

Ottawa



# Jaguar Gettings



*Penske Racing Museum Scottsdale Arizona ~ page 14*

## The Ottawa Jaguar Club

*Members Across Eastern Ontario & Western Quebec*

*February 2025 - [ottawajaguarclub.com](http://ottawajaguarclub.com)*

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\*Contact dealer for details. Ottawa Jaguar Club Members only. Some restrictions apply.

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## Photo Credits

cover	Jim Butcher
7-8	Stewart Robertson, Phil Karam



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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](mailto:membershipottawajagclub@gmail.com) for additional information and an application form.

## Your OJC Executive – 2025

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Ben Farmer

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Kester Hamilton

### Treasurer

Jim Butcher

### Secretary

Bonnie Newson

### Membership Coordinator

Ray Newson

### Events Coordinator

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open

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Ben Farmer

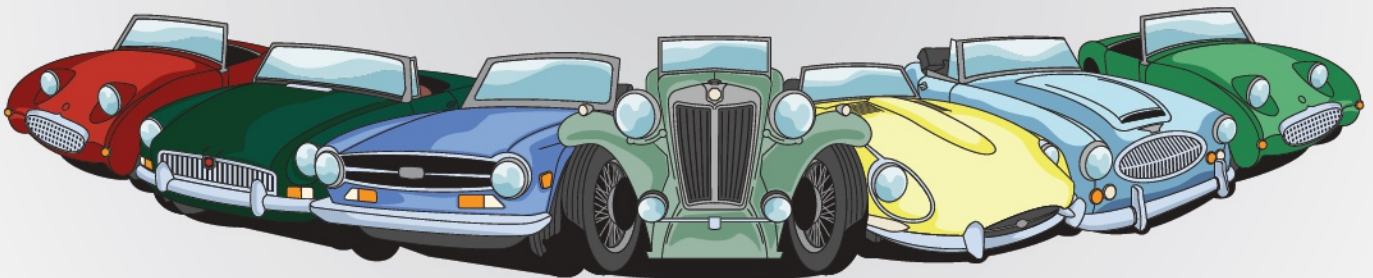
In early January around 15 club members, in two groups on different days, took part in a fascinating shop tour (really a dealership tour) at Jaguar Hunt Club. It was very generous of the management to offer this, with Edwin the Customer Care Manager explaining so many "behind the scenes" parts of the operation. We saw nestled in one corner a 1960's Land Rover used around the lot, as well as another old-timer Land Rover undergoing a frame-off restoration - a project led by Ted Rose the GM as a way to engage young techs at the dealership to the ancient ways. We were reminded by Edwin that the dealership welcomes Jaguars of all vintages for regular maintenance and even more involved repairs. They may not be fast jobs as the newer models would experience but they are happy to work with owners on getting the right parts and sourcing them outside the Jaguar North America network if needed. Here is the direct line to "Ella" to set an appointment (613-727-5577 extension 2604) - and don't forget OJC members get a discount!!

### *OJC Membership Fees Are Now Due*

**Our 2025 OJC dues remain at \$50 and can be paid by Interact e-transfer to:  
ottawajagclubtreasurer@gmail.com  
or by cheque mailed to: Jim Butcher, OJC Treasurer  
1020 Rick Hansen  
Greely, ON  
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## OJC Events - February 2025

The following is a partial list of OJC Events for 2025. This calendar will get more flushed out in future issues. Thank you to all members who have taken on the role as coordinator for the upcoming events.

Events may be added or dates altered from time to time. Updates will be emailed to all Members as and when this may happen. Please forward new events or changes to our Events Coordinator, Louise Collins, at [ottawajagclubevents@hotmail.com](mailto:ottawajagclubevents@hotmail.com)

MONTH	DATE	TIME	EVENT	DETAILS
February	Feb. 15	1:30-5:00pm	OVTC Darts Tournament	RSVP Barry Paulson <a href="mailto:barry.paulson@rogers.com">barry.paulson@rogers.com</a>
March				
April	TBD	TBD	Spring Dinner	tentative location: River Lounge on Prince of Wales
May	May 25th	TBD	Hudson British Car Show	Kester Hamilton led organized drive. Details to follow.
June				
July	TBD	TBD	OJC Jaguar Day	Details to follow.
	July 12	TBD	All British Car Day	Clarke Fields Barrhaven
	July 27	TBD	OJC Jaguar Day	Cumberland Heritage Museum More details to follow.
	July 27	TBD	Merrickville Classic Car Show	Merrickville
August	August 6	TBD	Hudson All Marques car show	Details to follow.
	August 8-11	TBD	OJOA Concors	Contact Al Graves <a href="mailto:gravesal76@rogers.com">gravesal76@rogers.com</a>



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Ed Theoret:  
A club Contributor



I joined the OJC in 2000 and Ed joined the club a year or two before. I first met him at an early years Concours, where I was naively entering my E Type long before I understood restoration and preparation. He looked my car over and suggested he would be happy to help me. Little did I know that before joining the OJC he was a long-time member of the Ottawa chapter of the Antique Auto Club of America. Ed had restored several American cars including a 1940's Packard and an MG, which he passed one to one of his daughters and her husband. He was the last V-P of the AACA chapter when it collapsed due to member disinterest. Ed was a retired Lt. Col. of the Canadian Army and had served as Military Attache to Australia for Canada for 5 years before his retirement from the Military. He had worked his way up through the



Theoret's XK150

enlisted ranks to become an officer, which is indicative of his leadership. Working on my car we soon became good friends (in the club we were referred to as "The Bobbsey Twins"). Eventually, I was able to help him with his cars especially his E Type coupe and subsequently his XJ 6 and XK 150. When Rob Dunlop served his term from 2010 to 2014 inclusive as President, Ed was the V-P. At that time, the club was in a state of flux over the Concours site and had frequently had to change sites from year to year. In Rob's final year as President, he had asked me to do a site review and with Ed's advice I recommended the Cumberland Museum. This had been the site of the AACA Concourses.

Ed was a contributing member participating in drives and other activities and always ready to volunteer or help. He taught me a lot about working with others in the club and restoration processes. It was Ed who convinced me to volunteer to succeed Rob as President; something I had never considered on my own. Ed was very supportive to me in my term and often offered good advice. In these past few years of COVID he had serious health issues and he and Ada had sold their home in Blackburn Hamlet to live in a retirement residence. His passing is a loss for me personally and the club.

- Dave Kenny



OJC Concours 2013 Ada Theoret, Francis Boon, Ed Theoret

It is with great sorrow that we announce the peaceful passing of Edgar Theoret, surrounded by his loving family on January 14, 2025, at almost 90 years of age.

Funeral Mass held at Good Shepherd Catholic Church, 3092 Innes Rd, Ottawa on Saturday, February 1, 2025.

- Mike O'Brien

**Condolences/Tributes/Donations**  
**Hulse, Playfair & McGarry**  
<http://www.hpmcgarry.ca/>  
**613-233-1143**



Mar 16 2002 Ed & Ada Theoret



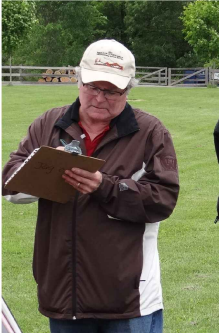
The man sitting behind this beautiful XK150 is Ed Theoret, my Father-in-Law. Sadly, Edgar passed away on the 14th of January after living a full life. He will be missed.



- Keith Patrick

**Lee Harrington:**

Past President



LEE Concourts 2016

Lee joined the club in 2003. I remember meeting him on a drive that took us to Westport. I found him sitting in a little park, reading a book. We sat near each other, quietly enjoying the peaceful morning and lovely weather. Later, we all grew to know Lee as the fellow who wouldn't hesitate to get things done. If you needed storage for OJC's supplies? Lee had space in his warehouse. If you needed a lunch for the Concourts? Lee would take care of it – and pay for it! If you needed transportation for the equipment? Lee's driver Bruce was on the job. He hosted club parties in his home and was a friend to all of us.

Lee has held most jobs with the club, including a couple of terms as president. He has supported every event in some way or another. He has owned several Jaguars, including a couple of E-Types, an XJ-S convertible and XJ-S coupe, an XJ6, a Mk 2, and wasn't there a white station wagon?

Lee has shown tremendous dedication to the OJC through participation and support. He has earned our heartfelt thanks for all he has done.

- Patricia Robertson

It is with significant sadness for me to learn of the passing of a very good friend, Lee Harrington. Lee had been fighting with a life ending illness for some time. His weight loss would have indicated to others that something was wrong but you would not have detected that from his spirit.

I first met Lee back in the 1980s and we became close friends, due in major part to our enthusiasm for Jaguars. Lee spent a lot of time with me in my shop restoring my 66 S type and later doing touch ups on my MGTD and 2005 Vandenplas.

Lee was President of the Club for 5 years and made a special effort to increase event activity and make contact with the Jaguar Clubs of North America (JCNA). Some of the events were underwritten by his construction Company Robert Construction Company Limited.

- Mike O'Brien

*Friends may pay respects at Kelly Funeral Home Walkley Chapel, 1255 Walkley Rd, on Friday, February 7th from 2-4 pm and 7-9 pm. A celebration of life for Lee will be held Saturday, February 8th at 11 am at Parkway Church, 7275 Parkway Road, Greely. In memoriam donations to the Ottawa Food Bank or the Ottawa Cancer Foundation appreciated.*



LEE Concourts June 12, 2016



LEE June 11, 2017 with Barry Paulson &amp; Steve Fox



For further details click on the link below for Lee Harrington's memorial page:

<https://www.arbormemorial.ca/en/kelly-walkley/obituaries/lee-duane-harrington/136216.html>

## OVTC Darts Tournament

OJC Members can notify Barry Paulson [barry.paulson@rogers.com](mailto:barry.paulson@rogers.com) if you plan to attend either as a team or individually. Reply to Barry with the Subject line 'Darts' & Barry will put you on an OJC team.

**BARRHAVEN LEGION  
3500 Fallowfield Rd,  
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**Saturday Feb 15 2025,  
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# To Russia & Back Again Part 8

by Jay Hunt

On October 30, 1977 I had a nerve-wracking experience. Through the local EAA chapter I met Lionel Robidoux who had just completed rebuilding a Citabria. Since I had a lot of Citabria experience he asked me to test fly it for him. I went out to Smith Falls airport and took it up for its initial flight. I approached it cautiously, step by step, as any test pilot would. I was doing speed tests over the airport, increasing in increments of five miles per hour to check for signs of aileron flutter. At about 100 mph there was a sudden bang and a strong wind entered the cockpit. I looked up and realized that the overhead skylight had evacuated the aircraft. I looked back at the tail and couldn't see any damage. The aircraft seemed to handle all right so I set up for an immediate landing. Not knowing how much extra drag the opening was causing, I kept my speed on approach well above normal and flew right down to inches over the runway before I cut power. It was like I had thrown out an anchor because the plane immediately touched down and slowed to a full stop. It turned out that the skylight had not been fully secured with screws and the vacuum created over the fuselage had literally sucked it off the airplane.

Anxious to get back into aerobatics again, I placed a classified ad in the local newspaper seeking to meet fellow aerobatic enthusiasts. To my surprise I quickly had a number of responses and after an initial meeting we decided to form an Ottawa chapter of Aerobatics Canada. I became the first president of Aerobatics Canada Chapter 5 to be based at Rockcliffe.



*Pitts S-2A CG-VHI - 1978*

Our next challenge was to find some suitable aerobatic aircraft. One of our new members had a Citabria for basic aerobatics. I wanted another Pitts S-2A in which to teach advanced aerobatics. I have always been fortunate to find partners to share the passion and cost of flying. This time, a young civil servant named Michel Lahaie joined with me to seek out and purchase a two place Pitts. I was acquainted with an airshow pilot from the US named Jim Parker. At the time he was working in Montreal but flew airshows and taught aerobatics out of Sugarbush Vermont in the summer and Florida in winter. He had just purchased a new Pitts and had placed his old S-2A N388N up for sale. Michel and I met him at St. Lazare airport near Montreal. We both flew the airplane and decided to buy it. N388N had an interesting history.

Jim had just taken delivery of it in 1974 from the Pitts factory and was in the process of demonstrating his previous Pitts S-1S to another experienced Pitts pilot. Both aircraft went up together and somehow they got their wires crossed and ended up landing from opposite ends of the same runway, meeting in the middle, fortunately at relatively low speed so no injuries ensued. As a result, N388N went back to the factory for a complete rebuild. I don't recall what happened to the other airplane.

At about the same time, Don Maher, who had expressed interest in acquiring a Pitts, soon concluded a deal to purchase UWQ. On October 30, I ferried it to Carp and delivered it to him. Dr. Mac McGladdery also wanted to get into competitive aerobatics. He was a large man and could not fit into a Pitts cockpit. He happened to be friends with Gord Price in Toronto who had a Steen Skybolt for sale. The Skybolt was a Pitts on steroids and ideally suited for Mac. Soon he and his partner Don Picklyk added another airplane to our growing local collection. Although I had gained a fair amount of experience teaching aerobatics at Buttonville and Markham. There was no special category for aerobatic instructors in Canada and since I didn't have a regular instructor's rating, my flights were done as demonstration flights to other members of EAAC Chapter 189 Flying Club. Since I wanted to be able to teach aerobatics legally, early in 1978, I began an intense program to obtain my commercial licence completing my flight test on April 16. On April 15, Michel and I went to St. Lazare and picked up our new Pitts S-2A now registered in Canada as CG-VHI and flew it to its new home in Lionel's hangar at Smith Falls. Aerobatics Canada Chapter 5 now had a Citabria, Pitts S-2A, Pitts S-1S and Steen Skybolt in its stable.

## The Super Acro Zenith, A Dream Come True



*CH-150 Acro Zenith "Lil Red Devil" 1980*

In the spring of 1980, Michel, my partner in VHI, was being posted overseas with Foreign Affairs and we decided to sell the Pitts S-2A. I now needed a new competitive mount. The idea I had conceived in Kiev of designing a new competition airplane had never been far from my mind. Through EAAC, I had met Zenith aircraft designer Chris Heintz. I had several discussions with him about my ideas for an all Canadian unlimited competition machine. He had built a one of a kind single seater with basic aerobatic capabilities called the CH-150 Acro Zenith. It was an all aluminum, low wing monoplane. I flew several hours in it in the spring of 1980 and felt that it had the potential to be developed into an unlimited machine. Chris and I began working together on the concept. I provided the requirements from a flying perspective and he translated them into engineering design. The plane had to be light and strong, stressed to plus-minus 12Gs, accommodate a 200 HP engine, have powerful control authority in all three axes and be neutrally stable.

(continued next page)

by Jay Hunt

*editor's note: a significant portion has been skipped to bring this fascinating story to its conclusion. To read this story in its entirety please purchase the book or beg for it when it becomes available.*

## Powering Down

I continued to teach aerobatics in the Chapter 5 Decathlon for the rest of 1986 and through until August 1989 when one of our club members was killed in the club plane doing low level aerobatics over a lake in Quebec. The insurance settlement was not sufficient for Aerobatics Chapter 5 to acquire another airplane so my instructing days also came to an end. Finding little thrill in normal flying I decided to let my licence lapse at the end of 1989. The only flying I have done since was one dual flight in 1998 with 'Pitch' Molnar in an Air Combat Canada Extra 300L. We did a full range of positive G aerobatics and I demonstrated the Canadian Beaver figure to him which the Extra did quite well.



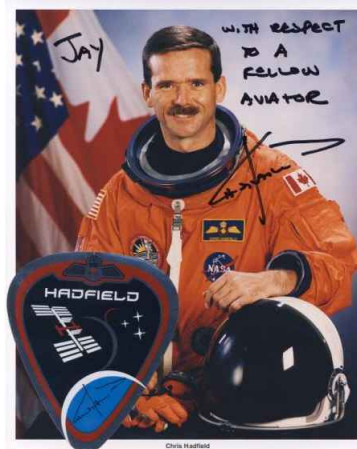
I was fortunate to finally meet and spend a few days with my long time hero **Jan Zurakowski**, chief test pilot for the Avro Arrow, at his lodge near Barry's Bay ON.

In my 27 years as a pilot I have flown at least 34 different aircraft types (I may have forgotten a few that aren't recorded in my logbook) and have lived a life of adventure that most people only dream of. Sadly, my experiences also include a long litany of names of comrades who have been lost. They include; Alain Brassard, Amos Buetell, Dick Frost, Charlie Hillard, Frank Jenkinson, Tom Jones, Manx Kelly, Herb Leistner, Gordie McCallum, Eric Mueller, Art Scholl, Bill Smith and Neil Williams. All of them died doing what they loved best. Fly on my friends.

Since giving up flying I have continued to judge aerobatics whenever there was a nearby contest and to critique local aerobatic pilots from the ground. I still love watching aerobatics and being around aircraft and other pilots and it wasn't too long before I was again hanging out at Gatineau Airport on a regular basis.

## Vintage Wings of Canada

In the fall of 2008 I volunteered as a tour guide with Vintage Wings of Canada at their hangar at Gatineau Airport in Quebec. I had been acquainted with its founder, Michael Potter, since 1977 when I tried to sell him a computer at Quasar, his consulting company that later became Cognos, a world leading developer of business intelligence software. At the time, Mike kept a little red DeHavilland Chipmunk at Rockcliffe and I went flying in it with his partner. I remember after the flight that we spent time carefully wiping every trace of oil from the fuselage so Mike would not know that we had done aerobatics. The next several times Mike and I met were at various air shows where he would arrive with one of his newly acquired classic airplanes. I watched over the years as his collection evolved into what has now become the public foundation, Vintage Wings of Canada.



Canadian Astronaut Chris Hadfield

Vintage Wings maintains a fleet of more than twenty vintage aircraft representing a cross-section of Canadian military and civilian aviation heritage. Unlike the Canadian Aviation Museum across the river at Rockcliffe, who are not allowed to fly aircraft, all of Vintage Wing's aircraft are either airworthy and being flown regularly or are being restored to flying condition. Some of the best test pilots in Canada fly Vintage Wings' aircraft including well known Canadian astronaut Chris Hadfield.

Vintage Wings operates with a small full time staff and over 150 volunteers, who restore and maintain its aircraft and flying operations and educate the public on the contributions Canada's civil and military pilots and aircraft have made to its aviation history. The people at Vintage Wings are like a big, friendly, extended family and being part of it allows me to be around historic airplanes, great pilots and like-minded enthusiasts. I have been interested in Canadian aviation history for most of my life and I love meeting and talking with the WWII veterans and former Air Force pilots who visit our hangar.

When Rob Fleck became President of Vintage Wings he was surprised to learn that I was a volunteer. He had heard about me while learning to fly the Tutor jet in the Canadian Air Force. His instructor, a Captain Martin Tate (the same one I taught at the 1975 Picton contest), demonstrating a slow roll would say "That's how Canadian aerobatic champion Jay Hunt would do it". Apparently dozens of CAF pilots learned to do a "Jay Hunt slow roll" during the early 1980s.

*(concluded here. For more adventures get Jay Hunt's book)*



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## Our Backyard Museum - Part 2

by Ray Newson

Joel's collection here are all considered Brass Era. Cars built prior to January 1916 are referred to as Brass Era or Edwardian Era due to the decorative brass trim used. It was gradually replaced by nickel-plate and then by the 1920's chrome trim. On the topic of Model 'T's, there were many more "T's" to see out-side as most of the club members drove their chariots to this event;



This is a barn find, up and running after who knows how many years?



I could imagine Bonnie and Clyde in this beauty, hmm, do you think that gun is loaded?



This stately shooting brake could have been used to chauffeur a president out on a wild boar hunt.

(continued on next page)

## Our Backyard Museum (continued)



There were trucks



and convertibles



Lots of interesting old model 'T's in all states of restoration to see and many proud owners ready to show and tell their stories.



Joel and Pam's Brass Era car collection was a very small part of their amazing private museum. We were given a tour of the entire facility by Joel and Pam who explained everything in detail expressing their vast knowledge of all of the artifacts that have been collected since the early 50's. Everything from a working steam engine from a Mississippi stern wheeler and oil field equipment to Main St. with its Drug store, General store, Casino, Fire Hall and Garage. All rescued from derelict buildings and carefully restored. To say nothing of the restored audio equipment and working pipe organ in a theater like setting. It was an education.

Maybe I'll think about another article covering all things mechanical and what we learned. Oil field equipment? Hmm

- Ray Newson

(concluded)

## Arizona Car Scene - Part 1

by Jim Butcher

Given that we are well into our winter weather and many of our Cats are put away until the warm weather arrives again, I thought that everyone could use a story about sunshine, warm weather and cars!

Karen and I have been traveling to Arizona since 2002 and during our first visit (and most visits ever since) we have visited many automotive attractions. This article will touch on only a couple attractions, there are many more. On our first visit we were staying in Scottsdale and close to our hotel was the Penske Racing Museum. The Museum showcases an amazing collection of cars, trophies and racing memorabilia chronicling the career of one of the most successful dynasties in all of sports. Penske Racing has more than 58 years of racing experience and over 640 major race wins highlighted by 47 championships and 20 Indianapolis 500-mile race victories.



(Penske Racing museum – Scottsdale)

## Arizona Car Scene - Part 1

by Jim Butcher

Karen was judging at a CAN-AM skating competition so I had time alone, given that I am a huge NASCAR fan, I visited the Phoenix International Raceway (PIR). One interesting fact about PIR is that as Malcolm Bricklin was trying to produce his Bricklin SV-1 in Saint John New Brunswick, he bought the track, but later lost it when his hold company FasTrack claimed bankruptcy due to many issues with producing and selling the SV-1. Since that first visit, we have attended several races. The track is a bit south-west of greater Phoenix and when we attend a race we buy tickets to sit on Rattlesnake Hill verses in the grandstands as we (and many others) think it provides the best viewpoint to watch the race ... and they clear any rattlesnakes and other critters each morning before they open the hill (welcome to the desert)!!!



(Phoenix International Raceway – Avondale)

## Arizona Car Scene - Part 1

by Jim Butcher

We have also discovered that there are some great parts suppliers. Although not very helpful for us trying to find Jaguar parts, one of the neatest shops we have discovered is Vintage Parts of Arizona.



It began life as an independent supplier of Ford parts in 1974 and then in 1998 it became the flagship store for So Cal Speed shop and recently it reverted back to an independent store. They offer parts for many types of vintage cars, you can buy a spring, or a complete new frame and body for a 32 highboy. Behind the shop they allow you to check out their backyard where they have several project cars for sale, plus odds and ends of cars and some neat vintage signs. One thing that we really enjoy is an event they host called Second Saturday. The second Saturday of every month they host a car show/ swap meet in their parking lot and open the store at 6 am, plus they provide free coffee and donuts ... everything continues until all the donuts are gone ... we have never gone and seen them run out of donuts!



(Saturday December 14, 2024 – Second Saturday)

(continued next page)



## Arizona Car Scene - Part 1

by Jim Butcher



(There are dozens of vintage cars out for 2<sup>nd</sup> Saturday)



(An absolute amazing Woody at 2<sup>nd</sup> Saturday )

(continued next month)

## 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](http://www.ottawajaguarclub.com).

### Advertising

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: [ottawajagclubtreasurer@gmail.com](mailto:ottawajagclubtreasurer@gmail.com)  
Jim Butcher, OJC Treasurer  
1020 Rick Hansen Cresc.  
Greely, ON  
K4P 1M4



**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.**

**Jaguar Hunt Club** — Jaguar Hunt Club is pleased to extend to all Ottawa Jaguar Club members, receive parts at cost plus 15% and 10% off labour. (some restrictions apply).

**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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### 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'



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**NOTE: All Prices include choice of Gold or Silver Logo and 13% GST.**



**Hurricane – Men’s Insulated Softshell Jacket w/detachable hood. OJC Cost: \$129.10**

Men’s (X-4X): L03170 <https://canada-sportswear-corp.myshopify.com/products/l03170-hurricane-mens-insulated-softshell-jacket-w-removeable-hood?variant=43677555818735>

**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>



**GILDAN® HEAVY BLEND™ CREWNECK SWEATSHIRT. 1801. OJC Cost: S-XL \$35.31, 2X \$39.55**  
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**



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