



The Litter Box

Affiliated with Jaguar

JULY 2019

The Newsletter of the

CJC 2019 CONCOURS IS IN THE HISTORY BOOKS

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CAT TALES

BY TED HILL

CJC PRESIDENT

The 2019 Carolina Jaguar Club annual Concours at Little Switzerland is now in the history books. I hope everyone had a good time and look forward to coming back next year. Although many of us drove through heavy rain and thunderstorms enroute to Little Switzerland the rain held off through the remainder of the weekend. My sincere Thank You to Jerry Tester, our Concours chair and his committee for all the hard work and preparation that went into making this years Concours a very successful event. Steve Thomas, our Chief Judge, along with all the judges, runners and scorers did an excellent job. Aiding in the judging process were the quality of the cars. We had an impressive group of Jags and I want to commend everyone on their preparations. I want to thank Richard Lloyd Roberts, our Vice President and Web Master, for putting together the visual portion of our programs Friday and Saturday evening. Richard is holding both positions this year, so we appreciate everything he is doing.

Friday night we honored Dr. Jerry Ellison and his wife Naoma for the 16 years of road trips we have all enjoyed. The countless memories that have been created, the scenic drives and unique tours have provided wonderful times and experiences for all who have attended these week long trips. In recent years Jerry has been assisted by Judy Meyers. We thank Judy for help making these road trips such a success. Although Jerry and Naoma's footsteps will be hard to follow I am confident there will be future adventurous road trips.

I want to thank our sponsors for 2019, Hendrick Jaguar Charlotte our gold sponsor, Jaguar/LandRover North America our Silver sponsor and our 2 bronze sponsors, Jaguar South and Motor Car Traders. I would like to applaud our silent auction team, Colleen Lloyd Roberts, Sindy Hill, Ann Rhyne and Elaine Crowell for their work putting together this years silent auction and Wine Pull. Over \$2100 was raised for our USO of NC charity. Thanks to all of our club members who worked in various capacities to make this years concours such a pleasurable event and to all the participants who entered their cars in either judging or display. They all made the marquee proud. I look forward to seeing everyone back next year.

More events are planned for the remainder of the year. I will let our VP-events reveal times, dates and places. August is covered on the next page.

Safe Travels,

Ted

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.

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.

CJC Membership Report

By Kevin and Nancy Willis
Membership Co-Chairs

We are very happy to announce our Club membership continues to increase! We now have 161 members. Please join us in welcoming our newest members:

Brian & Angela Glover	Chapel Hill	NC
Christopher Ritz	Davidson	NC
Scott Sager	Waxhaw	NC
Scott & Rachelle Bailey	Greenville	SC
Bobby Douglas	Gaffney	SC

We hope to see you soon at one of our monthly events!

August In Asheboro

By Richard Lloyd-Roberts, VP Events

Our August meeting is scheduled for **Saturday the 17th**. We will be taking a trip to Asheboro in the Uwharrie National Forest. We will meet and have lunch at a local restaurant Hamiltons.

<https://www.hamiltonssteakhouseasheboronc.com/>

132 Sunset Ave
Asheboro, NC 27203 United States

After lunch we will visit the N.C. Aviation Museum.

We will meet at the restaurant at 11:30 am. I will need to hear from you as soon as you can if you are going to attend and how many of you there will be so we can make reservations.

Contact Richard Lloyd-Roberts with any questions and to confirm your attendance.

Phone: 704-754-8880
Email: rlloydroberts@me.com


Date: August 17

Time: 11:30 am - 5:00 pm

See you at Hamilton's!

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2019 Concours Winners

1st Place S2 Stephen Chase 1967 XKE (9.997)

2nd Place S2: Skip & Judy Meyers 1999 XK8 9.968

1st Place D1: Jerry & Naoma Ellison 1956 XK 140 (100)

1st Place D2 John Bisson 1968 S1.5 XKE (9.997)

2nd Place D2: Gary Dodson 1968 S1.5 XKE (9.958)

1st Place D9: Stewart King 1994 XJS (9.975)

2nd Place D9: Scott Sager 1994 XJS (9.962)

3rd Place D9: Everett Roberson 1994 XJS (9.942)

1st Place D10: Diane & Scott DuFour 2006 XK8 (100)

2nd Place D10: Martha Worley 2006 XK8 (9.997)

3rd Place D10: Bill Hoehndorf 2006 XK8 (9.985)

1st Place D11: Nick Paul 2008 XK Conv (9.979)

1st Place D12: Dave Morgan 2004 XJ VDP (100)

2nd Place D12: Bill Bingham 2008 XJ VDP (9.993)

1st Place D13: Karoline O'Rourke 2003 S Type (9.986)

2nd Place D13: Steve Quilty 2005 X Type Estate (9.964)

1st Place D14: Bill Sihler 2013 XJL (9.997)

1st Place D15: Jon Arndt 2014 F Type (9.982)

1st Place C1: Julien Brosseau 1950 Mark V (99.98)

1st Place C2: Ron Gaertner 1953 XK120 (100)

1st Place C4: Ron Gaertner 1960 XK 150 (100)

2nd Place C4: Richard Haskell 1960 XK 150 (99.18)

1st Place C5: Ryland Bennet 1966 SI XKE (99.01)

1st Place C11: Howard Meyers 2009 XJ (100)

1st Place C12: Steve & Mary Ann Thomas 1988 XJS (99.75)

1st Place C13: Rick Wotring 1995 XJS V12 (99.91)

1st Place C14: Ted Hill 2004 XKR (100)

2nd Place C14: Philip Di Trollio 2004 XK8 (99.99)

3rd Place C14: Stephen Gifford 2004 XK8 (99.57)

1st Place C16: Steve Quilty 2007 X Type Estate (99.97)

1st Place C17: Brad Merlie 1968 XKE 2+2 (96.54)

People's Choice: Gary Dodson 1968 E Type Coupe in Old English White.



Photos of the concours shown through out this issue provided by:

*Brad and Barb Merlie,
Lorraine McArtor
Richard Lloyd Roberts*

Tiny Tech Tips

By John Stewart

In my April Tiny Tech Tips I sorted out some engine fault codes caused by problems in the cooling system of my XK8 by replacing the thermostat and coolant temperature sensor. I noted that while I was already in pretty deep, I had decided to go ahead and flush the cooling system and replaced the coolant (contaminated coolant was in the shop manual's list of possible causes for the fault codes I got). So let's talk coolant.

The fluid that circulates through the engine keeps the engine from getting too hot and, well, melting. There are two good reasons for using a mixture of water and coolant rather than just water. The coolant you put in your engine (we used to call it antifreeze) is a mixture of some really nasty chemicals with two key characteristics. (Keep it off the paint, out of your eyes, and don't drink it.) First the boiling and freezing points differ from water. If you remember your chemistry class, water freezes at 32° F and boils at 212° F. The recommended 50-50 mix of water and coolant for my car freezes at -34° F and boils at 265° F. If you have ever tried to quick chill a bottle of white wine by putting it in the freezer and then forgot it for a few days, image that shattered bottle is you engine block after sitting through a North Dakota winter. The other function of the coolant is that it is an anti-corrosive. When engines block were cast iron, rather than aluminum, you could see all the rust coming out if you drained the radiator. Aluminum will also corrode and the coolant mitigates the corrosion.

There are many different types of coolant and it is important that you use the one specified for your car. The anti-corrosive properties are generally engine specific. To make this fun, the different types are different colors. The Jag takes the orange, my Audi takes pink, and the standard for older cars is green. **Don't mix the different types in the same car.** I have read numerous places that if you mix the wrong combination; you get jelly that, aside from being an unattractive color, can clog the radiator and water passages making a huge and expensive mess.

Jaguar, of course, has its own brand of coolant (Part # JLM209723), but if you check the shop manual and the label on the expansion tank, they specify WSS M97B44-D. This is a Ford designation, but Jaguar

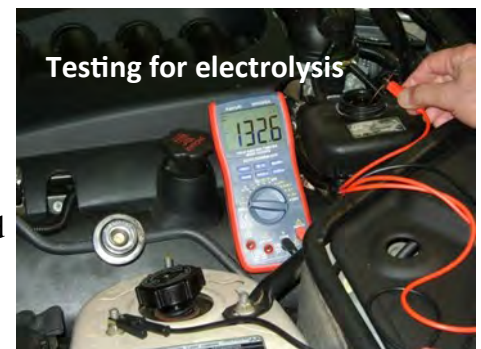
was owned by Ford when my car was built. This specification is Dex-Cool, a GM extended life anti-freeze supposedly good for five years and 150,000 miles. You can buy the Genuine Jaguar fluid for roughly \$50 per gallon or the same stuff under the Preston name for \$13.



Coolant and distilled water

So if the coolant is good for 150,000, why change it? First of all, I am a sceptic about 20,000 mile oil changes, lifetime automatic transmission fluid, etc. Any fluid you put in your car will deteriorate. One of the big problems with coolant, especially in an aluminum engine is electrolysis. Think about how your car battery works. Two plates, one lead and the other lead dioxide are immersed in acid. The chemical reaction causes electrons to flow from one to the other. Put a bunch of these cells together and you get 12 volts and enough amps to start your car. The alternator forces the reaction to go the other way and charges your battery. Over time, the metal plates deteriorate and the battery won't charge and the car won't start. Two dissimilar metals a little acid, and you get electricity. The more acidic the coolant in your car, the more your engine block turns into a battery and like a battery the metal will deteriorate.

If you have a multi-meter you can see this. I grounded the meter to the frame dipped a small copper rod connected to the meter into the coolant and



(Continued on page 8)

(Continued from page 7) *Tiny Tech Tips*

found my coolant was producing 133 millivolts (.133 volts). This was after I had changed the coolant. I had gotten a reading of about .2 volts before I changed the coolant. What is happening is that the coolant will become more acidic over time and make you block a better battery. Acidity or alkalinity of liquids is measured by the ph scale (the concentration of hydrogen ions relative to pure distilled water on a 0 to 14 scale. Pure water has a ph of 7. It is a log scale of a ph of 0 (battery acid) has 10 million times the concentration of hydrogen ions as water and a ph of 14 (liquid drain cleaner) has 1 ten millionth the ion concentration of water. You can test ph with litmus paper. The photo shows the old coolant on the left and the new mixture on the right. Ph went from 7 to 9, but given that this is a log scale that reduced acidity by a factor of 100.



Ok, enough for the science lesson, how do you go about doing this? The Jag method from the shop manual requires that you disconnect the hoses from the radiator to the motor, remove the thermostat (Hey, I just put that in.), disconnect the hoses from the block to the heater core, and yes take the radiator out of the car. You then flush the radiator, block, and heater core with pressurized water (a garden hose?) for at least 15 minutes each. This makes sense for a long neglected cooling system but the coolant that came out of mine was clear, no sign of contaminants, and no mineral sediment, so I chose an easier path. I took off the expansion tank cap and opened the radiator plug (more on this in a minute) and drained the radiator. The coolant capacity of the XK8 (non-supercharged) is about 2.5 gallons. Draining the radiator empties about half of the system. Then refill the system with water (I used distilled water; who know what is in tap water.). Having stated out with 50% old coolant and 50% old water, I was now at 50% new water and 25% each old water and old coolant. Next start up the engine and run to

full temperature so the thermostat opens and turn the heater on to full blast. This will cause water to circulate through the whole system; radiator, block, and heater core. Let it cool down, drain the radiator again, fill with water, and repeat the warmup. I repeated this three more time essentially diluting the old coolant and water down to a negligible level. After the final drain, I filled up with fresh coolant to get to the 50/50 mix of coolant and water.

Now for a couple of the finer points. Not only did I purchase new coolant and a lot of distilled water, I also purchased a new expansion tank cap and new radiator drain plug. The expansion tank cap is also a pressure valve. As the coolant heats up it expands and any excess is forced out of the expansion tank neck passed the cap and into a tube that goes to an overflow tank picturesquely called the "Degas bottle" by Jaguar. When the engine cools and the coolant contract, the suction draws the fluid back out of the Degas bottle into the expansion tank. The bottle is conveniently located under the front right side wing liner, so you have to take the wheel and liner off to get to it. Yes I did take it out, clean it out, and make sure the hose was clear of obstruction. Both the cap and the plug have rubber seals that will deteriorate over time and are not expensive so it is good practice to replace both. The brass plate in my parts photo is Jaguar special tool VSX4550AA. I'm just kidding. As any fool can see it is a door latch plate. The radiator drain plug in the XK8 is located in such a way that you can see it, touch it or breathe, but only one of the three at a time. It has a cross of very wide groove that are so wide that a screw drive that would match the width of the grooves would be so long that you could never get it in the space provided. Using a tool that is not a thick as the grooves are



(Continued on page 10)

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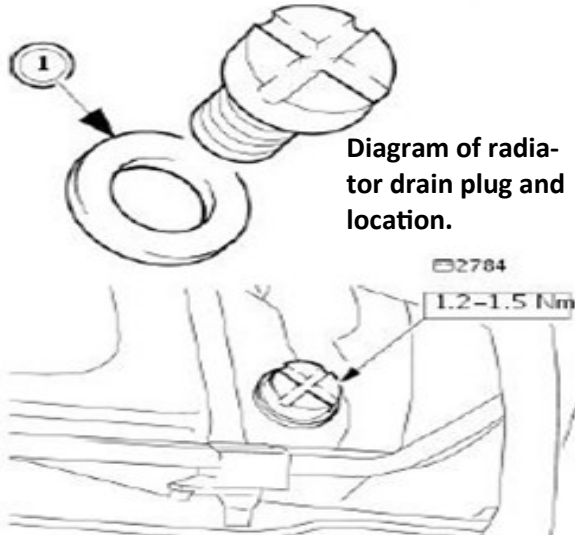
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(Continued from page 8) *Tiny Tech Tips*

wide will tear up the plug. After searching my tool box and junk hardware drawer, the latch plate was the only thing I could find that was thick enough to fit the grooves of the plug and small enough to get in the space provide along with my hand and still provide leverage to turn the plug. I did not put the new



plug in till the final fill and tore up the old one pretty bad with the repeated drains and fills. The drain plug

is only supposed to be tightened to 9 in-lbs., so don't over tighten it.

As I noted at the beginning, coolant has some pretty nasty chemicals in it so you need to dispose of it properly. In their engineering genius, Jaguar seems to have placed the drain plug in such a way that when you remove it, the coolant will flow along the frame and suspension parts for maximum dispersion. I used the biggest drain pan I had, built little dams of shop rags along various frame parts and still got a fair amount on the garage floor. What I captured, I put in various containers and hauled it all to the solid waste facility where they had a tank for used anti-freeze. You need to dispose of this stuff properly.

Though I had my fingers cross some of the time, I am happy to report that the Jag went through the entire Virginia road trip with no problems at all. The only damaged part I found in the whole process was the thermostat which was likely the source of the problem.

Errata: I made a mistake in my August 2018 Tiny Tech Tips on Essential Nonessential Tools that I need to correct. In that piece I said you can use and

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(Continued from page 10) Tiny Tech Tips

old car phone charging cable to make tool 4, the tester. You can't. Phones charge at a voltage lower than 12 volts and the piece that plugs into your cars power outlet is also a transformer (12 volts in; about 5 volts out). I got lucky when I built mine because I used the cable from an old tire inflation pump that plugged in the cigarette lighter. It was 12 volts in and 12 volts out so it worked as expected. I discovered my error when I tried to build a second tester for a friend. Tire inflation pumps, car vacs, and other heavier duty things will be 12 volts in and 12 volts out. Any cable intended to charge a device through its USB port will not work. Sorry all, *mea culpa*.

1. *I actually tried an experiment by mixing the green and orange hoping to get a photo of a glob of gooey mess, but other than making an ugly color nothing happened. It may take heat, but if my wife caught me heating antifreeze on the stove in one of her sauce pans, I'd be sleeping in the garage for a month.*
2. *.3 volts is the level considered too high. See <http://ve-labs.net/electrolysis-101/how-to-test>*

3. *For extreme cases, you might need to use a cooling system flush product. You add it to the cooling system, run the engine for a while, and then flush the system. These products contain chemicals that loosen the corrosion so it can be removed when you flush the system. Again, because the metal composition of the engine can differ across cars, make sure you use the product specified for your car. Jaguar has specific products for flushing the cooling system.*



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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

- August 17** Drive to Asheboro, Lunch and N.C. Aviation Museum See article Page 2 this issue.
- 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 Waynesboro, 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** Sun Coast Jaguar Club 34th Annual JCNA Concours, St. Armands Circle Park Sarasota Florida Sandcastle Beach Resort Sarasota Florida . John McCarthy Ph: 9419151156
- October 27** North Georgia Jaguar Club 2019 Concours d'Elegance, Terry L. Mathewson Ph: (678) 332-7833 Fax: (770) 205-1530 .Chattahoochee Country Club Gainesville, GA
- 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 at Leith Jaguar Cary.
- December** Holiday Party (Question go to the mountains or to the coast.) Speak now or for ever hold your peace.

Classified

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

Matching numbers. Greensand exterior Cinnamon Leather Interior. 47,800 miles. Smoot 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)



Classified

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 \$22,000 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. email: thomashgeorge@gmail.com or phone: 843-566-3034



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 \$8,500 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



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



Newest Classified Offering:

2008 Jaguar XJ Super V8, \$15,000

4.2 supercharged V8, Lunar Gray Metallic, Ivory leather with burled walnut trim, 99,300 miles. Top of the line, all available options installed, e.g., rear media, adaptive cruise, sat nav, rear reclining and heated/cooled seats, heated steering wheel, last of the X358 series, lots of power. Excellent condition, lots of preventative maintenance, no expense spared, Call 919-308-0476, or email: barry.i.moore@gmail.com



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