

Concours Registration form on pages 9&10



The Litter Box

Affiliated with Jaguar
Clubs of North America

JUNE 2019

The Newsletter of the
Carolina Jaguar Club, Inc.

Head For The Mountains Special Concours Issue

Inside this issue

Cat Tales ...Pg2
Concours 2019 ...Pg4
Friday Drive ...Pg5
Silent Auction...Pg7
Registration ...Pg9
Registration ...Pg10
XK120 Resto BookPg12
Membership Appl.Pg13
Event Calendar..Pg14
XK140 vs T-Bird.Pg15
Classified ...Pg18

Registration deadline is June 22, 2019



XK140 vs T-Bird

Page 15



CAT TALES

BY
TED HILL

CJC PRESIDENT

Summer is upon us and with that comes some uncomfortably warm days. For most of us a chance for a cooler environment is a welcome relief. Fortunately, our annual concours is just around the corner with cooler mountain air and scenery provided by the majestic mountains of North Carolina. Once again, we will hold our annual Concours at the Switzerland Inn located alongside the Blue Ridge Parkway. The Switzerland Inn has been hosting our Concours for a number of years and the all-inclusive facility along with the location is the perfect escape from the summer heat. Jerry Tester, our Concours Chairman, and his committee has been working very hard to ensure that this will be a memorable event. If you have not registered for the Concours and made reservations, please do so as registration ends June 22nd and the Inn is filling up. This is one of our premier events of the year so you won't want to miss it. You should find all you need to know about our concours in this special edition of The Litter Box.

As a reminder, the Virginia Jaguar Club Concours will be held June 22nd at St. Joseph's Villa in Richmond Virginia in partnership with the Richmond Chapter of the Antique Automobile Club of America. I attended this event last year and had the opportunity to see some very unique and beautiful automobiles.

To all of our club officers and members, please be aware that there is an email scam going on that's permeating the JCNA clubs. They are particularly targeting club treasurers to wire/transfer money for special causes. Both our club secretary and treasurer have received these scam emails to send check or gift card using club funds. These e-mails appear to be sent directly from the Club President but are not. If you are in receipt of such an e-mail please disregard it and do not send any funding with the expectation of reimbursement from the club as the email states.

Bill Bingham continues to work on updating our Club Bylaws. The world

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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.

Advertising Rates

Non-commercial classified are free to members, \$15.00 per issue for non-members. For commercial rates and policy, contact the editor at: 803-283-0789, or e-mail request to: cjceditor@aol.com.

(Continued from page 2)

has changed since our last revision, specifically electronic communication and social media, this process will continue throughout the year with input from each board member. We thank Bill for his time and efforts in this endeavor.

An update on the Hilton Head Car Club Showcase (Saturday, November 2nd) as stated in the May Litter Box article: it was understood at the time deadline registration and a list of cars needed to be submitted by June 1, however, Richard has spoken with the Event Concierge and they have extended our registration period until after our Concours in July. They are requesting 10 car participation from our club. We need some of our classic Jags older Sedans, XK120s, 140's, 150's and E-Types. If you are interested in participating please email me or speak to me at our Concours.

Have a great day and I look forward to seeing everyone at Little Switzerland.

Ted

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Head for the Mountains

Concours 2019

BY Jerry Tester
2019 Concours Chair

As I write this announcement, most of us as Carolina Jaguar Club members are enduring a heat wave producing 100 degree days. I just couldn't help but check the weather at Little Switzerland, NC the location of our 2019 Concours.. It was sunny and 78 degrees with a breeze.

Oh, to be so cool!

But, cool it is -- cool cars, cool friends, cool food, cool drives, -- just an overall cool event filled with fun for all. That is our 2019 Concours.

We begin arriving on **Thursday, July 11th**. No organized activities planned. Unpack, get settled, and come down to meet and greet fellow CJC members as they arrive and enjoy the view from one of the premier locations off the Blue Ridge Parkway.

Have dinner at the Inn or any of the area restaurants at your leisure.

Our Friday, July 12 a driving event has been arranged by the CJC Roadmaster (FL) himself, **Dr. Jerry Ellison**. The details on the next page. There is plenty of time for cleaning cars in the afternoon, building an ample appetite for the cocktail party on the veranda at **6:00 PM** with the seafood buffet to follow at **7:00 PM**. A special after dinner presentation is being planned, and it comes with a guarantee of your enjoyment.

Saturday begins with driving cars on the show field from 7:30 AM until 9:00 AM. Rags down at 10:00 AM. Following completion of judging, you will have some free time on Saturday afternoon to sport that super clean

machine along the Blue Ridge Parkway.

There will be another cocktail hour on the veranda at **6:00 PM** with a great dinner to follow again at **7:00 PM**. Then the awards ceremony will begin.

As you may or may not know the concours supports the USO of North Carolina with 100% of the Silent Auction proceeds going to the USO of NC. This year's auction committee is introducing Silent Auction 2.0. The committee has a separate article with what you need to know following this article and the registration forms.

Sunday is for a final breakfast (on your own) and for saying goodbye to each other and enjoying a safe trip home.

We are such a *cool club*, and this is our 2019 Concours. So, mark your calendar, make your reservation at the Switzerland Inn, register for the Concours, and look forward to a great time.

The Switzerland Inn, located directly on the Blue Ridge Parkway. Accommodations range from casual quarters in the Main Lodge to mountain view suites and rustic cottages. Fine dining, generous accommodations, on-site shops, relaxing spa, all in a peaceful, scenic mountain setting in the Blue Ridge Mountains of North Carolina.

86 High Ridge Rd,
Little Switzerland, NC 28749

+1 (828) 765-2153

info@switzerlandinn.com

Note: CJC registration desk will be open from 4:00 PM to 6:00 PM on Thursday and from 10:00 AM to 5:00 PM on Friday. Pick up your packets then. Hotel registration is open all the time.



**Proposed Agenda
2019 CJC Concours
Friday, July 12th Road Trip Adventure
Scenic Byways –to- Old Fort, NC
Visit & Tour of the Mountain Gateway Museum**

=====

9:00 AM : Meet in the Lobby Ltl. Switzerland Inn –
To receive Road Maps & Driving Instructions;

9:15 AM : Depart Little Switzerland Inn – onto Blue Ridge Parkway – South – (toward Asheville);

9:15 AM –to- appx.10:15 AM : Drive to Old Fort, NC via BluRdgPky (S/W) –to- NC Rt. 80 (S) –to- US 70 (S-W) –to-
OLD FORT, NC -to- Mountain Gateway Museum (102 Water St.) ; (Follow maps and Directions – Appx.. 33
ml / appx.. 1 hr.)

10: 25 AM –to- 11:00 AM : Visit & Tour Mountain Gateway Museum : (Appx. 30 – 45 min. +/-)

Appx. 11:15 AM : Depart Museum:

=====

OPTION ONE : Drive back to Little Switzerland Inn for LUNCH ; (See Maps & Driving Instructions)
(Appx. 26 ml / 45 min +/-);

Appx. 12:00 Noon (+/-) : Arrive Ltl. Switzerland Inn ;

=====

OPTION TWO :

Drive to MARION, NC –for LUNCH – at COUNTRYSIDE B.B.Q
- (2070 Rutherford Rd. / NC Rt -221 bus.)
(See Maps and Directions) (Appx. 15 ml / 20 min +/-) ;

LUNCH : Appx. 11:30 AM (+/-) –till- 12:45 PM (+/-) : (See Menu); .

AFTER LUNCH: Drive back to Ltl. Switzerland Inn – via NC 226 & Blue Ridge Pkwy (See Maps & Direc-
tions) (appx.. 21mi / 35 min +/-)

Appx. 1:30 pm (+/-) : ARRIVE -- LITTLE SWITZERLAND INN;

=====

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Silent Auction 2.0 or Would You Like Wine? With That Fundraiser?

By Colleen Lloyd-Roberts

Few things are more fulfilling in life than helping others and especially helping others who serve in our military. The 2019 Fundraiser for the USO of North Carolina held at the CJC Concours in Little Switzerland just got a little more fun, with the addition of a Wine Pull to our already successful and fun Silent Auction!

What Hasn't Changed:

Our enthusiasm for donating and bidding on amazing items for our Silent Auction. Please bring new items donated by local shops, restaurants, car detailers, car dealerships, local crafters, local breweries, movie theaters and local entertainment venues. It's OK if what is local to you isn't local to someone else... we are a car club after all and enjoy long, sweet rides and 3- day weekends! You can also put together gift baskets of store- bought items.

What's Changing:

(A) Some items will have bid sheets and some items that are small dollar amounts will be grouped together with other items in a gift basket.

(B) At check-in everyone will be given a bidding number. You will bid with this number and no longer write your name on the bid sheet. According to silent auction research, when bidders don't know who they are bidding against, they tend to bid higher, and this is after all friendly competition to raise as much money for the USO as possible.

(C) Buy It Now Price. Love something so much you want to Buy-It-Now? You can! This also allows non-club, hotel guests the ability to purchase items on the spot from our Auction.

And Introducing... The Wine Pull ☺

Every couple is asked to bring their favorite bottle of wine with a value of \$15 or more. You can also ask the owners of your favorite wine shops to donate a bottle. Each bottle will be on display with a card attached. Anyone attending the CJC Concours who would like to participate specifically in the Wine Pull, pays \$20 to draw a card and will receive the bottle with the corresponding card. This is a lot of fun and gives you the chance to try some great new wine while raising money for a pretty amazing cause, the USO of North Carolina!

The items will be on display to view starting Friday and bidding will begin all day Saturday with final bidding ending at **7:00 PM Saturday**. After dinner and awards presentation you will need to return to the tables to see if you won an item or items and take your sheet to the cashier to make payment. You are responsible for getting your item home. We do not ship.

If you have any questions about the Silent Auction or the Wine Pull, please

email: Colleen@MonkeysInHats.com or Sindych@me.com.

Our Fundraiser Committee this year consists of:

Colleen Lloyd-Roberts
Sindy Hill
Barbara Ann Caudill
Ann Rhyne
Elaine Crowell





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Carolina Jaguar Club CONCOURS



July 11 - 14, 2019

You are invited to join the Carolina Jaguar Club in Little Switzerland for our
2019 Concours in the lovely Blue Ridge Mountains of North Carolina

~ ~ ~

This is a JCNA sanctioned event governed by the rules found at www.jcna.com.

Registration for all Jaguars to be judged in this Concours must be postmarked by June 21, 2019

~ ~ ~

Please register on line at: <http://carolinajaguar.wpengine.com> or print c-le-a-r-l-y

Attendee Name(s)	First	Last	JCNA #	JCNA Club
1				
2				
3				
4				

Street				
City		State		Zip
Phone				

You must be a registered JCNA member in order to have a car judged. If you'd like to show a car and are not a JCNA member contact the Concours Chair for help in submitting a 'Special Event Registration form'.

For each entry under CATEGORY indicate your choice of Champion, Driven, Special or Display.
(Specific Concours classes shall be assigned by the Chief Judge)

Judged	Judged Category	Model	Body Style	Color	Year
1 st entry					
2 nd entry					
3 rd entry					

Release of liability:

It is an entrant's privilege to participate in any JCNA sanctioned event held by any JCNA affiliate upon executing proper registration forms and paying published entrance fees. Each club affiliate shall be solely responsible for granting entry privileges to each entrant on an individual basis.

I hereby agree to enter the above described Jaguar(s) in the Carolina Jaguar Club's 2019 Concours d'Elegance. In consideration of the right and privilege to enter and participate and other valuable considerations, and intending to be legally bound, I agree to release the Jaguar Clubs of North America (JCNA), Carolina Jaguar Club, the Concours committee and workers, and the Switzerland Inn from any and all liability for injuries, damage or loss arising from my entry in and attendance at the Concours.

Signed		Date	
--------	--	------	--

(all prices are per person and include tax and gratuity where applicable)

Registration Item Description		Qty	Price per Quantity	Amount Due
Personal Registration fee - \$15 per person listed on first page (includes 1 drink ticket good for 1 beer, 1 wine, or 1 simple cocktail at cocktail hour prior to Fri/Sat dinner)			\$15	
Concours Car Registration Fee	1st Judged Car		\$25	
	2nd Judged Car		\$12	
	3rd Judged Car		\$12	
	Display Car		\$12	
Friday Drive event - \$12 per car NOTE: Lunch is a la carte (on your tab)			\$12	
Friday evening Dinner - \$49 per person (cash bar) Prime Rib and Seafood Buffet, coffee, tea, and water			\$49	
Saturday Awards Banquet Buffet - \$48 per person (cash bar) Carved Beef / Pork, Salmon, Hunter Chicken, plus fixin's, coffee, tea, and water			\$48	
Additional Cocktail Hour Drink Tickets @ \$7 (can only be used during pre-dinner cocktail hour on patio Friday & Saturday)			\$7	
2019 Concours Polo Shirt in Yellow In memory of Jim Morton's favorite color w/ embroidered event logo	Women's Small		\$37	
	Women's Medium		\$37	
	Women's Large		\$37	
	Women's X-Large		\$37	
	Women's 2XL		\$42	
	Women's 3XL		\$42	
	Men's Small		\$37	
	Men's Medium		\$37	
	Men's Large		\$37	
	Men's X-Large		\$39	
	Men's 2XL		\$43	
	Men's 3XL		\$43	
Donation to USO-NC for support of our troops	\$10 suggested			
TOTAL DUE				

You may register on line at <http://carolinajaguar.wpengine.com/events/> or make checks payable to the **Carolina Jaguar Club** and mail with registration form postmarked **no later than June 21, 2019** to:

Jerry Tester, 306 Woodspring Lane, Greenville, NC 27834

For Event questions contact

Concours Chair Jerry Tester at smarthomesnc.com or 252-717-2066

For Concours rules and judging information contact

Chief Judge Steve Thomas at stephenreps@earthlink.net or 919-471-6469

Please make your hotel reservations directly with the Switzerland Inn at 828-765-2153

A block of rooms have been set aside.

For those attending solo or wanting to economize, try their Diamond Back Motorcycle lodge.

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XK120 Restoration, Lessons Learned

John Gegner is a fellow Jag enthusiast who is a member of the Jaguar Associates Group (JAG) in the SF Bay Area. He has written and self published a book, "XK120 Restoration, Lessons Learned", after a 4 year restoration project on his 1953 XK120DHC.

The editor of JAG's newsletter has written a book review that will appear in their newsletter in June. Here is a quote that will introduce our members to the book.

"The author states the book is not a substitute for already published restoration books, but I cannot imagine embarking on a classic car restoration without this book as a guide. The book provides a rational for the overall structure for a restoration project, how to sequence and manage the project and guidance on identifying the critical path to avoid rework or long periods of downtime. Preparing your work space for the project and make vs buy are some of the great collection of common sense hints and guidance provided by the work.

After setting the stage with the history of John's XK120 and work space preparation, the book walks through each of the major stages and for each stage provides the cost of key parts and labor. Each section is followed by lesson learned, hints and tips, references to more detailed technical publications, all accompanied by illustrative color photos.


The book provides easy reading with an efficient use of words and I found it to be quite a page turner during my review. Although the book describes John's adventure restoring his XK120, it provides a great basis for any classic Jaguar restoration as the project structure and many of the lessons learned and references are not XK120 specific. A great addition to any respectable Jaguar library at the cost of \$68 including shipping in the U.S.

To obtain your copy please contact John Gegner at jpgegner@comcast.net

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Jaguar XK120 Restoration

Lessons Learned

By John Gegner



Restore an XK120 faster and cheaper by using these tips, guides, hints and photos. Mechanical, electrical, coachwork and trim are covered.

124 pages and 135 photos



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

June 22	<u>Virginia Jaguar Club 2019 JCNA Sanctioned Concours Wayne Estrada</u> <u>Ph: 202-716-9790 9:00 AM – 3:00 PM at the historic St. Joseph's Villa located at 8000 Brook Road in Richmond. This year's event follows last year's successful partnership with a joint show with the Richmond chapter of the Antique Automobile Club of America (RAACA)</u>
July 11-14	<u>Carolina Jaguar Club annual Concours at the Switzerland Inn, Spruce Pines (Little Switzerland) NC. 86 High Ridge Rd, Little Switzerland, NC 28749. Food, Cocktails, dinners, road rally, car show ,and concours and cool fresh mountain air with views and roads to die for.</u>
August TBA	Weekend Mountain trip to cool off again.
September TBA	Eastern North Carolina beach event
October 4-5	The Shenandoah Valley British Car Club is having its 38th annual British Car Festival in Waynes boro, VA October 4 and 5. It will be held in the Riverview Park, which is just minutes away from the Blue Ridge Parkway and Skyline Drive. There will be a reception Friday night from 6pm to 9pm. The show field will open at 9am Saturday morning.
October 5	"Myrtle Beach Britfest 2019" Car Show will be held on Saturday, Oct. 5, 2019, at The Market Common, Johnson & Hendrick Ave., Myrtle Beach, SC.
October 12	<u>Sun Coast Jaguar Club 34th Annual JCNA Concours, St. Armands Circle Park Sarasota Florida Sandcastle Beach Resort Sarasota Florida . John McCarthy Ph: 9419151156</u>
October 27	<u>North Georgia Jaguar Club 2019 Concours d'Elegance, Terry L. Mathewson</u> <u>Ph: (678) 332-7833 Fax: (770) 205-1530 .Chattahoochee Country Club</u> <u>Gainesville, GA</u>
October 19	EURO AUTO Festival, in conjunction with the NGJC and SC Jaguar Society, we plan on making this a Jaguar dominated event. The 2019 festival will be celebrating the 100th anniversary of Bentley. Greenville, SC at The Preserve at Verdae
Nov 1-3	Hilton Head Island Motoring Festival & Concours d Elegance Port Royal Golf & Racquet Club.
November TBA	Annual officers elections and meeting
December	Holiday Party TBD

Comparing the 1957 Ford T-bird to the 1957 XK140 OTS: Two very different icons

Jack Griffith CJC Member

Looking at my new acquisition, a bright red 1957 Ford Thunderbird with a porthole top parked beside the 1957 XK140 Jaguar roadster, I realized I had an opportunity to provide a unique comparison between the two cars. Both were icons in their time and remain so today. I had one last bay available in the garage and have agonized for some time over what car might best complete my small collection which has focused on Jaguars. The 55-57 T-birds have always appealed as being, well just too cute, and right now they seem underpriced in the market relative to other convertible classics of that vintage. But first some numbers for comparison and then driving impressions. Both cars are fully restored. I have had the XK140 since 1985 and restored it twice. The T-bird was a California car owned by the same family for the past 50 years. They restored it about 10 years ago and drove it very little since then resulting in a total of 66,000 miles, a bit more than a thousand miles a year over its lifetime.

In 1957 the average cost of gas was 24-25 cents a gallon. The average household income in the US was \$4550 a year and the average home cost \$12,220. Today we pay \$2.50 to \$2.75 a gallon. The average household income today is \$63,500 and the average home price is \$263,688. The price of the 57 T-bird was \$3406 and the XK140 roadster \$4050. If we make a comparison relative to the percentage of household income, then in today's money the T-bird would cost \$50,000 and the Jaguar \$60,000. If we base it relative to the cost of a home, then the T-bird comes in at \$60,000 and the Jaguar at \$70,000. This makes sense and in fact these two cars were comparatively less expensive relative to the average household income than today's XKR Jaguar, a Porsche 911 or top end Corvette all of which hover on one side or the other of \$100,000. Indeed, you can pay \$100,000 for a fully loaded Texas edition Ford F150!

The T-bird was designed and produced in response to the Jaguar XK120, the Corvette and other British sports cars including MG's and Healeys. The engine and most parts were sourced from other Ford cars including the Fairlane. The T-birds underwent significant changes through the short 3 years of production, changing from 6 volts to 12 in 1957, moving the spare tire outside in 1956 and then back *Continued on page 16*



(Continued from page 15)

Two very different icons

into the trunk for 1957. The porthole top appeared in 1957. Engine choices in 1957 ranged from the 292 V8 (212 hp) to the 312 V8 with one 4 barrel Holley carburetor (245 hp) two Holleys (270 hp) and a limited run of cars with a Supercharger (285 hp). The majority of the T-birds including the 57 models were sold with a 3 speed Ford-o-matic automatic transmission (more on this below).



There is no need to review the XK120/140 other than to say that the XK120 first appeared as a test bed for the fabulous 3.4 liter double over-head cam engine and was produced from 1949 to 1954 and was popular in sports racing. The XK140 was a refinement of the XK120 for the



American market with stronger bumpers, more interior room for the driver, rack and pinion steering and improved brakes. Many stories are told of Hollywood movie stars blasting up and down the Hollywood hills in XK120/140's leaving frustrated police in American sedans far behind.

Specifications for the 1957 XK140 and T-bird are similar.

Both have a 102 inch wheelbase. The T-bird is heavier at 3132 pounds (top adds at least 100 pounds) than the XK140 roadster at 2800 pounds. The 3.4 liter XK C type engine produces 210 hp and revs to 5500 rpm. Thus, while the T-bird boasts slightly more horsepower, it is significantly heavier than the XK140 resulting in 0 to 60 mph times for the XK140 under 10 sec and around 11 sec for the T-bird with the 3 speed automatic. One clear difference I have seen is that the T-bird was cited as giving 8.9 miles per gallon in town and around 12 on the highway, while the XK140 can easily see 16 on the highway. This obviously reflects the lighter weight of the XK140, more refined engine and 4 speed transmission, many with an overdrive.

In terms of production numbers, the T-bird was the clear winner over the Jaguar and Corvette in 55-57. The total production of the 55-57 "little" birds was 53,166 with 21,380 sold in 1957. In comparison only 8884 XK140s (1954-1957) were produced, 3350 of which were full roadsters and the remainder coupes and drop head coupes. In 1957 6339 Corvettes were produced with a base price of \$3176.

The sales number reflect the differences in the "personalities" of the cars and the sales/support system. The XK cars, in particular the roadsters, were seen as pure sports cars and were often raced in amateur events. A large proportion of the Jaguar factory production was taken by Max Hoffman in New York and Charles Hornberg in Los Angeles. Indeed, in Southern California where the weather is dry and uniformly warm, one could use an XK140 as one's day to day car as I knew when a 1957 XK140 roadster served as my one and only car as a graduate student at Caltech. New York and Southern California offered ample Jaguar shops including the major dealers, thus keeping them running was not an issue even with the more complex XK engine. In contrast, maintaining a Jaguar in West Texas or Nebraska would have been more problematic. Since the T-bird engine, transmission, brakes and many other parts were sourced from the mainline Ford sedans, keeping a T-bird on the road in Nebraska would have been quite feasible. This cannot be the whole story as the 1957 T-bird outsold the 1957 Corvette 7:1 yet the Corvette could also be serviced by any Chevy dealer in the hinterland. One factor that drove the T-bird sales ahead of the competition was that the T-bird was marketed as a crossover between a small luxury car and a sports car. This helps explain the preponderance

(Continued on page 17)

(Continued from page 16)

with automatics. Perhaps the T-bird's closest relative today is the Mercedes 300 SLK.

Both marques have excellent club support and vendors who provide new reproduction parts. Our North Carolina T-bird club has just as enjoyable and diverse a group of enthusiasts as the Carolina Jaguar club. One obvious difference is apparent in the current market prices for fully restored examples. It is not uncommon to see prices over \$100,000 for a fully restored XK140 roadster while excellent 1957 T-birds with the 312 V8 and one Holley carburetor can be found for \$35,000 to \$50,000. While I have not had to price out major repairs on a T-bird, I am told that a full rebuild of the 312 V8 is less than \$5,000 while I have been quoted three times this for an XK engine. If I could predict the old car market, I would be very wealthy and, I can only guess why the T-birds remain significantly below the concurrent Jaguars, Porsches and Corvettes. On the upside, what this means is that you can get a fully restored T-bird for much less money and with lower upkeep costs, but which offers a nearly equally pleasurable Saturday afternoon driving experience.

The difficulty in comparing one car to the other is that my favorite is always the one I drove last, meaning each is fun in its own right. What comes to mind the moment you sit in the T-bird and close the door is that this is a heavily constructed car. In contrast to the aluminum doors in the XK140 roadster, the T-bird doors are heavy and include roll up windows constructed from thick glass. This is reinforced when you lift the hood which in the XK140 is lightweight aluminum. Were the XK140 hood to fall on your fingers it would not be a serious medical issue. The T-bird hood was made from American steel when thick steel was the norm. If a T-bird hood comes down across your fingers, hope your Blue Cross is paid up. The rearview mirror on the dash of the XK140 and 150 is secured by two modest screws while the T-bird rearview mirror is attached with 5 bolts that led me to believe I could use the rearview mirror as an anchor point for towing another car-- overkill in one car and underkill in the other. The level of interior trim in both cars is excellent with the 57 T-bird dash constructed from engine turned metal. The interior in the T-bird is more spacious and could accommodate one adult and two children while the XK140 is certainly only a 2-person car.

Both cars offer the driver a delightful view of a long hood ahead of the driver, curved down in the XK140 and sporting two long "pontoon" in the T-bird. The T-bird

discarded the oil pressure gauge for just an oil pressure warning light. For the jaguar owner, the oil pressure gauge is akin to a blood pressure monitor to be constantly watched for any small change. Jaguar drivers learn to disconnect their eyes so that they do not track together: one eye watches out ahead and the other is fixated on the oil pressure gauge. Once you get used to not having the gauge in the T-bird, it does make driving a bit more relaxing along with the knowledge that a full engine rebuild will not break the bank.

I am a dedicated to manual transmissions in the old jaguars, reinforced by my experience with an XK150 FHC that had an automatic. Thus, in looking at T-birds I was surprised to find that almost all were equipped with the 3 speed Ford-o-matic transmission as contrasted to a 3-speed stick shift. Indeed, I planned to find a car with a manual transmission until counseled by numerous T-bird owners that the resale was highest for cars with automatics (and bright red). Having put several hundred miles on my T-bird around Chapel Hill by now, I now understand the preference for the automatic. The T-bird is a heavy little car. While only a few hundred pounds more than the XK140, it feels to me much heavier. Hence the combination of the automatic coupled with the big lumbering V8 makes driving the T-bird around town quite pleasant even by today's standards. In contrast the XK140 even with the old 4 speed Moss box is very responsive and having overdrive makes a particularly nice combination.

Which one would I pick for a run down the "Tail of the Dragon" on the Blue Ridge parkway? Hands down it would be the XK140. But picking one to drive across the US, it would be the T-bird. Not only does the T-bird have roll up windows and a removable hard top but the top fits and does not appear to leak in a rainstorm.

In summary, each time I drive the T-bird I find it very substantial, with a slightly heavy feel, but one which is a delight for local driving. It garners just as many thumbs-up as the Jaguar. In contrast, the XK140 with rack and pinion steering has a much more precise feel and greater response as the engine revs. I tend to be taking the T-bird out more, perhaps because it is new to me, but also because the locking doors and top is convenient and if someone bangs their knee into the door that is their problem and not mine. But when I lift the garage door the XK140 still takes my breath away after all these years.

Classified

Jaguar 1974 E-Type Roadster. Asking \$74,000

Matching numbers. Greensand exterior Cinnamon Leather Interior. 47,800 miles. Smooth silky v12 power with the emissions removed. Matching numbers. Automatic, with original AC, Nardi steering wheel and Tri Bar headlights. The car was purchased new at Baker Motor Car Company in Atlanta. And 2nd owner purchased from the original owner in Atlanta in 1984 and kept it for 30 years until 2015. I purchased the car in 2015, and had extensive work done (within the last 200 miles): New Mohair convertible top; New carpet kit; New tires; Rebuilt complete front suspension; Rebuilt power steering rack; Rebuilt all 4 Stromberg carbs; new alternator; New Kevlar brake pads, brake hoses, and reservoirs; New Optima red top battery; Complete service- new spark plugs, plug wires, complete tune up and all fluid change including transmission, brake, radiator; Replaced all belts and hoses; Car comes with following original items owners manual, Tool kit, Jack Knock off hammer and brass tool.

Please contact Sandy Bhasker (email: sandy.bhasker@gmail.com; Phone: 336-682-0217)



For Sale: 1959 Jaguar XK 150 Drop Head Coupe. Black with Red interior, Original unrestored (except interior) 28,700 miles. 2nd owner for 33 yrs. Always garaged only driven on sunny days. \$57,500.

Call or email David, wheelnote@aol.com or 336 420-2292.



For Sale: A 1961 MK 2, 3.8L 4-door sedan. My father (up until his recent passing) had been the second owner of this car since the late 60's. Always garage kept, runs well, exterior in good condition, no tears in gray leather seats and interior in very good condition. 70.9k miles. Asking \$24,000 USD or best reasonable offer. The car is garaged near Richmond Virginia. Please call for more information and to see the car: (804)-317-0689.



For Sale: 2008 JAGUAR XJ VANDEN PLASCOLOR: Black on Black ENGINE: 4.2L V8, MILEAGE: 96000 PRICE: \$14,500

One of the lowest mileage 2008/2009 Jaguar XJ Vanden Plas for sale in the country Superb condition inside and out. Clean Title. I have the full Carfax report and can email. Oil changed every 3000-5000 miles and all servicing/maintenance has been done at official Jaguar dealers: Jaguar of Asheville and Baker Jaguar of Charleston. All original service records and all of the original Jaguar owner's manuals are included.

New brake pads and rotors, both front and rear. Tires almost new.

This car has all of the available options for the 2008/2009 model year .

Price reduced!



For Sale: 2000 XK8 Anthracite/Charcoal (Connolly Leather), Original window sticker, Premium 80 watt audio, only 33,900 (mostly road) miles. Garaged - All records available. Age and health dictate sale. Located in Wilmington, NC \$12,000 or OBO contact Pete Jarrell (919) 810-4528



For Sale 2001 XK8 Coupe. 91k miles, very clean and fully serviced. Has timing chain update done. Cold A/C and no oil leaks! New battery. Asking \$9,995 OBO, no trades. E-mail: larhodes02@gmail.com



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



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



Jaguar XJ8 2002 with only 54K actual miles. Original owner, meticulously maintained and serviced only by Brown's Jaguar of Richmond, VA. Garage kept since purchased new. Owner would like to see someone who appreciates a Jaguar that has been treated with the respect it deserves. Asking \$8,200 or best reasonable offer. Please contact: cfletcher@va@hotmail.com or call 804-334-8035 for additional information/photos.



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



Keeping your Jaguar on the road



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