



THE LITTER BOX

The official magazine of the Carolinas Jaguar Club.

April 2020 Edition

JCNA S.E. Region - Club #21

www.carolinajaguarclub.com

THE STIRLING MOSS EDITION

May Meeting 2020

Welcome to the April Edition of the Carolina Jaguar Club Newsletter.

There will be no event in April or May and June is questionable. While preparations are being made for the Concours a board decision as to whether this will take place is underway.

I was asked by a member to make this announcement.

Our members, Ann and Nick Paul are celebrating the homecoming of Ann.

Ann suffered a massive stroke a few days after the 2019 concours at Little Switzerland.

She was hospitalized, followed by 6 months in a rehabilitation facility in Beaufort, NC.

Finally, Ann was allowed to return to her home in Arapahoe, NC, which has wonderful views of the Neuse River.

The homecoming has brighten her spirits, and is helping to minimize her paralysis a bit.

Please send welcome home and encouragement notes to:

*Ann Paul
249 China Grove Road
Arapahoe, NC, 28510
nick88691@gmail.com
This will help with her healing.*

Thank You, Stew and Alice King, Mesic, NC

From the EDITOR

Welcome to the Carolina Jaguar Club April Newsletter.

Well we are in strange times. While we cannot enjoy each others company it is of course better to stay safe. The board of directors send their best wishes to you all.

Of course as you know Aprils event at Shelton was called off and it looks like both the May and June events are also cancelled.

Ted is going to address the concours in his message. Even though it is in July the uncertainty of the near future is still over us.

This month marks the passing of Sterling Moss and so I dedicate this edition to his legacy. I hope you enjoy.

We may be bound to our homes but we all still have polish and rags so please send me pictures of your very shiny cars!

Thanks to those that provided content this month and thanks to our sponsors.

Many of the images and links are clickable if you are reading this on line. Please visit our sponsors websites.

Richard Lloyd-Roberts
CJC Editor./Webmaster/Social Media guy
Carolinajagclubevents@gmail.com

FROM THE CHIEF JUDGE.

Starmount Forest Country Club was the site for our training school this year. I would like to thank everyone for attending .We had 3 new judges: Ryland Bennet, Dennis Rainwater and Ed McLean. Jerry Ellison, Greg Gaylard, Mark Lovello, Ken Watts, Rick Wotring, Brad Merlie, Don Koepnick, Ted Hill and myself all renewed their judges' credentials.

We had a great lunch in the Bistro, with some interesting conversations from Jags to NASCAR.

Thank you

Stephen Thomas

From The President

TED HILL

In the midst of the year 2020 who could have predicted a virus having such devastating health effects and sending the global economy in turmoil. I sincerely hope everyone is healthy and safe as we wait the outcome of this unprecedented situation. Let's all hope and pray we will be able to return to some level of normalcy in the very near future. It has been regrettable that a number of our club events have been cancelled this year but my primary concern is for the health and welfare of our club membership.

The JCNA annual general meeting scheduled last month in Las Vegas was cancelled due to the Covid-19 virus. It is within the JCNA by laws a face to face meeting be held once a year. The AGM has been rescheduled for the 3rd weekend in August in Columbia, SC.. At this time Steve Thomas and I still plan on being our club's two delegates. Since the planned reschedule is within driving distance for most of us, if there is anyone that might be interested in attending please let me know within the next few weeks. The organizers are determining the number of hotel rooms to be blocked. However a five hour conference call was conducted Saturday March 21 discussing general JCNA business followed by a four hour conference call conducted by the JCNA concours committee the following Saturday.

In the best interest of our membership and the venues where our events were to be held we will be canceling all events leading up to our Concours in July. Our Concours chair has been in contact with Little Switzerland to determine the feasibility of continuing with our Concours plans for this year. The decision to continue with Concours plans or cancel for this year will be made by the CJC board. We will gather as much information as possible and make a decision within the next few weeks so everyone can plan accordingly. Please stay health and safe.

Ted



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Sir Stirling Moss: Motor racing legend dies aged 90 after long illness

British motor racing legend Sir Stirling Moss has died at the age of 90 following a long illness.

He is widely regarded as one of the greatest Formula 1 drivers of all time, even though he did not win the World Championship.

Moss retired from public life in January 2018 because of ongoing health problems.

"It was one lap too many, he just closed his eyes," said his wife Lady Moss.

Moss previously spent 134 days in hospital after suffering a chest infection while on holiday in Singapore in December 2016.

Moss' former team Mercedes said motorsport had "lost not only a true icon and a legend, but a gentleman", while 1996 F1 champion Damon Hill said Moss "launched all the other careers of British racing drivers who went on to become world champions".

Three-time F1 world champion Jackie Stewart, who came into the sport shortly after Moss' retirement in 1961, told BBC Radio 5 Live: "He walked like a racing driver should walk, he talked like a racing driver, he looked like a racing driver and he set a standard that I think has been unmatched since he retired."

Moss won 16 of the 66 F1 races he competed in from 1951 to 1961 and became the first British driver to win a home grand prix in 1955 at Aintree.

He famously lost out on the F1 title in 1958 to compatriot Mike Hawthorn after vouching for his rival and preventing him being disqualified when he was accused of reversing on track in the late-season Portuguese Grand Prix.

Four times a runner-up in the F1 drivers' championship, he was named BBC Sports Personality of the Year in 1961 and was knighted in 2000.

Together with his fine F1 career, Moss was regarded as a motor racing all-rounder and racked up a total of 212 victories in all categories.

He was an outstanding rally driver and in 1955 set a new course record in winning the famous Mille Miglia, a 1,000-mile race around Italy.

Moss was effectively forced to retire from top-level motorsport in 1962 after a crash at Goodwood left him in a coma for a month and partially paralysed for six months.

However, he continued to race in historic cars and legends events until the age of 81.

Moss is survived by his third wife, Susie, their son Elliot, and daughter Allison from an earlier marriage.



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PRESS RELEASE



JCNA Sanctioned Event

JCNA INTERNATIONAL JAGUAR FESTIVAL 2020

hosted by

Jaguar Club of Southwest Florida

Wednesday, October 28 - Sunday, November 1, 2020,

at the

Marriott Sanibel Harbour Resort and Spa



17260 Harbour Pointe Dr. Fort Myers, Florida 33908 (239-466-4000)

1. For room reservations Go To - <http://marriott.com/rswsb>
2. Once in Marriott site go to hotel date - **CHECK-IN & CHECK-OUT** (Once done eliminate pop-up Calendar)
3. Under dates chosen LH side see **SPECIAL RATE**, scroll down to **GROUP CODE** (Input **JCSJCSR**)
4. Click on **VIEW RATES** (Top right of page in red), then book your room.

NOTE: The **USD 25.00 daily resort fee** has been waved for our group.

Credit for the 25.00 is administered at time of check-in...not before!

Wednesday 28 - Tour the renowned Miles Collier Automobile Museum

<https://revsinstitute.org/>



Evening Dinner Cruise on the **Marriott Princess Ship**, Buffet Dinner, Open Bar.
We are limited to 100 Guests.

Thursday 29 - **Rally** or **Scenic Tour Day**. **Jaguar Ft. Myers Day** - Lunch off sight.

Evening - Welcome Reception in the **Island Room** - Sanibel **Marriott Hotel**.

Friday 30 - **JCNA International Jaguar Festival** Concours d'Elegance on the **Green**.

Evening Reception and Awards Dinner in the **Garden Ballroom** Sanibel **Marriott Hotel**.

Saturday 31 - **JCNA Slalom Day**. Evening - **Slalom/Rally** Awards Dinner at the
Sanibel **Marriott Poolside**.

November 1, Sunday - **JJF** Farewell Breakfast, Awards, Prizes, Laughs and Memories.

For **JJF** event information and **Sponsorship opportunity** contact Phil Mannino **JJF** Chairman

407-312-0218 philmannino2@gmail.com JCWF Website: www.jaguarclubofswf.com

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Tiny Tech Tip by John Stewart

I hate the “F” word. No, not that “F” word; FAILURE. Though sometimes there will be redemption at the end of the road.

When I started writing these columns, my focus was going to be some simple maintenance items. Tiny Tech Tip 2 (about July 2017) was going to be the cabin air filter or “particle filter” in Jag speak. Modern cars’ climate control systems works by pulling in outside air, usually through the cowl (plenum in Jag speak) at the bottom of the windshield. A series of ducts, flaps and fans then routes the air through two things that look like little radiators. The heater core has hot coolant from the engine circulating through it and the condenser has cold Freon passing through it from the air conditioning compressor. Circulate air through the heater core and you get warm air in the cabin; circulate it through the condenser and you get cool air.

The particle filter takes the pollen and dust out of the air before it enters the system, but its primary function is not to make the air in the cabin more enjoyable. Its key function is to keep all of that junk from clogging up the heater core and condenser. The photo show a cabin air filter element I took out of one of the donated cars I worked on as a volunteer at Wheel 4Hope (obvious it hadn’t been changed recently). If all of that junk was packed into the heater core, the heating system would not work so well.



So, every year or two, you need to replace the filter element. In most cars, my Audi for example, you pop the hood, find the little plastic case on the firewall, snap open a few clips, pull out the old element and pop in the new. After snapping the clips back and closing the hood, you go pop open a beer. The whole operation takes about three minutes. With my XK8 the process is a little different.

Checking the shop manual I found that you must remove the plenum (cowl) to get to the filter. This requires that you first remove the windshield wiper arms. The arms sit on splined shafts that are linked to the wiper motor and are held in place by bolts under the plastic caps. Hint 1: When you are taking apart some that has to go back in the same orientation that it came apart (in this case the arms on the shafts) always index your part. The blue tape on the windshield in the Photo 2 is my index. When I put the arms back on, their position needs to match the tape. Also note that the right and left arms are different so lay them out so that can put them back on the correct side. Hint 2: Typically the arms will really be stuck on the shafts. I use a battery terminal puller to remove the arms. This is much safer than

As an aside, over the years I have become convinced that when they start to build a new car the first thing they set on the assembly line is the heater core. All of the rest of the care is then built around it. To get to a clogged heater core and clean it out or replace it, you generally have to disassemble the whole car. My understanding is that XKs after 2006 use a more standard placement of the cabin air filter.

Tiny Tech Tip by John Stewart cont...

trying to pry them off some other way. Also the wiper arms are spring loaded to hold them against the windshield. If you tilt them out before you try to pull them off, the torque on the shaft is relieved and they will come off more easily. You can see the terminal pull on the arm at the right side of Photo 2.



Once the wiper arms are off, the plenum is held on by eight screws and two plastic fasteners. Four of the screws are under little plastic trim caps (finisher caps) . You can see one of the caps right below the blue tape. Hint: You are very likely to break several of these either taking them out or putting them on. Old plastic gets brittle. On these, if you push them laterally and then lift up you are less likely to break them. In any event, order some spares. Also connected to the plenum is all the plumbing for the windshield washers which you need to disconnect to remove the plenum. I found a number of the hoses were brittle and managed to break a plastic “T” fitting taking it all apart. Another trip to the parts store and I re-plumbed the washer system. There are drain pipes connected to the plenum near the ends and need to be disconnected to remove the plenum. Little rubber straps hold them in place.

Ok. We have it all apart. Now for what should be simple part; swapping out the old element for a new one. Here comes the big shock. There was no filter there, just a big gaping hole in the fire wall. Back to the computer for a little research and to my surprise I find that the cabin air filter was an OPTION on the XK8. Apparently some of the coupes have them, but very few of the convertibles do. I throw up my hands, mutter something I can’t quite remember, and put it all back together again



These are part HJA3835AA or C2N2753 depending on your VIN number.

Stirling Moss Cont...



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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 2020 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.

Sir STIRLING MOSS and Jaguar

1950 RAC Tourist Trophy – Dundrod

The damp, groggy day that marked the return of the TT after a 12-year hiatus also marked the introduction to sports car racing of a young Stirling Moss.

On the eve of his 21st birthday, Moss had been entrusted to drive a Jaguar XK120 by the car's owner Tommy Wisdom, a newspaper correspondent and occasional racer.

The 3,442 cc. Jag was a considerable step from the less powerful Cooper and HWM open-wheelers that Moss had previously driven, but his swift transition to the sports car demonstrated an impressive versatility that would come to define his career.

Moss dominated the race in the wet, finishing clear ahead of Peter Whitehead's second-placed Jaguar having successfully tamed the tricky 7.4-mile Dundrod open road course.

Prior to the event, Moss' friends had tried to persuade Jaguar to get him into one of the manufacturer's works cars, only for his inexperience to blockade the potential deal.

However, his winning performance and the resulting public attention caused Jaguar to reconsider and led to Moss signing his first professional contract for the 1951 season.



The debut of the Jaguar D Type at Le Mans, 1954. That's Moss on the left.



XKR Stirling Moss Edition

This 2004 Jaguar XKR Stirling Moss Signature Edition is in Platinum with Black. This is an extremely rare special edition Jaguar XKR. It is 1 of 5 in existence, the number 3 car to be made. The Stirling Moss Edition XKR's are painted with a vintage racing scheme to match Stirlings' XKE's of the 60's and 70's and has a Signature

Plate in the trunk signed by the racing legend himself.

Modifications include a supercharger pulley kit and factory installed custom stainless Borla exhaust system along with suspension tuned beyond the standard XKR platform for better handling. Other custom features are 20 Detroit wheel package, Brembo cross drilled rotors and brakes and R logo monogram headrests. Standard equipment options include:- 6-speed automatic transmission, - Dynamic Stability Control, - Computer active suspension, - Adaptive Cruise Control, - Navigation, - Anti-Theft Immobilizer, - Security System, - Recaro Seats, - Burl Walnut Trim, - Alpine 320w system w/6-cd, - Xenon (HID) headlamps, - Rain sensing wipers, - Reverse Park Control

Tiny Tech Tip by John Stewart Continued

Again back at the computer checking my parts book, I find that I am missing the air intake housing (part MJD6865AA). So I figure I'll just order the part and that will be that. The photo shows the result. The part is no longer available. I even tried the salvage yards but couldn't find it. Since I had the filter element, I thought briefly about building a bracket out of plywood and fiberglass, but gave that up quickly. I did locate an Air intake housing-standard (part MJA6860AE) for about \$25. This at least covers the hole with a little hood to keep the rain out, but when part arrived my heart was no longer in it so the project went on hold for two years.

After the hiatus, I finally decided that I would just install the standard air intake, write it all up and conceded defeat. I did have a bit of an epiphany and decided to take some fiberglass screening and epoxy it to the back of the air intake to a least keep the pine needles and other junk out of the system.



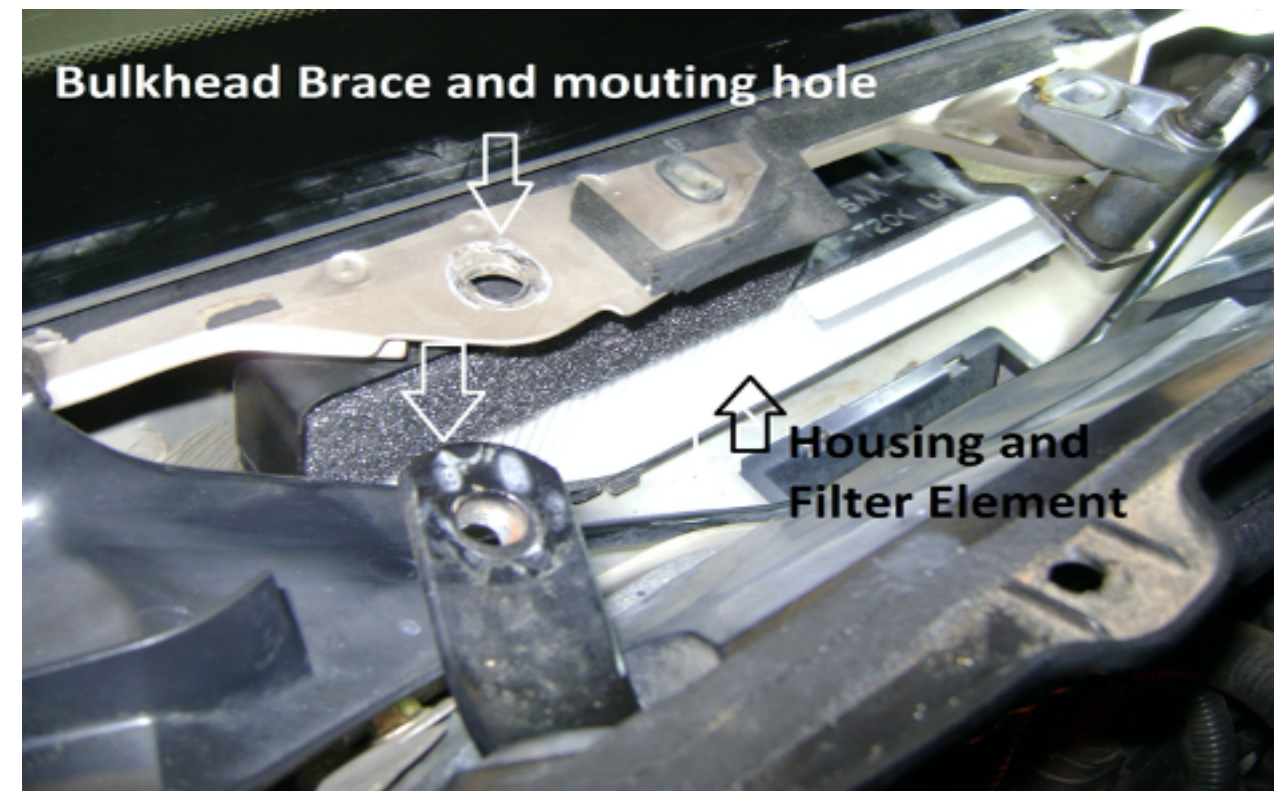
After the hiatus, I finally decided that I would just install the standard air intake, write it all up and conceded defeat. I did have a bit of an epiphany and decided to take some fiberglass screening and epoxy it to the back of the air intake to a least keep the pine needles and other junk out of the system.

Deciding to finally commit my failure to paper, I went back on the web to find documentation for my claim that the particle filter was an option. In my search, I came across a web site for Galaxy Jaguar and as I was screen capturing a picture of my part being unavailable, a chat box shows up. The chatter says he is the owner, Avetis "Avo" Akiskalyanand and asks what my problem is. I describe it and he says he may have one, if I give him my email, he'll check. I get an email the next day and two day later my air intake housing arrives (\$50 plus shipping). Photo 5 shows the air intake housing (with the filter element installed), the "standard" air intake, one of the trim caps and the bolts to attach the air intake to the fire wall.

That should be the end of the story, but if Avo spent as much time getting this out of the parts car as I spent getting it in, \$50 was a bargain. You might be able to install the filter element in the space provided, if you have tiny hands and a lot of patience, but there is no way the filter housing was going to go in. I had to remove the passenger side bulkhead brace that goes from the firewall to the front suspension turret and move the windshield wiper linkage out of the way. After moving as much stuff out of the way as I could, I was able to squeeze the housing in and get the passenger side bolt started but I had to take off the driver side bulkhead brace and a couple more pieces of trim to insert the driver side bolt. Three hours later, half an hour of which was spent retrieving a bolt that found its way deep in the engine bay, the housing and filter element were installed. The final photo shows the housing and filter element in place. You can also see the bulkhead brace disconnected and pulled away from the fire wall and the bolt hole where it mounts. Another half an hour and I had everything reassembled.

I still have the "standard" air intake if any of you XK8 owners are interested. The part is free; instalation extra.

John Stewart, January 2020



Stirling Moss Cont...



For Sale By Members

Derry Haynes, a Jaguar Club of Southwest Florida member, is interested in selling his XK150 (Red) and XJRS Convertible (Red) - photos attached. The automobiles are both Championship quality and, over the years, have won 1st place trophies in their division.

For further information, please contact Derry Haynes at 239-641-9255.



1997 Jaguar XK8 Coupe -- Brooklands Green, coffee interior. DOHC 4.0L V8 290 hp, ZF 6-speed, 178k miles. Rebuilt AT, ECM. Replaced TB, PS pump & hoses, heater hoses, headlamp reflectors & lenses, brakes, shock absorbers, battery. Upgraded metal thermostat housing and timing chain tensioners, rear silencer delete. Replaced seat leather, repainted body, refinished wheels, CD service manual, car cover. Located in Georgetown, SC. \$6500 Contact Bill Unger wm.c.unger@gmail.com or 843-527-7840.



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Stirling Moss Cont...



JAGUAR ENGINEERING: THE BODY

To the uninitiated, the arrogant lines of the new Jaguar XK-E may appear to be merely a tangible expression of aesthetic design. But, to the knowledgeable, each sweep and curve of the XK-E's monocoque body construction represents far more important automotive benefits.

Monocoque construction is not new. Neither is it unique. The principle has long been applied to the construction of aircraft, in an attempt to combine the greatest possible structural strength with the lightest possible weight. When a flat sheet of metal is fastened over a frame, there is bound to be some surface flexibility. Curve

the metal, and you reduce this to a marked degree. Stretch the metal as you curve it, and you gain almost unbelievable strength and rigidity.

As applied to the new Jaguar XK-E, this results in an exceptionally good power-to-weight ratio, plus a body that takes severe stresses without strain . . . a stiff, unyielding shell which will not twist or turn, shiver or shake. Furthermore, body construction of this type enables the suspension system to do its work the way it should, without fighting a lurching, yawing mass of metal. Such a body, in turn, delivers a ride that is amazingly smooth, tre-

mendously stable. Steering, too, benefits—in that the XK-E goes exactly where it is "aimed": smoothly, certainly, inspiring complete confidence on the part of the driver.

We invite you to investigate the many aspects of Jaguar XK-Engineering soon at your local dealer's, and discover for yourself why the new Jaguars are the most advanced automobiles on the road today. JAGUAR CARS INC., 32 E. 57th St., N.Y. 22, N.Y. Technical Service & Parts Headquarters, 42-50 Twenty-First St., Long Island City 1, N.Y.



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