

Ottawa



Jaguar Jottings



The Ottawa Jaguar Club

Members Across Eastern Ontario & Western Quebec

March 2023 - ottawajaguarclub.com

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JAGUAR



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<https://www.facebook.com/groups/OttawaJaguarclub>

2023 OJC Memberships Are Due

2023 OJC Dues are \$30 and can be paid by Interact e-transfer to ottawajagclubtreasurer@gmail.com or by cheque mailed to:
Ray Newson, OJC Membership
16 Goldora Private
Kanata, Ontario
K2T 1K8

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 – 2023

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President's Musings

March 2023



Late winter greetings! We have started to see dry pavement appear in Ottawa which is a good sign spring is around the corner and the time when those of us with three-season cars can bring them out of hibernation. How fitting that this issue of the Jottings has a "get your car ready" theme. Whether you drive your Jaguar year-round or only in fair weather, we all look forward to getting them thoroughly washed and shined up to look their best. I visited my old XJ6 a few days ago in the single garage that I rent - and saw the layer of winter dust. While there I sat in the driver's seat just to smell the leather and oil mix that is so intoxicating to those of us with older cars. Soon enough we will be cruising again!

As many of you may know, our Events Coordinator Alan Graves has had to step away from his role for the rest of 2023. If you can get involved, even just to help with one event during the season, please send an email to Jim Butcher, our Treasurer, who has stepped in to offer support. He needs your help! - contact him at jcbutcher@aol.com

As you prepare your cars for the change of season, please consider bringing some of your business to one of our advertisers. Tell them you saw the ad in The Jottings!!

Ben Farmer



75 Years of Heartfelt Thanks

As Moss Motors celebrates a 75-year milestone, the first words that come to mind are "Thank You!"

What a great ride it's been so far with these amazing cars, and we're so grateful for the exciting road ahead.



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Phil's Tips on Car Care

I have often been asked "Where do you buy your Jaguar parts when restoring your classic Jaguars?" With today's internet sites, I no longer need or use the outdated catalogs of the past.

- As for interior leather and carpets, I use Muncie Imports & Classics
- For installation interiors and tops, I would recommend Prestige Studio on Second Line rd in Kars
- For preservation of your leather seats, none better than Leathique from Robert Laughton. You will find a clip on how I renewed my interior seats of my MkII on our web site.
- For a 10% discount on oil products, try Stinson Fuels in Leitrim and say that you are with the Ottawa Jaguar Club.
- As for tires, try A.C. Automotive on Carp Rd..who owns large Prior Tire in Arnprior, as their buying power will normally get you a good deal
- For paint work, nothing finer than Dez's Paint shop in Greely
- As for general maintenance on my 'daily drivers' Ford Ranger truck, Volvo XC60, Chrysler Crossfire as well as my Jag 4X4, I have been using CAPS in Ottawa, as well as Rock Auto.(check out his website.) both of these suppliers will give you the best prices.

So much for general maintenance and suppliers, now for our Classic Jaguars parts. Sure, you can try EBay, but you will not know what you are getting.

- I have used Bill Tracy in Florida for hard to get parts.
- S-N-G Barratt in New Hampshire has been quite good.
- Terry's Jag, now taken over by Engel Import in Michigan
- XK Unlimited out of California was excellent and in 2017 taken over by Moss Motors.
- And finally (saving the best till last) Robert Anglaises out of Laval Quebec.

Now back to Moss Motors (see ad previous page):

I was recently introduced to Sylvia via Mike O'Brien. They represent Moss Motors plus (XK Unlimited) orders are shipped once a week from Moss to Sylvia, and you pay in CAN \$ with minimal shipping, duty, customs etc. In the past I had never considered them as they were mainly into MG, Triumph, Austin Healey, Morris,toys etc. I once had an MG TD that I was restoring, however because of the wooden box, I could not smoke while I was restoring it. I ended up selling it half finished and that was the last of the tinder box!

p.s.

And for those that are getting tired from changing your tires each season, or not wanting to lug them to a service station and wait for them to do it, you may wish to try Tire Changers.ca. If you tell Crystal I sent you, she may give you a discount seniors get a 10% discount. 1 855 899 8473

technically speaking,
Phillip Karam

Focus: Jaguar Stories

2013 JAGUAR XKR

My name is Bob Resch and I just recently joined the Ottawa Jaguar Club as I purchased a 2013 Jaguar XKR. The iconic 60's Jaguar E Type is what started my fascination in the Jaguar brand. By joining the OJC, I am hoping to see a few of these models up close and maybe get a thrill to sit in one. My 2013 Jaguar XKR was purchased through AutoTrader and belonged to a gentleman in Kelowna, BC. He was the original owner, specialty order the Jaguar from the UK, which took approximately 4 months to build. Having purchased it this past summer, it only had 10,500 km, it is in Stratus Grey Metallic with a Charcoal interior, sporty Ricardo seats, has the dynamic pack, speed pack and the higher performance exhaust treatment.



What I enjoy about this car is that it has a gorgeous look, awesome sound, incredible performance and a joy to drive. Nothing beats having the windows down, driving rolling hills in the Gatineau and blaring my favorite CD music. Yeah, yeah I know old school with the CD, however listening to some classic CD such as Meatloaf, Adele, Joe Cocker, Simon and Garfunkel, James Blunt, Neil Young, Chris Stapleton, Van Morrison to name a few. "Just living the dream on no road too long."

I am looking forward to the summer and meeting up with OJC members, talk about cars and any other topics of interest. Spring can't get here fast enough!

Bob Resch

Haunted Jaguar by Anthony Thompson

Ever since I was a teenager in England I've been a motorcyclist. My late wife and I traversed North America from the Atlantic to the Pacific and down to the Gulf of Mexico two-up with many a stop in between. This is not particularly relevant to Jaguars, but perhaps explains why I am a latecomer to the brand.

On Victoria Day in 2019 my older grandson asked me to help him with car shopping and we spent the morning checking the used inventory at various dealerships in Smiths Falls. The owner of the Chrysler store in that town likes to trade in exotic cars so after looking at the mundane stuff, we spent a few minutes checking out the Porsches, 'Vettes and Vipers. In the back of the lot a red nose poked out of the recently arrived stock. "That's a Jag," I thought, and went over to check it out. XKR, the badge declared, whatever that is, but the car was lovely and the interior sumptuous. We moved on.

By 2019 my wife and her parents had all passed on and the family gathered in North Bay in July to pay our respects and to scatter Mom's and Dad's ashes on the waters of Lake Nipissing as they had requested. After the ceremonials we gathered, talking of everything one talks of at these events.

It slowly began to dawn on me that I was somewhat lacking in the automotive department. My youngest brother-in-law and his wife had arrived in their Corvette. His older brother and his wife arrived in their classic Porsche. There was a customized Jeep and a custom '73 Chevy pickup to round out the gathering. Ruminating on this, I noted that my brother owns a Triumph TR6 and my son-in-law has yet another Porsche.

I had a Subaru.

Back home again I began to wrestle with the car bug. If I did get something, it had to be British, an MGB perhaps or a Triumph. There was some conscience-tussling to be dealt with as well. I was a widower and my late wife, bless her, liked fancy cars but being of a frugal nature would never have consented to actually buying one. After all, I had my motorcycle, so I should be content. But the bug would not leave me alone and then I remembered the Jaguar in Smiths Falls. I did my research on the model, took a test drive and went through the usual haggling experience. Suddenly I had spent more money on a toy than I had ever done in my life. This would return to *haunt* me, but not in the way you might think.

The car was a delight. Fast, comfortable and who needs a radio with the Mechanical Symphony playing for you?

I began to show it off, taking friends for a spin if they wished. One time I had a friend in her sixties in the passenger seat when I pulled out to pass a member of the proletariat in their Toyota. Showing off resulted in her pumping her fist in the air and yelling out "Oh, yeah! Do it again!"

When I took it to show my daughter and her family, my son-in-law's mother confided in me that while the Porsche was a lovely car, the Jaguar was simply stunning. I agreed.

(cont'd next page)

Focus: Jaguar Stories continued

I joined the Ottawa Jaguar Club but by then Covid had struck and events were canceled. The magazine was a welcome diversion and when I did venture out the roads were mostly empty.

I continue to enjoy the beast, it is a magnificent machine, powerful, luxurious and beautiful to look at, "Grace, Space and Pace" defined. Reliable too and this cat is a lucky cat, emerging unscathed from a couple of possible "incidents" that were not our fault, one of which is noteworthy. I was cruising down the 401 west of Belleville, gently passing a semi when it literally blew its stack. Six feet of exhaust pipe and muffler arced gracefully through the air, landing on end in the middle lane, mercifully bouncing away from us rather than into our lane. Foot on the gas and leave the problem behind!

Now let's talk about the haunting.

My daughter-in-law believes in a superstition that if you find a dime, it is a message from someone "on the other side". So, one day last year I was doing some routine maintenance on "Kate" which included checking the tire pressures. Having done all four wheels I decided I'd better check the spare, which I hadn't bothered with before. Lifting the wheel out of its hold, I noticed something dull and metallic squished into the rubbery stuff the wheel rests on. I picked at it and out came a dime! a dirty, nicked dime that had been under the wheel since Lord knows when. A shiny dime means approval to me, a grubby, nicked dime the opposite. Apparently I've been a bad boy. But then aren't Jaguars the favoured wheels of bad boys?



Anthony Thompson

That XJS and My Other Jags

I grew up in the UK aspiring to own a Jaguar, because they were fast, powerful, and made a great noise. They were also beautiful to look at, not only on the outside but inside as well, where the wood and leather reflected the best of British style, and all the dials and knobs and switches could allow you to imagine you were flying a Spitfire. Jaguars were also a badge of success: if only I could get one of those, it would automatically mean I was a rich banker or doctor or lawyer - or maybe a star football player.

Sorry, I just regressed to 10-year-old me.

After moving to Canada and having a family and owning a succession of beige sedans and vanilla minivans in which driving was all about getting from point A to point B, I woke up to the fact that, instead, I could spend all my driving life playing and having fun in an XJ6 or an XJS - maybe a few years older, but for the same cost or less. I mean, which would any normal sensible reasonable right-thinking person rather do? It was a no-brainer.

I have owned now a succession of Jags, eight in all, not all at the same time, and have loved every one of them and shed inner tears upon parting with them. Standouts are perhaps the XJ8R - the most powerful, fastest, smoothest, and all-round most brilliant car I have ever owned - and the red XJS convertible, the most traffic-stopping, head-turning, thumbs-upping car of them all. When the captain of the golf club says to you: "You have the most beautiful car in the parking lot", it makes you feel like, well, a star football player.

(continued next page)

Focus: Jaguar Stories continued

My current Jags are an X-type that is my “winter beater”, with its all-wheel drive and manual shift - yes, you can conquer the Canadian winter and still drive a Jag - and an XK convertible - the summer car - with light-blue metallic paintwork and dark blue top. The latter is surely - with the possible exception of the E-type No, not my E-type I have never owned one, and (sigh) probably never will.; - the most successfully harmonious sports-car shape in the history of Jaguar, managing to be both delicate and muscular at the same time. She rivals the looks of the XJS that the club captain liked so much. Eat your heart out, Ferrari. Lamborghini - not even close. BMW? - don't make me laugh.



The photographs are of the red XJS that caused a stir at the golf club; and a side-by-side of an X-type and an XJ6 once owned at the same time and sporting identical liveries of grey metallic exterior and platinum leather inside: once the opportunity arose, who could resist having the matched set? Incidentally, the XJ6, a Vanden Plas, lived with us for years under the name of Nigel, but has transitioned to become Grace since moving in with fellow club member Mike Milton.



By Geoff Leckey

Buying and Rebuilding a Jaguar and Others An original Story from Mike O'Brien



The story that you are about to read is not a guide to achieving either of the subjects in the title. It is a mish mash of my introduction to the Marque and some of the challenges I have encountered and the joy in some of the results.



Millions of miles in another galaxy I was spending all my spare dollars in buying, restoring and selling MGs. I started the mindless fascination at the age of 17 when my girlfriend at the time suggested that I might like to have her sister and brother-in-law's 1952 TDY . The price was \$300.00. That was a lot of money in 1957 when I was just finishing High School and had a part time job. My father at that time worked for a quality control firm building the Canadian Jet Interceptor Avro Arrow and he made \$50.00 a week after taxes. From there I traded the Y for an MG Twin cam that was followed by a brand new 1953 MGB. I was leaving to join my regiment having just joined the Army. On arrival the Adjutant (keeper of all new young Officers) told me about buying dress uniforms for \$2400.00. That was the end of the B.

There isn't enough time nor space to list the record of MGs from there, with one minor exception: I bought a left hand drive MGBGT in England while at military university and shipped it home on the bridge of a Royal Navy Refueling ship (RN Gold Rover) going to Halifax. I started the restoring process with this one while in England. From there I have had seven MGBs, two MGBGTs a Triumph GT6 Plus, and some Jaguars.

(continued on next page)

Focus: Jaguar Stories continued

Buying and Rebuilding a Jaguar and Others An original Story from Mike O'Brien (cont'd)



My first work in complete restoration was with a 1966 Jaguar S Type. The engine and transmission were removed and the car was stripped to bare metal. The rear wheel arches were slightly cut away and repair wheel openings for the front wheels were welded in. The interior of the car was in good condition and just needed clean up. The engine was rebuilt and the car was painted. I had this car for several years and loved it. However as you might imagine restoring cars costs more than they will sell for so it had to go for the next one. The S Type was in the middle of the acquisition list of a series of Xj6 and V12 Vandenplas (VDP).



This list ended when I bought a 1992 Jaguar VDP that had been involved in an accident from a friend. It came with a complete XJ6 for parts. I hauled both of them home from Toronto and visited John Pritchard at the Hallville Sports Car factory. He agreed to help and we took the car to his personal workshop and removed the passenger side front fender. The frame was slightly bent and had to be pulled. The replacement fender was stripped, primed and painted. We then assembled the fender and did a wheel alignment. This car was painted Black Cherry. It was one of the last 100 12 Cylinder VDPs with this body style built, all of which came to Canada. Time came to sell it to start another project. Sound Familiar. It wouldn't sell in Canada, because of the accident and the title that was "branded".

This was notwithstanding that John checked all the distances between 155 places on the car. He was an MTO authorized restorer. I advertised the car on KIJJI and E Bay and sold it quickly to a buyer in Spain.



The next project was a 1974 E Type 2+2 that I bought for \$15,000.00. All we did was clean it up and switch the carbs to SUs (HD8) (see cover page). I was going to keep it forever until a fellow came to see while visiting from Switzerland. He offered me a price that was impossible to refuse yet much less that it would be worth today.



From there until now there was a 2005 VDP (that Paddy has), a very nice VDP that is now Dave Kenny's, a 1995 XJR that is owned by Al Graves, a 2007 XJR sold to a club member and then resold as part of a multi vehicle sale, an X Type for Gail. She didn't like it and it left etc, etc. But now, at 82 years of age, this crazy recycling project is over. I have a nice low mileage 2005 VDP that I got from Monica Ruxton when Ian Ruxton passed away, a 1974 MGBGT that needs some work, and a 1953 MGTD in the 4th year of a major rebuild.

(continued on next page)

Focus: Jaguar Stories continued

Buying and Rebuilding a Jaguar and Others An original Story from Mike O'Brien (concluded)



Having done all this work I have needed two key things: a good workshop and many, many, **helpers with far more knowledge than I have**. The list of the helpers is far too long, however the current one is **Bob Woods** who has been with me every summer period for the past three years while we have worked on the TD. It originated from a car that had been disassembled and shelved leaving a rolling chassis. It has been stripped down to a bare chassis. A second 1951 parts car has also been disassembled. It had sat on concrete for 35 years since it last ran.

A number of parts from the 1953 that were supposed to be on the shelves were not. So work began in March 2020 to begin the disassembly and cleaning. That took the first summer. The engine went to West Carleton automotive and was completely rebuilt.

The lessons that I learned are:

CHECK WITH THE WIFE. THEY DON'T LIKE SURPRISES

- Study the idea
- Speak to those who have done it
- Search for the best parts at the best price that you can afford
- Line up help when the plan seems too difficult
- Clean the parts carefully, if used.
- Test placing them before you weld
- Speak to a painter to determine if it is better to paint before assembly
- Find a good heated workshop (available for four years if no heat?)



Check with the wife (AGAIN)



The Prince of Darkness.

No, we're not talking about Dracula here. We're talking about the infamous Joe Lucas, the engineering wizard whose electrical components flooded the British car market for decades. These parts added to surprise and excitement to British car ownership, and not always in a good way. No top-down Sunday cruise in the country was complete without mystery smoke rising from under the dashboard. The excitement of headlights dimming wildly on a dark stretch of road was unmatched. Car radios might turn on as long as the overhead light was on, the passenger window was open, and your velocity was exactly 37.5 km/hr.

Jaguar reliability, or at least the car's reputation for unreliability grew much under the dark reign of Lucas Electrics. Let's explore more about the history of Jaguar's reputation, Lucas or not.

A HISTORY OF COOL

The Jaguar company, headquartered in Coventry, Great Britain, began as a sidecar company in 1922. Ten years later, the two owners, neighbors Billy Lyons and William Walmsley, ventured into manufacturing their coach line of sports cars. The Swallow Sidecar Company (SS Cars) built the SS Jaguar 100 between 1936 and 1941. That "100" was the fastest car. speed of the vehicle. The company only made 314 of these beautiful cars and exported just 49 of them. Around 1945 Jaguar dropped the legacy SS from the company name and car emblem due to WWII. They went on to manufacture the world's fastest production car, the XK120 until 1954, which were driven in several races and rallies across Europe and America. The next iteration of the sports cars, the Mk II, or D-Type, was known as "the aircraft on wheels," and also claimed many racetrack victories.

THE E-TYPE

Riding on the coattails of its successful and stylish sports cars, Jaguar rolled out its E-Type, or XK-E, model in 1961. This car broke records at 150mph and had one of the most, if not the most [beautifully styled auto bodies](#) in the industry. The rising popularity of all things British in the '60s put British cars on Americans' radars, and the XK-E was a hot commodity for car buyers. The E-type engine sported an overhead cam, and brakes on all four wheels were disc, and the rear suspension was groundbreaking in its design and performance. Jaguar produced more than 70,000 of these popular cars until the company replaced this model with the XJS in 1975.

THE FORD PARTNERSHIP

In 1990 Ford bought the Jaguar company. Throughout the 90's the financial support and engineering influence of Ford helped the Jaguar brand regroup and develop the line of XK8 and XKR sports cars. Jaguar had developed a compact and powerful V-8 engine for use in these vehicles, making them powerful and fun to drive. In 2001 Jaguar launched the X-Type, its first diesel-powered, 4-cylinder engine, and its first entry into the compact executive car market. Projected sales were 350,000 units, and the car was expected to be hugely successful. It was Jaguar's best-selling model during its production time, but sales peaked at 50,000 units in 2003. In the United States, Audi, BMW, and Mercedes-Benz far outpaced Jaguar's market share by 2005. Ford, by this time, was facing its own financial and market-share challenges and sold the Jaguar company in 2008 to Indian manufacturer Tata.

ABOUT JAGUAR RELIABILITY

The Jaguar brand is about style and speed, and it is one of the strongest names in motorsports. Many British car brands suffered through the use of Lucas parts, but Jaguar has lasted through the decades as a pinnacle of excellence. They are comfortable, high-performance vehicles, and the brand has experienced an extraordinary turnaround from its early days. The company gets it right, and when Jaguar gets things right, they produce some of the finest cars on earth.

Ottawa Jaguar Club (OJC) Events & Activities 2023

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We are fine-tuning the club activities for this year and we hope that you are able to attend many of them. Please look for updates in the monthly Jottings newsletter as well as on our website (www.ottawajaguarclub.com). Your Club could use your assistance in ensuring that all activities can be delivered. If you are interested in volunteering to lead an event or assist during any event, or have comments or ideas for the events, please contact Jim Butcher at ottawajagclubtreasurer@gmail.com.

Again, this year there are reoccurring events, such as:

Monthly - Jags and Java (2nd Monday evening 7pm - 9 pm) Tim Horton's parking lot, **corner of Bank Street and Hunt Club** starting in May 9th (look for more details in this Jottings newsletter)

Here are the non-reoccurring events that have been planned so far, please add them to your calendars:

- March 25th Auto detailing and paint protection tech talk for Porsche club, GOLF R, and OJC at Slick Auto Solutions, **2321 Shore Street** - 10 a.m.
- April 22nd OJC Spring Dinner (location TBD)
- May 13th Spring OJC drive - ½ day drive (route TBD)
- May 26th - 28th Prince Edward County weekend, including a tour RFAC Museum tour - OJC members have been invited to join Ontario Jaguar owners association on their weekend in Prince Edward County more complete details in the April edition.*
- June 11th OJC Jaguar Show Day - full day to show your cars and meet other OJC members and Jaguar enthusiasts (location TBD)
- June 24th Early summer OJC drive - ½ day drive (route TBD)
- July 5th Show at Shine at Hunt Club Jaguar
- July 15th All British Car Day (ABCD) - Clarke Fields 93 Houlahan St., Ottawa Gates open 10:00 am*
- July 16th Summer drive - ½ day drive (route TBD)
- July 22nd Club BBQ (location TBD)
- August 9th Show and Shine at Ottawa Jaguar
- August 11th - 13th Weekend "plus" drive to join the Ontario Jaguar owners association concours event (more details to come)*
- August 13th Boot n Bonnet British Car show*
- August 23rd Short drive after Wednesday morning breakfast (starting at Stacked Restaurant route TBD)



Events that are italicized are not OJC led, but usually well attended by OJC members and if event is out of town, we may organize drives to get to them.

We are finalizing events for September and October, as well as our Christmas Dinner and will be providing details in the upcoming Jottings newsletter and on our website.

Jags and Java

The popular *Jags and Java* is returning for its second season. This is an informal monthly gathering where we meet over coffee and pizza, show off our cars, and share the fascinating history of Jaguar automobiles with interested passers-by.

This event will begin on the second Monday evening in May and it will continue throughout the summer on the second Monday every month until September and October when the shorter evening sunlight necessitates its move to Saturday mornings.

We invite you to join us

Monday May 8 from
7:00-9:00PM in the parking lot adjacent to the:
Tim Horton's
2495 Bank Street in the Southgate Shopping Centre



Meet casually with friends and other members over coffee, donuts and pizza. Bring along other Jaguar enthusiasts and prospective members to join in the fun.

See you there.



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 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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Full Page \$25/month, or \$250/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 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!

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



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.

For all pricing and ordering information, contact Mike O'Brien at: 613-601-5745 or canjagman@gmail.com



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The order form follows on the next page.



TRIMARK FLINT MEN'S LIGHTWEIGHT 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



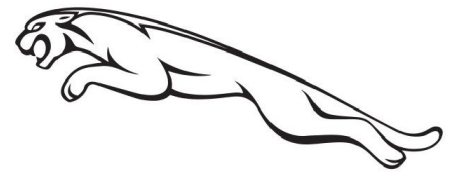
6 Colours available

AJM poly ripstop ball cap
A comfortable cap with good air transfer through the back.

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

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

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



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