



# The Litter Box

Affiliated with Jaguar  
Clubs of North America

MARCH 2019

The Newsletter of the  
Carolina Jaguar Club, Inc.

Next Meeting  
April 13,  
2019



## To Do List

- **Register to show my car or just plan to attend The Gathering at Shelton Vineyards on April 13.**
- **Make my reservations for the May Road Trip.**

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## Shelton Vineyards

### The Gathering

By Richard Lloyd Roberts, CJC VP Events



The British Are Coming! The British Are Coming! April 13, 2019 join us at Shelton Vineyards for the Southeast's largest display of vintage automobiles. There will be numerous British cars on the grounds of Shelton Vineyards with over 200 cars on display. Come on out and enjoy viewing the Austin Healeys, Jags, MG's, Triumphs, Bentleys and

others! Bring your lawn chairs or blankets, a picnic basket if you like, sip some wine and enjoy viewing these beautiful cars! The Harvest Grill restaurant will be open for lunch and dinner as well as winery for tours and tastings. If you did not receive a registration form in the mail, please pre register here.:

<http://triumphclub.org/wordpress/index.php/gathering-2019/registration/>

This is an official club event and we are planning to attend once again. I will be putting up a form on the website mid March so we can be prepared. Watch for emails on this subject. For food we are going to arrange a picnic for club members with bring your own dish. This year if it rains I have arranged for us to have the green building next to where we normally park.

Close to the date we will be arranging which dish you are bringing so we have a more organized picnic.

So mark your calendars:

**April Event – Shelton Vineyards – The Gathering**

**April 13**

**Shelton Vineyards, 286 Cabernet Lane**

**Dobson, NC 27017 United States + Google Map**



# CAT TALES

BY  
TED HILL

CJC PRESIDENT

Spring is just around the corner and it's about time to put the winter of 2018-19 in the rear view mirror. Time to do a real spring cleaning after winters dirt and grim. I dislike running the Jaguars through a car wash, however a good ole fashion hand wash during the cold winter months can tend to be a rather unpleasant task. As the weather warms, a chance for a good scrubbing, a new coat of polish and wax is a great sign of spring time to me.

The first Club event car show will be "The Gathering" at Shelton Vineyards in Dobson, NC. A participant's choice car show sponsored by the Triumph Club of the Carolinas that includes all marques of British cars. The Jaguars are always well represented. A short CJC business meeting will be held on the Shelton Vineyards grounds, as in the past, we can look forward to our picnic where everyone brings a dish to share.

Then in May we will light out on our annual club road trip planned and executed by Dr. Jerry Ellison with assistance from Judy Meyers.

The Moss Motorfest held at their Petersburg, VA. facility on June 8th promises to be an exciting event with music, food vendors, hundreds of cars and spectators. An exciting opportunity to show off our Jaguars.

In addition to our club scheduled car shows there are other events that would be of interest to our members. Information on dates and places can be found on our website, facebook page, and on the events calendar in every issue of The Litter Box.. Brits at the

#### Litter Box Disclaimer

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### Editorial Contributions

Letters to the editor, technical advice and inquiries, articles and photographs are welcome. Submissions should be received by the 12th of each month for the next issue and may be edited for style and/or space. Opinions expressed are not necessarily those of CJC, Inc. All submissions are considered property of CJC, Inc., and may be reproduced by JCNA affiliates with proper credit.

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Battleship held at USS North Carolina Battleship Park, Wilmington, NC. Is an excellent example of such events and a great time for a trip to the Carolina Coast.

Please remember in most cases pre-registration is required. Registration can generally be done on line. So polish up those Cats and get ready for spring time in the Carolinas.

**Ted**

\*\*\*\*\*

## CJC Membership Report

By Kevin and Nancy Willis


We are please to report the vast majority of our members renewed for 2019! Our retention rate for our new members was 90%, which speaks well for the future of our Club. We now have a total of 155 members. This is a great start for the year, as we typically add most new members during the course of the year. We are pleased to introduce our newest members:

Alex Miller & Caroline Manley	Gastonia NC
David & Wilma Michael	Lexington NC
Derek & Christina Holland	Ft. Mill SC
Gary & Andrea Benfield	Newton NC
Ray & Yvonne Barnhardt	Newton NC
Harald Fiedler	Brevard NC
Rick Culp & Richard Dew	Belmont NC
James & Syble Latta	Gastonia NC
Garry Wilson	Lexington NC
Bob & Linda Taylor	Crossnore NC

Please make sure you welcome our new members when you see them at one of our upcoming events.

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### Ramsey Potts

Car Specialist  
Savannah, Georgia – United States 

Ramsey Potts wears a lot of hats. He's a mechanic, a member of several race crews, a race car driver, a member of several car clubs, a lifelong Jaguar lover, and, as of early 2017, an RM Sotheby's Car Specialist.

Contact Ramsey today to discuss buying and selling opportunities.

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# Amelia Island Concours on \$5.00 a day...

By Jerry Cohen, CJC Editor

Now that I have your attention, I can confess this is a bit unrealistic. However, you can and should attend the Wednesday through Sunday annual petro head event at least once. This is the East Coast equivalent of Pebble Beach. If you don't know what Pebble Beach is, stop reading now and save yourself some time.

Last year Mike Rhyne and I attended Amelia Island event. Mike planned to go and asked if I had an interest. I had not been since 1999. We learned a lot in 2018 and part of that knowledge came via an invitation from Ramsey Potts, Car Specialist for RM/Sotheby auctions for a behind the scenes tour of the RM/Sotheby auction experience and an invite to an after auction party. So we decided to attend again for 2019. This year we were joined by CJC member and fellow petro head, Eric Dunn. Our club was also represented by new members Brad Merlie and Ron and Lynda Lipham. They also took advantage of the RM/Sotheby behind the scenes tour and complimentary auction registration. Though we never ran across them, CJC member Gregg Gaylard was there with several of his (from the dark side) Porsche friends. That is no surprise as Friday at Amelia Island is historically all about Porsche.

The Werks Reunion is a Porsche Club of America event at the Omni Amelia Island Plantation the weekend of the concours. It draws huge numbers of enthusiastic Porsche owners and an endless stream of 911s. With the club event and Amelia Island's proximity to so many of Porsche's victories at Daytona and Sebring, the factory brings out retired racing cars and also the newest models. The auction companies have identified a captive audience on Friday and tune their offerings accordingly. Jaguar needs to do the same thing.

The Amelia Island Concours was founded by Chairman Bill Warner who was able to bring this year's event to a notch above last year's event. He seems to be able to do that year after year. From classic racers, brass age, and pre-war cars to prototypes, one of a kind cars, cars of the stars, it was there for all to see and enjoy.

Chairman Warner said, *"I am proud to say that this year's Concours had some of the most innovative classes and*

*interesting vehicles to date."* He continued, *"Our celebration of the automobile finds a way to evolve year after year and we remain delighted to continue showcasing such rich automotive history through our event."*

The Amelia Island Concours 2019 also celebrated the 70th anniversary of the Jaguar XK120 among many other automotive anniversaries.

According to [SportsCarDigest.com](http://SportsCarDigest.com) this is how Jaguars come out in the awards category for 2019:

## Best in Class – Jaguar XK 120

1949 Jaguar XK 120 Alloy Body, owned by Mike and Deb Korneli – West Bend, WI

## Amelia Award – Jaguar XK 120

1953 Jaguar XK 120 DHC, owned by Rick Grant – Dayton, OH

## Amelia Award – Jaguar XK 120

1954 Jaguar XK 120 owned by Mitch and Kim McCullough – Pompton Plains, NJ

## Amelia Award – Sports Cars Pre-War

1935 Jaguar SS1 Coupe, owned by Eduardo and Michelle Zavala Harris – Miami Beach, FL

On Wednesday, March 6, Mike and I loaded up my XF-S and headed south. Arriving around 3:30 p.m., we decided to do a recon of the events areas to get a feel for the next day. We were glad we did as we discovered that Hagerty Insurance was once again hosting their "Ride and Drive" of a selection of classic cars. When we were heading to our hotel we found that Bonhams was holding their auction preview that evening. After getting our passes to the preview which included a smorgasbord of food and drink, we had dinner courtesy of Bonhams. Their cars were displayed in 2 buildings as well as outside. Mike saw a V16 Cadillac and a 1967 E-type that grabbed his interest. I was interested in a nice MK IX, and a 1995 XJS that was consigned to auction.

Thursday, we returned to Bonhams to watch the auction. After watching the auction for a while we crossed the street to the Russo and Steele inaugural Amelia Island auction. We decided to sign up for their preview. This auction is a little different as it included a mix of classics, American muscle, pickup trucks, and contemporary cars

*(Continued on page 7)*

(Continued from page 6)

to include a 2014 XKRS with 1400 miles on the clock which sold for \$115,500. After lunch at Russo and Steele we took advantage of the complimentary shuttle to The Ritz Carlton event host hotel.



**Example of the mix of cars at Russo and Steele Auction.**

While at The Ritz Carlton we firmed up with Hagerty that I would drive a 1960 Plymouth Fury convertible on Friday and Mike a 1967 Pontiac GTO. Then we proceeded to the Jaguar Kiosk and signed up to test drive some of the new models. Mike picked a 2019 F-Type R coupe and I drove the all new I-Pace electric crossover. I will not review this as Cliff Hudgins does a better job in his article later in this issue. By the way we both received complimentary (latest style) Jaguar ball caps for our efforts. Thank you Jaguar Cars.

We went into the hotel to register for our complimentary preview and auction passes for the Friday and Saturday RM/Sotheby's auctions thanks to Ramsey Potts (see his ad in every issue of The Litter Box).

Then we went on to "Will Call" to pick up our concours tickets. All the money for the concours goes to worthy charities.

We caught the free shuttle back to Russo and Steele where we met up with Eric Dunn and laid out our plans for Friday. We had dinner at a seafood restaurant in St. Mary's, GA. They gave us a 10% discount since I am a veteran and able to show proof of that. Veterans are sure treated differently today than when I served.

Friday started with stopping at Bonhams to get auction results. Mike's V16 Caddy sold for \$1,187,500, his E-type

\$105,000 and my XJS \$16,800. Then it was on to the Ritz Carlton where we had to pay for parking for the first time at \$40.00/day but it was convenient and offered a shuttle to the hotel. We met up with Eric and proceeded to Hagerty for our actual Ride and Drive experience. That old Plymouth Fury was a real boat with push button transmission, drum brakes, real loose steering and a driver's seat that swiveled out for easy exit. Will Cheek, from Hagerty, was our ride-a-long.



**(LtoR) Mike Rhyne, Jerry Cohen, Eric Dunn and the 1960 Fury.**

Then it was on to lunch where we met up with Jaguar petro heads from our club, North FL. Club, Jag Club of Florida, and North GA Club for our exclusive behind the scenes auction tour with our guide Ramsey Potts. Ramsey



**Ramsey Potts (in suit with hat) previews this 1973 XKE V12 during the RM/Sotheby behind the scenes tour for JCNA club members.**

(Continued on page 8)

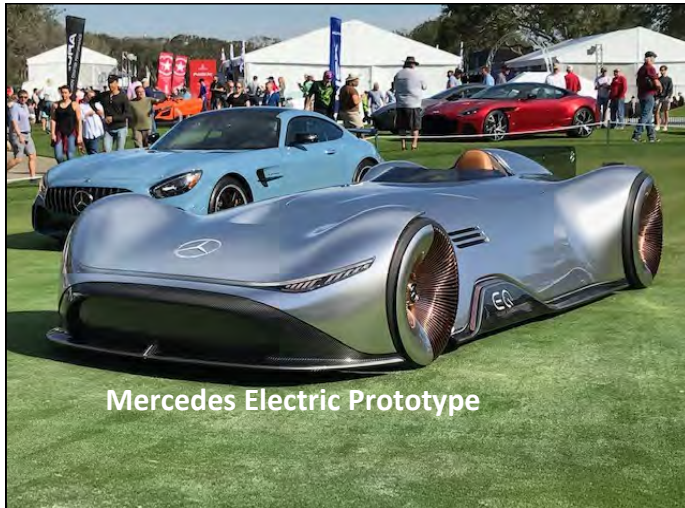


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## Amelia Island Concours (continued)

was our guest speaker at the 2018 CJC Concours in Little Switzerland. Beside all the auction details, my take away was about the change in generations of enthusiast and their preferences. RM/Sotheby now has a segment called Youngtimers offering cars such as a 1993 Mazda RX7 or 1995 Porsche 928 GTS. Ramsey said that as each generation ages we can see the change in preference with Jaguars values. The XK's have maxed and are in a slight decline. E-types have generally maxed and are in a holding pattern. Ramsey believes the next Jaguar to get "hot" will be the XJS. After dinner we returned to our hotel to rest up for a busy Saturday.

Saturday is the annual Amelia Island "Cars and Coffee" with cars from various clubs on display. At the entrance was a prototype Mercedes electric car that accommodated one person only. There were also many BMW's and



Mercedes Electric Prototype

Corvettes, but only one Jaguar, an F-type convertible.



The lone Jaguar at Cars and Coffee

We proceeded to the RM/Sotheby Saturday auction held inside the Ritz Carlton which is the most prestigious auction held during the weekend. The bidding was good and we enjoyed watching three people on the phone banks bid up a 1931 Rolls-Royce Phantom II Henley Roadster that was estimated to sell between \$225,000 and \$325,000, to a final sale price of \$510,000 before commissions. **The beautiful 1973 XKE BRG roadster we saw on the tour topped out at \$115,000.** After the auction we headed back to the hotel to freshen up for the Famous Amos' after Auction party. Mike and I attended last year and were invited back this year. It is held at a unique airplane hangar on a private airstrip in Yulee, FL. Our host was Dr. Bill Amos. You need to Google him as he is quite a petro head. The street scene motif is well done and the BBQ outstanding.



**We are not at Disney World. This is the most unique airplane hangar you will ever see. Complete with a diner and shoppes. When not used for a party Dr. Amos parks his cars here.**

We returned home Sunday afternoon. Other than a guy flipping his pickup over 5 times in the medium on I-26, the ride was uneventful. What a car filled 5 days Mike and I had.

**(Thanks to Judi Johnson-Cohen for her editing skills on this article)**





# An I-Pace in the Real World

*Who Knew George Jetson Liked Jaguars?*

**By Cliff Hudgins**

I saw my first I-Pace on the Jaguar stand at the Amelia Island Concours last March. The car was locked, no one was allowed inside, and certainly no test drives were available, but there lots of lovely ladies nearby ready to take your name and email and give you a brochure. The car looked very...21st century, and the ladies had no trouble getting folks to take the brochures.

I was intrigued, and since JLR went all in on this car, almost betting the farm, it had better sell. Certainly it has the numbers – This car will do 0-60 in 4.5 seconds, and offers 234 miles of range from a full charge. It's right up there with its competition, the Tesla Model X, and is as fast as almost any Jaguar save for the various SVR models.

Fast forward a year later, and they are now available at your local Jaguar retailer. The early adopters have all gotten theirs, so now the time has come to start selling the cars to normal folks, with normal needs. Can it happen? The good folks at Flow Jaguar in Greensboro think so, and they graciously offered me an extended drive to prove that the future isn't quite so scary after all.



Grace, Space and Pace for the Space Age  
Sitting in the car, I must say that at least for those familiar with recent JLR products, it seemed pretty normal. They replaced the rotary gear selector with a set of push buttons on the center stack, but they were labeled the typical P, R, D and L. The infotainment display could

have come from any of the Jaguars there, and the menus were all the same. Since these were finally brought up to date for the 2018 cars, this is a good thing.

Thankfully, the Interior Looks More 2019 Jaguar than Apollo 11



This matters because Jaguar intends for this car to be sold to real people, with everyday needs rather than the one in a ten thousand person with a Flash Gordon fetish. To their credit, they haven't just built a car for the future, but a Jaguar for the future.

The instrument panel setup is a bit different, with a Navigation screen on the right, with the relevant range, speed and gear readings in the center. The left can display a number of things, with a default being a photo gallery of the car itself.



***The Needle at the Top Points to Whether You are Making Sparks or Using Them – On the Left, a Reminder that You are in Tomorrowland Now***

*(Continued on page 10)*

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## ***An I-Pace in the Real World (cont)***

Now that you're comfortable, it's time to fire her up, but this is the one thing that's anti-climactic in an EV. Basically, the display changes, I think I heard a 'click' somewhere...and that's it. Certainly not the roar I get from my F-type. Jaguar needs to do something here, maybe a splash screen with a space ship shaped like a leaper, with laser beams shooting from its eyes, then doing a slow roll, pointing out to space, engaging hyper drive and disappearing? OK, maybe not that, but please, more than a 'click'.

Meanwhile the sales guys in the distance are wondering how long I'm going to sit there waiting for something to happen. Finally, I engage hyper drive – It's marked 'D' on the center stack, and slowly roll out to the stoplight. My first thought? Hmm, where's the tee box? Seriously, this is just too quiet, and the last time I heard that faint whine was on a golf course.

But despite that, the light turns green, and I need to prove to myself that this is a real car. I check the mileage (91) and then the expected range (139 miles, with the battery at 59%). Ok, we will check again when we return and see what it reads.

Into the traffic, and it feels completely...normal. Not scary at all. The car has good visibility - I'm driving easy at this point but I can tell it has plenty of power when needed. The car is sized very similarly to the F-Pace and the new Range Rover Velar, though it sits lower than both. But it sits higher than a sedan and gives that commanding view of traffic that so many SUV owners crave. The seats are very comfortable, and the ride very smooth. On the move, you get a little more sound - It's not really a whine, and it doesn't sound like a golf cart anymore. It's not an unpleasant sound, maybe a little like the hum on Pink Floyd's Welcome to the Machine?

In the cargo area or hatch there is plenty of Cargo Space, and No Sign of a Battery Pack.

The other thing you notice is the total, and I mean total lack of vibration. JLR's other cars are all very refined, very smooth, but when I got back into my Velar after the test drive, I thought I had just cranked up a dump truck. It's that big of a difference, and it's amazing how quickly you get used to it.

Ok, the car cruises just fine, but here comes a stoplight, and now you quickly find out that the I-Pace does not believe in coasting. Instead it feels like you've applied the brakes lightly, as you normally would in this situation and in fact you really don't need the brake pedal at all. Meanwhile your energy gauge swings to the left, telling you that you are adding juice back to battery. It's called regenerative braking and it's very smooth in operation, though it does require practice to get it right, otherwise you find yourself coming to a stop two or three car lengths back of where you normally would. The brakes are really only needed for emergency stops once you get the hang of it, and it's kind of fun learning a new skill.

But enough of that, it's time to practice applying some old skills to this car on some curvy roads. I mentioned earlier that the car had a sort of SUV ride height, so you assume a similar set of handling qualities but no, this girl can dance. The battery pack (the heavy stuff) is all at the bottom of the car, so the center of gravity of this thing feels almost subterranean. That means minimal body lean and the suspension feels like it has taken its set almost before you even turned in. Steering is very accurate and even possesses reasonable feel and feedback. Very impressive, and since you always have maximum (and unchanging) torque available to you, you can play with the throttle steering with confidence.

This could be fun, but it's now time to see what highway driving is like. I find an on ramp...Hmm, no traffic, so let's bury the 'gas' pedal for a bit. Wow, hyper drive indeed! While the thrust available is impressive, what's really different is there is absolutely no waiting. No downshift, no split second for a turbo or supercharger to kick in – Just immediate go power accompanied by that odd hum.

Since it's always embarrassing to get a ticket during a test drive (don't ask me how I know), I back her down some to normal traffic speed, about 75 mph. Again, other than the serene quiet and zero vibration, it is totally real car normal, just another day on the commute. All too soon, the exit ramp is coming up, you spot a hole in traffic, press on the accelerator, wait for the downshift – Oops, no downshift and suddenly you are there, as if you tele-ported into that hole! One can quickly get used to this.

Upon arrival I check my readings. The Odometer is now

*(Continued on page 11)*



*(Continued from page 10)*

114, and remaining range is down to 111 miles. So for 23 miles of driving, I used 28 miles of range, with most of the excess taken up during the highway stint. Based on that, I think with a full charge this is a no joke 200 mile car that you could day trip to say Charlotte or Raleigh without concern. Once home, charging with 220 volts will take it from nothing to full in about 8-10 hours, and it would be ready again the next day. Long trips would take planning obviously, to find one of those super chargers en route that can fill her up in about an hour and a half, while you get a bite to eat. Or just use the other car for the long trips.

Make no mistake, Jaguar's I-Pace is a car, not a science project, and a really cool one at that. With its superb handling and right now power, it's surprisingly entertaining, and after learning a few new skills, would prove to be a very quick point A to point B device. If the salesman lets you find out how fun this thing is, you won't be giving it back to him.

## Carolina Jaguar Club Concours 2019

**July 11-14, 2019 at the beautiful Little Switzerland Inn in the cool breezes of North Carolina's Blue Ridge Mountains**

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**[www.CarolinaJaguarClub.com](http://www.CarolinaJaguarClub.com)**





## An XK 120 Fixed Head Coupe found in a Chicken Coop

As reported by Harry Fiedler  
CJC Member

In 1975, our family car was an XJ6, Desert Sand color (not the L version) . Adrienne worked for a realtor at that time and we went to her broker's 4th of July party. The broker's brother was there and said he had a Jag too. I wanted to see it. It was in a chicken coop with the head off and some other parts lying around. At least it was dry and under cover (a lot of the cover was chicken poop).

This was in Merced, CA and the Jaguar was a XK120 FHC. His farm was next to an almond orchard. Well, the entire exhaust system from manifold to tail was full of almond shells as was a lot of the interior of the car. I was somewhat deflated. Long story short, over the next three years I stayed on contact and made him an offer just as I was reassigned to Edwards AFB, the Flight Test Center to the KC-10 program. I made the brother one final offer, wrote a check out for what I thought a reasonable acceptable offer was. I made the stipulation that the Jag had to be cleaned up and made to legally and safely run on down to Edwards. He accepted and we drove to my new assignment in September, 1978, 40 years ago.

Since then, the Jag has driven, towed and stored to Shreveport, LA; Dallas, TX; Tampa, FL; Memphis, TN; and finally to my garage into storage again in Brevard, NC in 2006. This is where the following pix start - in my garage to the Asheville Airport where my restorer, Ray Moore, has his shop. Ray had an auto restoration shop in Spartanburg, SC and relocated to Asheville. He now restores B-17s in the same hangar that our Civil Air Patrol Squad-

ron is headquartered. Obviously more info to follow in future postings - here is the transfer sequence from my garage to the hangar.



Coming off at the hangar for restoration



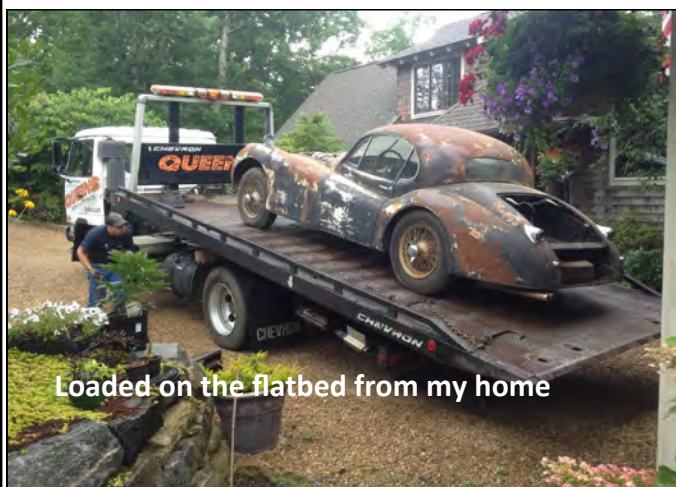
Successful 3 point landing into the hangar

These pictures are the separation of the chases frame from the body shell. I include several perspectives. Also,



the engine has it's own roll around frame that will be used in the (I kid you not) blueprinting the engine and putting it on a dynamometer including a full break in be-

(Continued on page 13)



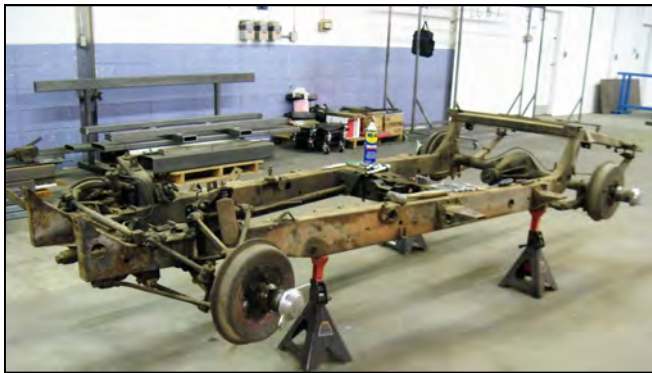
Loaded on the flatbed from my home



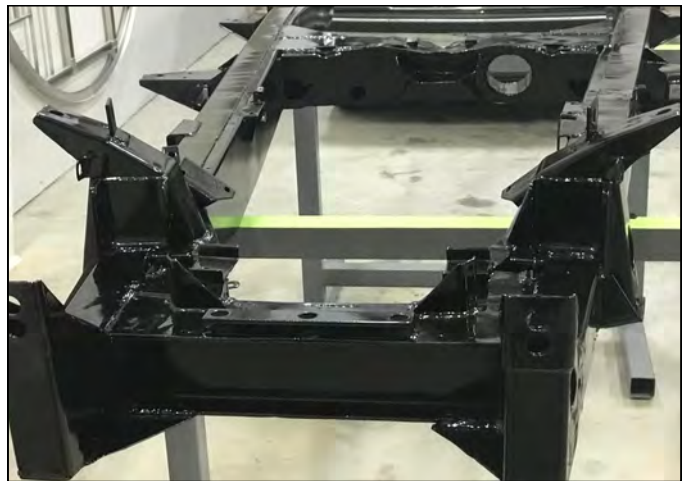
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fore installing it onto the chassis and enclosing it in the body shell.



Additionally, I have four pix of the chases frame - you can compare these products with the prior pix to see the quality of the restoration: Ray with sandblasted chases frame, powder coated, detail of frame and front detail. Notice the welds the Brits used - they must have had a jig to put all the parts on before final weld. Also, note the rough nature of the welds.



Note the two sides of the last pix; there are mounting places to use the frame for LHD as well as RHD. Most of the suspension parts are already refurbished and I will present them in future postings - many have a unique story - HF

## Minutes of Meeting – February 23, 2019 Carolina Jaguar Club Streetside Classics Concord NC

- 12:20 PM Meeting called to order by Moderator – Richard Lloyd-Roberts  
Introduction of Ted Hill – President  
Ted Hill spoke to club about CJC being the featured Club at the Hilton Head Concours.  
Commemorative Plaque awarded to Ron Kuglowski and Diane DuFour for long-term service to the Club.
- 12:30 PM Membership co-chairs Kevin and Nancy Willis reported on membership (currently 153) and recognized new members, allowing them to share a little about themselves and their cars. Also offered nametags and new CJC apparel for purchase by all members.
- 12:45 PM VP events Richard Lloyd Roberts discussed upcoming events briefly, then re-introduced Ted Hill to discuss upcoming judges' training (March) at Grandover Resort Greensboro and British Car Gathering at Shelton Vineyards (April); also Gerald Ellison who discussed upcoming Road Trip in Shenandoah Valley VA (May).
- 12:55 PM Break
- 1:05 PM Reconvened with introduction of Jerry Tester, who discussed upcoming CJC Concours at Little Switzerland NC in July.
- 1:15 PM Mike Smale – CJC Treasurer discussed job description, provided brief financial report, and proposed the following business matters, both of which were approved by the membership:  
Two Officer stipends granted for \$750 each to attend JCNA annual General Meeting.  
Increased CJC membership dues to \$60/ year, effective in 2020.
- 1:25 PM Ted Hill discussed plans for AGM – He and Richard Lloyd-Roberts will be our delegates.
- 1:30 PM Richard Lloyd-Roberts discussed website and social media efforts. This was followed by Q&A time, and closing comments by Streetside Classics personnel.
- 1:35 PM Meeting adjourned.

\*\*\*\*\*

### Treasurer's Report By Michael Smale, CJC Treasurer

CJC February 2019

	Amount \$	Notes
Beginning Balance	\$ 9,428.21	
Income	\$ 6,117.09	Advertising & Membership Dues
Expenditure	\$ 1,076.82	Newsletter & Meeting Costs
Ending Balance	\$ 14,468.48	



# SILENT AUCTION FOR CJC CONCOURS IN LITTLE SWITZERLAND

By Ann Rhyne

In addition to raising money each year for the USO, the Silent Auction at Little Switzerland is always a lot of fun! Plans are underway to make this year's event even more exciting. We plan to have 2 components this year.

As usual, we will have tables filled with enticing items on which you can bid. We hope that all of you are collecting some really cool items that you think your fellow CJC members would love to own. You can purchase items; ask for donations of items or bring nice items from your home that you think others might like. Some items will have individual bid sheets -- other items will be grouped with similar items into baskets for bidding. We will provide more info later about how you can let us know what you'll donate.

A second component will be a "Wine Pull." For this we are hoping that you might donate wine valued at \$15.00 or (hopefully) more a bottle -- maybe ask the owner of your favorite wine shop or winery to donate a bottle explaining that the proceeds will go to USO. Each bottle will be on display with a card attached. Anyone attending the event will be able to pay \$20.00 to draw a card and will receive the bottle with the corresponding card. This should be a lot of fun; allow you to take home some good wine and raise more money for USO.

So please start collecting a few items for the silent auction and some really nice bottle(s) of wine to donate. Stay tuned for more information.



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# 1967 E-type 2+2 – February Progress Report

Posted by newhillgarage ☐ March 5, 2019

By Harvey Ferris

My last post commented on getting the painting completed, which was a really big deal. Now my progress is a little more scattershot, as is required to keep moving forward as obstacles come up.

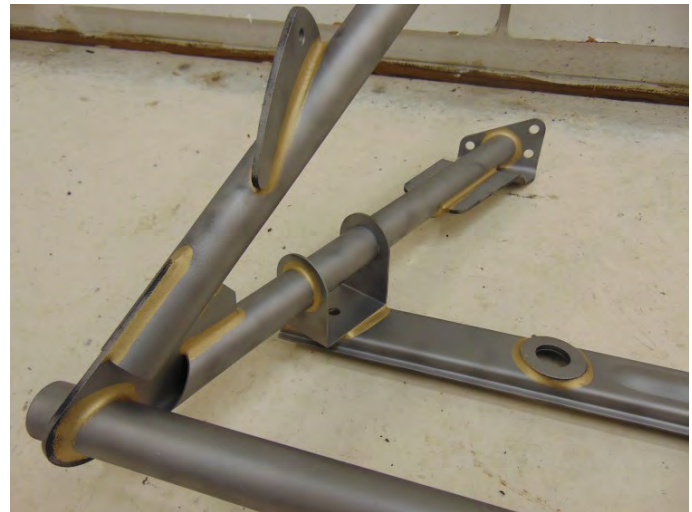
**Wiring** – As I have mentioned earlier, I purchased a full set of wiring harnesses from Rhode Island Wiring. During my previous restoration, I had made up wiring harnesses from scratch. Not this time! The most intensive part of the wiring harness installation takes place in the dash area. With the windshield removed and a clear firewall (no engine frames yet) it was about the best case scenario for working on the wiring in the dash, as I could stand right over the work location. Certainly preferable to having to work solely from inside the car! Rhode Island Wiring has very nice diagrams that come with their harnesses. That said, they are diagrams, not step by step How To documents. Thank God I have my second 1967 Etype 2+2 just feet away over in the corner of the shop. When I need to see how something was routed, I just walk over to the other car. Cheating? Heck yes but I'm happy to be able to do so.

There are 2 major harnesses in the dash. Both exit into the engine compartment from behind the voltage regulator. Other harnesses connect as required to feed the rear lights, fuel pump, fuel tank level sender, interior lights,



etc. At this point, all the harnesses that reside inside the cockpit are installed and the ones that lead into the engine compartment are also installed but not routed yet. I am very impressed and pleased with the workmanship of the Rhode Island Wiring harnesses.

**Engine Frames** – one of the first things I wanted to do after painting was to attach the engine frames to the firewall. I haven't talked much about the engine frames. If you were to refer back to the article here, you would see that the engine frames that were on the car when I got it had some pin hole corrosion on the bottom surface of the lowest frame members i.e. where all the water settles out to. I made a repair using brazed plates. After almost 10 years of use, this repair seems to be holding up fine. But upon inspection I identified a cracked weld at one of the joints. This is a bigger deal. Fortunately, a few years ago I purchased a set of aftermarket frames manufactured by E Type Fabs in the UK. I decided it was time to put them into service. I bead blasted them back to bare metal to allow a close inspection for condition and to start the painting process. The brazing work on these frames is beautiful. It's a shame to have to paint them.



Based on the recommendation of my Axalta rep, I treated them with a two step wash that removes any trace amounts of corrosion and then applies an anticorrosion coating. Next I applied a coat of epoxy primer and then I applied the same basecoat/clearcoat as applied to the rest of the car. The "picture frame" and the bonnet support frame were in good condition. They received the same treatments and paint. Originality tip: According to my Haddock book, it appears that originally the frames were painted separately from car, upside down, and that the paint typically had runs in it. Now I can reproduce paint runs with the best of them so my frames do look very original in that regard!

The bolting hardware required to fit the two engine frames, the picture frame, and the bonnet support frame

(Continued on page 17)



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*(Continued from page 16)*

is a little bit of a puzzle. Fortunately there is a very nice document available that lists the size and location of the various bolting. Link. Concours originality would require that all the bolting hardware be a specific type such as BEEs or GKN. For this build, I have defaulted to modern Grade 5 hardware obtained from [www.mcmaster.com](http://www.mcmaster.com). They sell the bolts in clear zinc so they match all the parts in the engine compartment that I had plated in clear zinc. I used "co-loc" nuts, which have a nylon insert that resists loosening due to vibration. Almost all of the holes on the frames had to be cleaned out with a drill bit to remove enough paint to allow the bolts to be inserted. The fitment on the E Type Fabs frames was pretty good. I had to use a bar clamp at the front to squeeze the 2 sides together a bit to allow everything to line up. I fitted the frames before the engine was installed. In retrospect, I suspect that one could at least "stage" the engine in place on a dolly or such and avoid some minor drama as I encountered when I put the engine in place after the fact.

**Firewall** – While access remains good, I decided to complete as much work as possible on the firewall. As dis-

cussed in my November progress report, I pulled 90+ items from the engine compartment, bead blasted them, and sent them to Industrial Plating in Gastonia, NC for clear zinc plating. The JCNA originality guide for Etypes can be downloaded from the JCNA website and can be searched for the term "cadmium". This will help you develop a list of which parts, mostly in the engine compartment, which were originally cadmium plated. Cadmium plating is still in used today but less so since cadmium has been identified as a carcinogen. A reasonable substitute is zinc plating with a clear chromate coating, typically referred to as clear zinc. Note that the chromate coating can be had in several colors. Many manufacturers using a yellow coating, which you will commonly see on modern cars. Regardless, getting steel parts plated with clear zinc is very cost effective. I got my entire batch done for \$150.

They basically hang the large parts from hooks and put the small parts in baskets as they move through the process. Unlike a chrome plating specialist, which I will discuss later, they are not interested in making your part any better than what you send them. Fortunately I have

*(Continued on page 19)*



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(Continued from page 17)

the equipment to clean up the steel parts by blasting them with glass beads. None of the parts were significantly corroded so, by and large, the parts I got back looked very nice. Many parts, such as the blanking



plates, are attached to the firewall. Other items attached to the firewall include the wiper motor, the washer motor/reservoir, the fuel filter, the brake booster/slave cylinder, the heater, the heater valve, and the bracket that holds the voltage regulator. I spent some time cleaning up the cast aluminum housings that hold the accelerator pedal, the brake pedal, and the clutch. BTW, the originality guide lists the accelerator pedal as cadmium and the brake and clutch pedals as black. Who knows exactly what black paint Jaguar used back in the day but most experts say it was a garden variety enamel. And runs were typical I used Rustoleum Industrial High Gloss enamel in a spray can. I did install a new brake master cylinder that I obtained from SNG Barrett. Sticking brakes can be a problem with the Etype and one cause is corrosion between the MC body and the reaction valve, causing the actuating pin to stick. Upon inspection, mine didn't look too healthy so I bought the new part to be safe. Of course, inside the firewall are the heater and vacuum pipes. These were replaced with stainless pipes during the original restoration and were in good shape. Fortunately, as they can be a bear to replace.

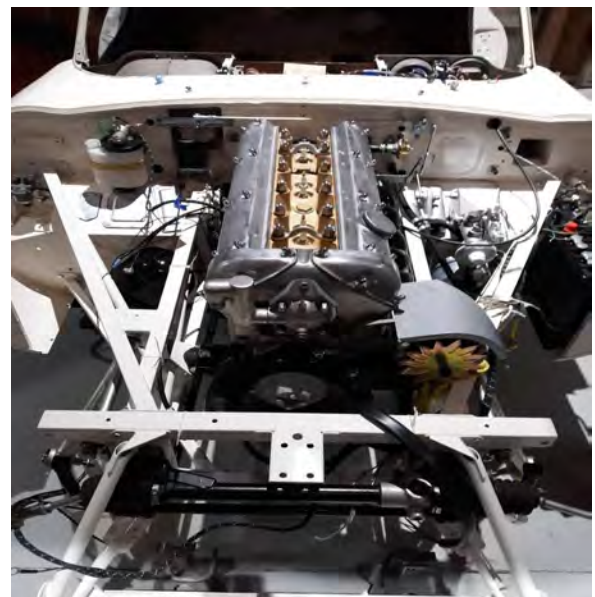
**Chrome-** I discussed chrome plating in my November article. Pauls Chrome has about an 8 week lead time. The parts I sent them before Christmas came back recently and look very good. I have subsequently reviewed my bumpers and lighting units. As is life with a restoration, these now look shabby with respect to the new items. Every item I looked at had some pitting such that they cannot be cleaned up with normal cleaners and polishes. So I bit the bullet and have just sent more pieces to

Pauls. I will also be ordering some new reproduction parts from SNG Barrett. Quality chrome plating is not cheap, especially if the substrate metal has to be repaired due to corrosion. They can work miracles on pieces that are in poor condition but it takes time and thus gets expensive. It is in many cases more cost effective to buy a reproduction part, in which case the substrate



metal is brand new and can be plated without minimal labor. Basically all of the exterior chrome parts are being re-chromed or replaced. Inside, so far, I have sent in the handbrake assembly and the chrome parts from the seats to Pauls. Many other small items in the cockpit, such as door handles, etc. were replaced with new parts during the original restoration.

**Finally,** I got the engine installed. With the car on a lift, all you have to do is lift the car up about 4 feet, roll the engine on a dolly under the car, and lower the car back down. It's a pretty tight fit fore and aft so I removed the motor mounts from the side of the engine to allow it to go straight in. I of course had already cleaned the engine up and touched up the paint. Once I got the engine installed, I installed my new black porcelain exhaust manifolds that I purchased from SNG Barrett. They look fantastic. We'll see how they hold up. Then I installed the stainless steel exhaust system, which I had substantially cleaned up.





## **2019 Carolina Jaguar Club Membership Application**

(Please Print Carefully)

Last Name: \_\_\_\_\_

First Name(s) (husband & wife if Family Membership): \_\_\_\_\_

Spouse's Name (if not a Family Membership as indicated above) \_\_\_\_\_

New Member \_\_\_\_\_ Renewal \_\_\_\_\_ (include JCNA # from Jaguar Journal back page) \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Telephone (Home) \_\_\_\_\_ Telephone (Other) \_\_\_\_\_

E-mail Address \_\_\_\_\_

Receipt of Club Newsletter by: Email \_\_\_\_\_ (quicker) **OR** US Mail \_\_\_\_\_ (slower, more costly)

Please List the Jaguar Cars You Currently Own:

\_\_\_\_\_

**Annual membership dues for the Carolina Jaguar Club, Inc., are \$50.00.**

Your dues entitle you to membership in the Jaguar Clubs of North America (JCNA) and eligibility in all JCNA-sanctioned events nation-wide. Other benefits include the bi-monthly JCNA magazine, the monthly club newsletter and numerous events held throughout the year including social gatherings, technical sessions, shows, and road events.

**The membership term corresponds to the 2019 calendar year.**

**Renewals are due by January 1 of the renewal year and new memberships are accepted yearlong.**

Please attach your check made payable to **Carolina Jaguar Club, Inc.**, and send it with this application to:

**Kevin and Nancy Willis  
1120 Claverton Court  
Winston-Salem, NC 27104**

Applicant's Signature \_\_\_\_\_

Date: \_\_\_\_\_

Note: In accordance with Article III of the Carolina Jaguar Club, Inc., by-laws, all applications are subject to approval by the club's Board of Directors.





## Event Calendar

**Official CJC Meetings in Bold**  
**Sanctioned Concours Underlined**



### 2019

<b>April 12-14</b>	<b>2019 for the South Central British Car Club's "The Gathering" at Shelton Vineyards in Dobson, NC. See front page for details</b>
<b>May 13-19</b>	<b>Annual Grand Tour (Road trip) to the historic Virginia Shenandoah Valley.</b>
May 4	9:00 am - 4:00 pm      BMCCF Brits at the Battleship 2019 USS North Carolina Battleship Park, Wilmington NC
<b>June 8</b>	<b>Moss Motorfest 2019 Moss Motors, Ltd. Saturday, June 8, 2019 from 8:00 AM to 2:00 PM (EDT) Petersburg, VA</b>
<b>July 11-14</b>	<b><u>Carolina Jaguar Club annual Concours at the Switzerland Inn, Spruce Pines ( Little Switzerland) NC. Food, Cocktails, dinners, road rally, car show ,and concours and cool fresh mountain air with views and roads to die for.</u></b>
<b>August TBA</b>	<b>Weekend Mountain trip to cool off again.</b>
<b>September TBA</b>	<b>Eastern North Carolina beach event</b>
<b>October TBA</b>	<b>EURO Auto Festival, in conjunction with the NGJC and South Carolina JC. We plan on making this a Jaguar dominated event. Rolls Royce Featured Marque</b>
October 25-Nov 3	Annual Hilton Head Island Concours
<b>November TBA</b>	<b>Annual officers elections and meeting</b>
<b>December TBA</b>	<b>Holiday Party</b>

## Classified

**For Sale 2017 F-Pace S model loaded with every available option except Heads-Up Display. Almost drives itself. Quartzite metallic with Brogue Taurus leather. One owner – immaculately kept, but has 72k highway miles (yes – that's correct). This is the best car I have ever owned, but I want to buy the new SVR version (550 hp); not that the 380HP SC V6 is any slouch, but I simply have a lust for V8 power. Anyone who knows me can appreciate how I take care of my cars, so I am offering to CJC members first. \$39,950 or best offer. Kevin Mann 770-856-1056.**



**FOR SALE: 2009 Jaguar XKR Coupe. Black with Caramel interior. Powered by a supercharged 4.2 liter V-8 with 77K original miles, New tires and garage stored. In excellent condition. \$22,499 Leave a message at 704-305-6155 or email Jdbconcord@gmail.com**



**For Sale 2009 Supercharged Jaguar XKR Convertible. Like new, must see. Low mileage at 55,379 Price \$26,990 Call Don Lucas at (704) 453-1551**



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**1985 Jaguar XJ6 Sedan: Color: Cirrus White, Interior: Dark Red- Low mileage. One owner. Purchased new in 1985. All records and books since purchase available. Garage kept. \$8,000 - Negotiable. Contact Mark Lovello at: Jaguar South 864-244-1555**





## Classified

**For Sale: 2006 Jaguar XK8 Victory Edition Convertible**  
**\$18,900. Blue with Ivory interior Only 56,744 miles,**  
**in great shape, has been garaged and well taken care of.**  
**Victory Edition door plates and Growler badge**  
**Wood grain dash and console, Navigation, Bluetooth.**  
**Beautiful car. Runs great!**  
**Contact Finton Riggins at 704 975-0265 or**  
**becrig@gmail.com**



### Price Reduction Now \$7000

**For Sale: 1996 Celebration Edition XJS 4.0 in line 6,**  
**Color: Topaz, Interior: Oatmeal with contrast piping**  
**Convertible Top: Dark Brown w/Matching Boot**  
**Cover. 2 Owner Car Mileage: 114,000 AM/FM**  
**Stereo/ AC/Alloy Chrome Plated Wheels Contac**  
**Mark Lovello at: Jaguar South 864-244-1555**



**1995 Jaguar XJS 4.0 Convertible, Color; Black Interior Tan,**  
**Transmission: Automatic, Air Conditioning,**  
**AM/FM Cassette Stereo, Mileage: 50,000**  
**For More Information Contact Mark at Jaguar South.**  
**864-244-1555 [www.jaguarsouth.com](http://www.jaguarsouth.com)**



**For sale: 2005 Jaguar XK8 4.2 Convertible. It has less than**  
**48,000 miles. \$17,500.**  
**More information contact**  
**Mark Lovello Tele: 864-244-1555**  
**Jaguar South 3404-C Rutherford Road Ext.,**  
**Taylors, SC 29687**



### 1969 E-type 2+2 body

**A project for sale contact me for more information.**  
**Mark Lovello at: Jaguar South 864-244-1555**





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