



THE LITTER BOX

The official magazine of the Carolinas Jaguar Club.

The November Edition 2021

JCNA S.E. Region - Club #21

www.carolinajaguarclub.com



FROM THE EDITOR

Richard Lloyd-Roberts

Hello Fellow Jaguar Club Members

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

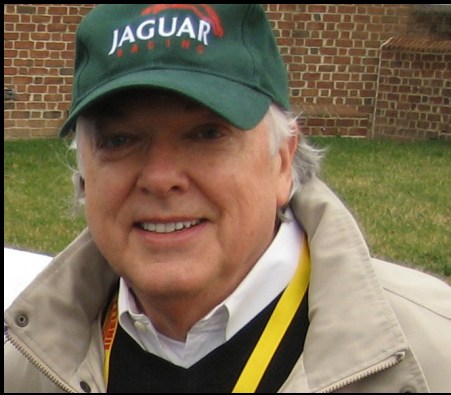
The fall has been good to us for weather and Colleen and I enjoyed a couple of nice drives on the Blue Ridge Parkway. The colors were spectacular, traffic was at a minimum and the car was purring as we zipped up and down the mountain roads. We are truly blessed to have such pleasant roads and scenic routes here in NC.

A fast note to club members who may receive letters from either the president or other officers in the club requesting gift cards or the like. We would never send any such emails. These are common scams and they will never come from the club. Do not answer them or click on any links they provide.

We just have our Christmas party for december left. Last time I checked there were only a couple of spots left. Please now connect with Judy Meyers for tickets as we have closed the website sales.

Happy Motoring.

**Richard Lloyd-Roberts
CJC Editor. Webmaster
Carolinajagclubevents@gmail.com**



From The President

Eric Dunn

Hello Everyone.

There was a very nice turnout for our October meeting at the new Hendrick's Jaguar dealership in Charlotte. We were greeted with gift bags and Jaguar tee shirts as we parked our cars, then shown to bountiful breakfast treats as we settled to the beautiful new premises. We were given a tour of the facilities and a presentation updating us on the Jaguar Land Rover Brand. After a lovely lunch, there were awards and gifts for some of the members cars and raffle drawings. Many thanks to Hendrick's Jaguar.

Our next event is just a few days away on 20 November at Heidi's Two Wheel Café in Smithfield. Reservations required. Details in previous Litter Box.

As you know, the Club officer elections will be held at the at the Smithville event, as well as voting on the matter of annual club dues. There is a good article on pages 6-7 in the current issue of the Jaguar Journal related to the JCNA financial forecasts. Good info for understanding the club fee issue.

Also, please take note in the current Journal of an article in the "Member Spotlight" section on page 46. Our own Harvey Farris is featured and the article is a wonderful tribute to his achievements and abilities. We are fortunate to have him in our club!

It is mostly known that Jaguar Land Rover is suffering from low sales resulting from little inventory due to the continued computer chip shortage. Tata Motors however, our owner and benefactor, is doing nicely with positive sales increases. Last month Morgan Stanley upgraded Tata stock to "overweight", suggesting a "buy". Tata must not need all those chips. In any event, let's just say whatever is good for Tata is good for Jaguar.

Regards.
Eric Dunn
President



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2017 F-TYPE Premium, Mileage: 16,216, Stock#: PJ1390

2018 F-TYPE R-Dynamic, Mileage: 23,726, Stock#: PJ7922



Meeting Minutes, October 16, 2021 at Jaguar Charlotte

The meeting was held at the end of a club event hosted by Jaguar Charlotte on October 16, 2021.

In attendance were 47 club members.

1:00 pm: The meeting was called to order by club president Eric Dunn. Eric thanked Jaguar Charlotte's Melissa Miller and Brian Hill for organizing the event and hosting us for the day.

Eric then reviewed the upcoming meetings for the remainder of 2021. He pointed out that the November gathering in Smithfield, NC was for our annual club officer elections. Eric noted that all current officers are willing to serve another term for 2022. The one exception is an opening for Vice President of events. This is a position that is available to any club member. Membership co-chairperson Nancy Willis mentioned that this position can be served by 2 people as a team working with other members to lay out a schedule of events and meeting for 2022.

Eric urged everyone to RSVP for this meeting as another item will be discussed and voted on. That will be the need to raise our 2022 membership dues to \$60 per membership due to an increase being taken by JCNA. Eric explained the reasoning for the JCNA increase and how it affects our club.

Eric then reviewed the holiday gathering in New Bern, NC on December 3-5 and urged members to RSVP this event via information available in the October Litter Box and on the club web site.

Eric took this opportunity to present Richard Lloyd Roberts, club newsletter editor and web master, the JCNA award for the best club web site among all 61 JCNA clubs in North America.

Eric also presented the JCNA North American Dealer of the Year award to Jaguar Charlotte. Accepting the award was Sales Manager Doug Adamson.

There was no new business presented and the meeting was turned over to Event coordinator Melissa Miller of Jaguar Charlotte. Melissa and Eric Dunn awarded prizes to the lucky raffle winners and the winners of the car show voting.

The meeting was adjourned at 1:25 pm.

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Official CJC Event Calendar

November 20, 2021

Carolina Jaguar Club annual Officer Elections, luncheon and meeting. Details in this issue of The Litter Box. Read it for more details. RSVP required.

10:30 am to 2:00 pm

Heidi's Two Wheel Cafe

1475 W Market St, Smithfield, NC 27577

(919) 989-8389

December 3-5, 2021:

Carolina Jaguar Club annual holiday party in New Bern, NC. See details in this issue.

January, 2022:

No official club meeting. Board meeting TBD

February 2022:

New Member Welcome luncheon and meeting. Date TBD

March 2022:

Annual Judges Training and luncheon. Date TBD

April 22-24, 2022:

The Gathering at Shelton Vineyards will be hosted by Triumph Club of the Carolinas.

Friday AM Clue Drive, PM Auction night, Saturday AM Car Show winery tours, and PM BBQ dinner. Sunday Auto Cross. Separate parking for Jaguar Cars with People's Choice awards by class.

May TBD, 2022

Possible NASCAR Hall of Fame tour and interactive event.



With our classics and modern classics spending less time on the road during the winter, now is the time to think about some of those bigger car projects. The [uprated throttle conversion kit developed](#) by our friends at SNG Barratt and John Mangoletsi is a recognised favourite for the E-Type owner, replacing a limited on/off throttle motion with a smoother, more controlled transition of power underfoot, even at lower speeds. The flawed original mechanism is replaced with a more responsive dual cable throttle system while the new pedal provides vertical and lateral movement, benefiting taller drivers and providing a more comfortable drive. The Mangoletsi Throttle Linkage Cable Conversion Kit is a race-developed twin cable system with a fully adjustable pedal, allowing the pedal pad to be located precisely in three dimensions to suit the driver. The clever carburettor linkage benefits from a patented adjuster which allows the rate of throttle opening to be easily adjusted.

SNG Barratt also supplies a [Mangoletsi air filter](#), suitable for the E-Type Series 1 & 2. The 4.2 XK engine was always fantastic, but when given the opportunity to add additional horsepower for a very simple change, SNG Barratt was sceptical but keen to give it a try. After removing the original air filter and fitting the Mangoletsi version, the SNG team went for a session on the rolling road to compare the two versions, back-to-back, and came away with the easiest additional 11 BHP you could imagine. This bespoke air filter upgrade designed by Mangoletsi/ITG bolts straight onto your original air intake trumpet assembly, replacing the bulky old air filter canister in the engine bay. This upgrade perfectly complements the Throttle Cable Conversion that is available for E-Type 6-Cylinder models.

[Click here for more information.](#)

Carolina Jaguar Club Holiday Weekend December 3 -5, 2021

We will be spending the weekend at the Doubletree/Hilton in New Bern, NC. You can either call the hotel directly at: 252-658-9000 and identify yourself as a member of the Carolina Jaguar Club OR

Book on-line at: https://doubletree.hilton.com/en/dt/groups/personalized/E/EWNMSDT-CJC-20211203/index.jhtml?WT.mc_id=POG

Friday Evening -Dinner at Captain Ratty's Seafood & Steak Restaurant – closest restaurant to hotel – walking distance, pay on own. Will be in Private area upstairs at The Piano Bar and Wine Bar which flow into each other

Saturday

7:00 AM – 8:45 AM Individual breakfast at Hotel Restaurant

9:15 AM – 3:15 PM Historic Trolley Tour including private tour of Tryon Palace. The group will be divided in half with the first pick-up at 9:15 AM and the second pick-up at 9:45 AM. Each group will have 1.5 hours free for lunch - restaurant information will be in the Welcome Bags distributed at check-in. There will be a list of 13 restaurants within walking distance of the hotel.

3:15 – 5:00 - Time to Freshen up or shop , on your own

5:30 – ish Christmas Flotilla – exact time TBA – could view it while walking to the NC Carolina NC

History Center for dinner where we are having our private dinner.

6:15 PM Pick-up by Trolley for those that do not wish to walk.

6:30PM- 7:30 PM Cocktail Hour with two drink tickets per person and hors d'oeuvres

7:30 – 9:30 PM 3 course dinner with wine and (cash bar.)

Return Trolley Shuttle to begin at ??.

Sunday

7:00 AM – 11:00 AM Breakfast in Hotel Restaurant

11:00 AM Check-out

Please RSVP by October 31, 2021

at this web-site link: <https://carolinajaguarclub.com/shop/>

Prepay at that time: Cost of trolley service, tours, and Cocktails and hors d'oeuvres, 3 course dinner with wine is \$105/ per person.



SOME ASSEMBLY REQUIRED PART 7

By Harvey Ferris

www.newhillgarage.com

When I left off in Part 6, we talked about options for improving your cars paint without breaking the bank. Now, unfortunately, we have to talk about breaking the bank.

Probably one of the most iconic terms you will read regarding a restoration is that the car received a “bare metal” paint job. You may also read about “glass out”. And as discussed in a previous article, you may read about a “rotisserie restoration”. All of these terms are indicative of the most complete, thorough, and expensive form of paint restoration to a car. Buckle up, here we go.

First, why would you go to the trouble and effort to take the car back to bare metal. There are really two reasons. The first is, once the car has been media blasted back to bare metal, all the metal flaws are laid bare. As I did once, you may find the argyle sock that was stuffed into a rusty hole to provide backing for copious injections of body filler. You may not like what you find but you will know that every problem has been exposed and you can proceed to deal with them. The other reason is that you never really know the “paint history” of the car. It could be original paint. It could be a poor quality repaint. It could be a mix. Modern paint products are applied as a system. To some degree this locks you into using all the products from the same paint manufacturer but this is the only way to know the various products are compatible. In my previous article, I described doing a repaint. This is not a terribly risky gamble on a newer car with a known history. And it preserves the original factory corrosion protection, which is hard to reproduce. But as you get into pre 80s cars, there was no corrosion protection and you had best start from scratch.

The process generally works like this.

- Media blast
- Apply epoxy primer
- Perform metal repair
- Produce a perfect surface profile with polyester filler. This will be multiple steps and includes much hand sanding.
- Seal the entire surface of the car with urethane high build primer. This will be multiple steps and includes much hand sanding. At the completion of this process, the surface is perfect and really for color and clear.
- Apply color coat.
- Apply clear coat.
- Optionally cut and buff clear coat.



So there are the basic steps. As of this writing, I have been at it, on and off, for over 9 months. I have totally painted the interior surfaces, bottom of the car, and the engine compartment. I am close to the step where I will apply the color and clear coat to the exterior of the car. You may correctly ask, why does it take so long? Of course there are several answers. I'm retired. I don't put in a 40 hour week on my car, although I do something to it 6 days a week if possible. Especially during the coldest months of winter, I have retreated to other tasks that can be performed in my heated garage, versus the unheated one where the car resides. And it just takes time to get a very perfect surface to paint upon. Media blasting is the best task from a time standpoint. It happened in one day. To be honest, I did it twice. The first time we exposed potential rust issues, of which there were virtually none. But as described in previous articles, there were still panel replacements required in the floorboards/footwells in order to obtain the correct factory pieces.

Upon the advice of my painting consultant, I used a torch to melt out all the lead that was originally used by Jaguar as body filler. I did not epoxy prime the car after the first blasting effort and at this point, the car had sat long enough that I decided to get the mobile blasters back out for a final touch up. This time the car went straight into my paint booth and every surface received 2 coats of epoxy primer. As noted, I had retained the consulting services of a semi-retired professional painter. We went over the car and he showed me that, although the car looked to be straight, almost every panel had some minor defects or undulations that needed to be corrected. He said that high end paint shops just bite the bullet and plan on applying polyester filler to every surface of the car.

This is not to say that that car would become a "bondo nightmare". It is often referred to as a "skim coat". I used various sheet metal techniques to bring the profile of the car very close to perfect. But at the end of the day, a thin layer of filler was applied to all areas of the car.

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SOME ASSEMBLY REQUIRED PART 7 cont...

By Harvey Ferris

www.newhillgarage.com

BTW there are artisans out there that can finish bare metal to such a high standard that no paint is required. Here are links to a couple that have produced some interesting projects. www.rungecars.com and www.randygrubb.com

On the subject of rust repair whole volumes could be written. I will not try to tackle that subject. A good resource to educate yourself on the E-Type in particular is www.Monocouque-Metalworks.com. The proprietor Chuck has lots of blog posts and a Youtube channel with some very good tutorials. Chuck is unfortunately an example of the shrinking universe of shops with the expertise to perform factory correct bodywork repairs to an E-Type. These E-Type knowledgeable shops are out there. Unfortunately he and the other good ones stay booked, sometimes years in advance. An alternative that many prefer is to find someone local. The advantages are you can keep an eye on your project and shipping is simplified. The disadvantage is that you may be dealing with someone that doesn't do work on older Jaguars every day and thus has a "learning curve" at your expense. The repair may be functional but not authentic to the way the car was originally built. If that aspect doesn't bother you, this can be a good way to go. For instance, the repair done to the footwells on my car was very functional. It just wasn't authentic to the original configuration. Again, for many folks, this is not a negative when faced with the price and hassle of sending your car off to one of the big name restoration shops.

Back to my car. As I have discussed, I purchased the correct sheet metal stampings for the footwells and the associated pieces, which I installed. This was not a trivial effort as it took me several weeks all said and done. The other major issue was the condition of the bonnet center section at the nose above the opening for the radiator. When I mocked everything up, the profile of the radiator opening did not look right. After doing some research, including a trip to the Coventry Foundation in Columbia, SC I found that indeed my bonnet had been scrunched in one or more front end collisions. My painting consultant said he could probably "pull it out". Chuck at Monocouque Metalworks said it looked too far gone to salvage. This might illustrate the difference between using a local guy, who will make a good faith effort to work with the materials and skills he has versus a specialist like Chuck, who knows when to move on to replacement sheet metal. As a reproduction bonnet center section could be purchased from SNG at a reasonable cost (approximately \$1500), I decided to go that route. As we will see in my next article, getting a bonnet right can really take a lot of time and effort. But it will be illustrative how even a car that superficially looks "straight" is really not.





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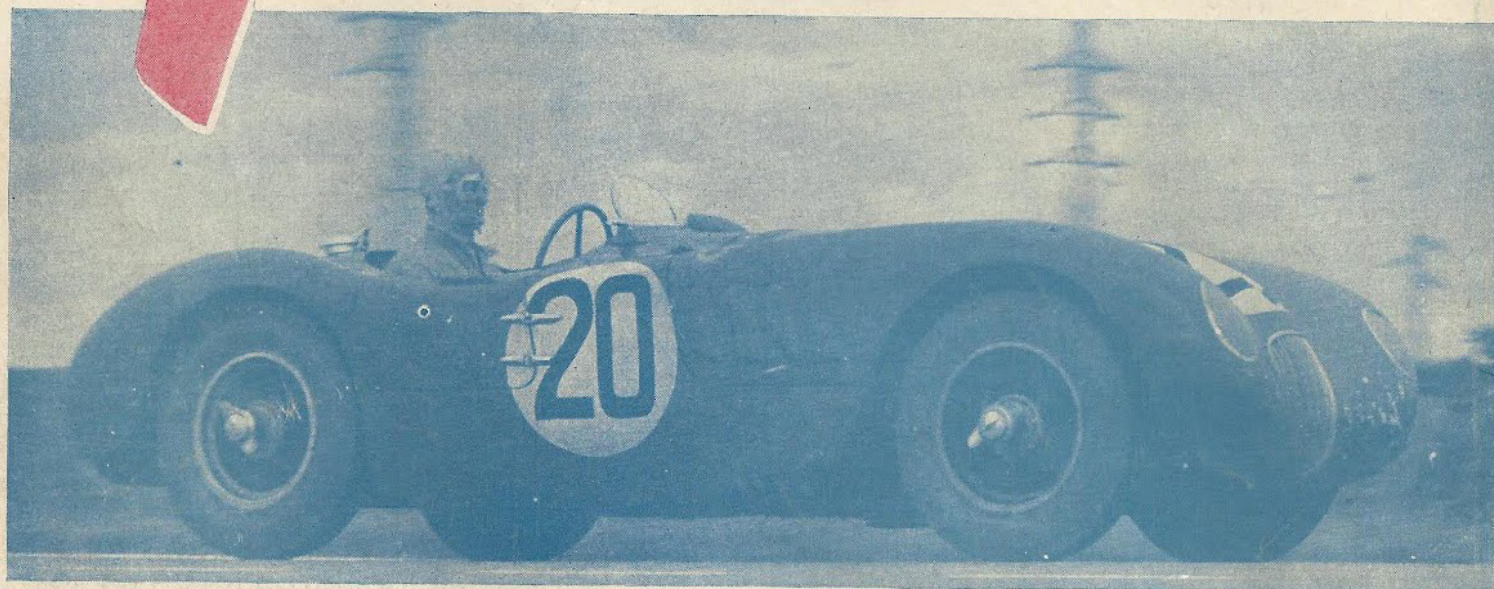
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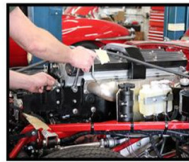


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November 20th Reminder
By Jerry Cohen

This is just a reminder to the 36 members and guest who RSVP'd to attend the November 20th club's annual officer election meeting and luncheon at Heidi's Two Wheel Cafe

1475 W Market St, Smithfield, NC 27577. Please remember to be there by 10:30 am to socialize and attend the meeting and enjoy lunch. It is important that you be there as Heidi has purchased food and scheduled staff for us and is counting on 36 people.

Sorry but it is too late to RSVP as space was limited. If you sent in a proxy ballot by November 10th as found at: <https://carolinajaguarclub.com/> your vote will still be counted.

Invitation to Cars and Coffee Plus

The Leith dealerships at the Cary Auto Mall (including Jaguar Cary) are having a Cars and Coffee Car show on Saturday Dec 11 from 9a-12p. The show will be held in the main parking lot across from Auto Park Chrysler Jeep at 400 Auto Park Blvd, Cary 27511. This could be a lot fun for our Jag Club members to display their classic Jags or other non Jags. There will be a contest and trophies.

So save the date!

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