening dinner was well attended and the OJOA MC'ing was well done including announcing the presence of our contingent from the OJC and thanks for the judges. We were well greeted and received friendly comments from the welcoming OJOA members. We all sat together with the contingent who drove with Al Graves.



to be continued next issue!

Arizona Auction Tour part 1

14

by Jim Butcher



Do not scratch my ear, do not nod my head, do not wave to anyone, never sneeze This is me talking to myself before I entered the car auction ring, or I may have come home with a car!

Let me step back a couple weeks before this moment, while I was still in Greely before we left for Arizona, I started planning our visit to the Phoenix area and Scottsdale's car auctions. The Mecum car auction had recently occurred in Florida and I had watched many hours of it on TV preparing myself for our Arizona trip, car prices seemed strong. As I researched our trip to AZ, I determined that there were 4 large car auctions that we may visit. Nine years earlier we had travelled to the Phoenix area to attend the car auctions and we attended the Barrett-Jackson Auction, RM Auctions, Mecum Auctions (now in Fla and Nevada verses AZ) plus a couple smaller events.

After some Internet searches I determined that there were 3 known car auctions occurring and there was 1 new unknown (to me) auction. We decided to visit the Barret-Jackson Auction and preview RMSotheby's and Bonhams Auctions. The unknown auction called Worldwide auctions looked

interesting but required a fee just to enter and look at the cars, plus its location was in a park so I decided we would skip that one for now and review the sales results once back home. The Barrett-Jackson Auction schedule is different from the schedules of Bonhams and RMSotheby's. Barrett-Jackson runs for over a week, over 1900 cars, airplanes, etcetera, cross the block, whereas RMSotheby's and Bonhams have preview days, then in 1 night when they auction off the cars.

As a side note RMSotheby's was created several years ago when RM Auctions (RM Classic cars from Blenheim Ontario) sold a large percentage of their auction company to Sotheby's auctions. PS: I have never dealt with RM Classic cars; however, I have seen the work they do and if you have time take a look at their website that highlights their services ... impressive).

In next month's Jottings I will discuss more about the auctions and the unique cars and Jaguars for sale (there were many).

It was a great trip, sadly I still have empty garage space in AZ for a car!



continued next page

Arizona Auction Tour part 1

15

by Jim Butcher



Donald Trump's 1997 Lamborghini



1938 Mercedes-Benz 540 K Special Roadster
in the style of Sindelfingen.



2022 KARMA GS-6 EV
"305 EDITION"

to be continued next issue

Jaguar Jottings

Editor/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 23rd of each month. All rights reserved. Reproduction and/or modifications are prohibited without prior written approval. Visit us at www.ottawajaguarclub.com.

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Submit advertisements to the Editor and your cheque to the treasurer, or e-transfer to:
ottawajagclubtreasurer@gmail.com



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As a benefit of being a member of the Ottawa Jaguar Club you are entitled to discounts at supporting businesses in our area. Your Membership will be verified by your Membership card at time of purchase.

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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.

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Members are reminded that we have a Facebook page. If you have Facebook, just search for 'Ottawa Jaguar Club'



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Matching ladies cut, (XS-2X) L03171: <https://canada-sportswear-corp.myshopify.com/products/l03171-hurricane-wmns-insulated-softshell-jacket-w-removeable-hood?variant=43677555163375>

L03100 (no hood): OJC Cost: \$134.19

Men's (S-4X) <https://canada-sportswear-corp.myshopify.com/products/l03100-cyclone-mens-insulated-softshell?variant=43677557194991>

Matching ladies cut, (XS-2X) L03101: <https://canada-sportswear-corp.myshopify.com/products/l03101-cyclone-womens-insulated-softshell?variant=43677556506863>



Coal Harbour Everyday Water Repellent Soft Shell Jacket OJC Cost: (Men's & Women's XS-XL) \$87.29

Men's regular softshell, J7603: <https://www.sanmarcanada.com/j7603.html> (2X \$91.98, 3X \$98.03)

Matching ladies cut, L7603: <https://www.sanmarcanada.com/l7603.html> (2X \$91.98, 3X \$98.03)



Glacial - Puffy jacket with detachable hood, - OJC Cost: \$109.89

Men's (S-4X) L00980: <https://canada-sportswear-corp.myshopify.com/products/l00980-glacial-mens-puffy-jacket-with-detachable-hood?variant=43677582262511>

Matching ladies cut (XS-2X) , L00981: <https://canada-sportswear-corp.myshopify.com/products/l00981-glacial-ladies-puffy-jacket-with-detachable-hood?variant=43677581279471>



Parkview – Full Zip Fleece - OJC: Cost \$72.60

Men's (S-4X) L00692: <https://canada-sportswear-corp.myshopify.com/products/l00692-parkview-mens-full-zip-fleece?variant=43677621977327>

Matching ladies (XS-2X) L00693: <https://canada-sportswear-corp.myshopify.com/products/l00693-parkview-ladies-full-zip-fleece?variant=43677620469999>



Men's Melton leather jacket, OJC Cost: \$332.50

(S-4X) L00227: <https://canada-sportswear-corp.myshopify.com/products/l00227-graduate-imported-melton-deercow-bomber?variant=43677648093423>



Barren – Microfleece Full Zip Jacket OJC Cost: \$70.34

Men's (S-4X) L00695: <https://canada-sportswear-corp.myshopify.com/products/l00695-barren-mens-full-zip-pullover?variant=43677619355887>

Matching ladies (XS-2X), L00696: <https://canada-sportswear-corp.myshopify.com/products/l00696-barren-womens-full-zip-pullover?variant=43677618438383>



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Adult crewneck sweatshirt, style 1801: <https://www.sanmarcanada.com/1801.html>



Gilden – Heavy Blend Hooded Sweatshirt. 1850 OJC Cost: S-XL \$43.22, 2X \$49.16
Adult pullover hoodie, style 1850: <https://www.sanmarcanada.com/1850.html>



Gildan Heavy Blend Full Zip Hooded Sweatshirt OJC Cost: S-XL \$55.37, 2X \$64.13
Adult full zip hoodie, style 1860: <https://www.sanmarcanada.com/1860.html>



Cuff Toque black or navy OJC Cost: \$22.32

