



# THE LITTER BOX

The official magazine of the Carolinas Jaguar Club.

The February Edition 2022

Happy Valentines and Welcome New Members

JCNA S.E. Region - Club #21

[www.carolinajaguarclub.com](http://www.carolinajaguarclub.com)

## LOVE IS...



# *FROM THE EDITOR*

## *Richard Lloyd-Roberts*

**Fellow Carolina Jaguar Club Members**

**Welcome to the February issue of the Litter Box.**

**This months focus is our events calendar. With Kevin Mann as the new VP events we have an exciting new lineup of events for the year.**

**We hope to see all our members throughout the year and encourage you to get out and meet the rest of the club. The thing that makes the CJC successful is you.**

**in an effort to make the Litter Box more interesting and more about you the club members I would like to include these sections.**

- **Letters from you the members.**
- **Featured member or car. Please send in your submissions**
- **Cars or products for sale from members.**
- **Top Tips**
- **Anything you want to share with the club**
- **An ideas section for readers to answer.**
- 

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



## ***From The President***

***Eric Dunn***

Hello Everyone.

Hope it was your team that won the Super Bowl. There were a number of car commercials during the game including Toyota, BMW, Polestar, Chevy, Kia, GM, Nissan. Initial poles show the Nissan Z was the best with GM one of the worst. The “Z” was a truly a good looking car. Real good looking.

Also hope you had some special time with a special “one” on Valentine’s Day. Had a tough time finding a heart shaped candy box with a color of British Racing Green.

Speaking of special, our next event is the New Members Meeting on the 19th of this month at the Starmount Country Club in Greensboro. It is a wonderful time for existing members and new members to meet and for the latter to become acquainted with various aspects of club operations.

The Membership Co-Chairs, Kevin and Nancy Willis, do an incredible job spearheading the recruiting of new members as well as maintaining all membership information. They also are involved with fee collections, answering member concerns, and coordinating JCNA membership activities. Great work.

The Annual General Meeting of the Jaguar Clubs of North America (JCNA) is scheduled for next month in Milwaukee, 24th-26th. It is open to everyone and all information is available in the last couple of issues of the JAGUAR JOURNAL.

The Jaguar Formula E Racing team has not done well in the first two race outings for 2022. The Saudi Arabia event in January and the Mexico event in February were carried by BMW and Porsche respectively. Next month they are in Rome. Let’s wish them luck.

Eric Dunn  
President





## Car Stories: Jaguar XJS

For classic car enthusiasts, the story of the XJS feels as familiar as an old winter coat. It's the car that was meant to replace the E Type, but didn't. And was ugly to boot.

If that's been the soundtrack whenever you see a XJS, sit back and prepare to have, if not your mind blown, certainly your perception mildly altered.

Here's the story of the Jaguar XJS

### In The Beginning

In the late 1960s Jaguar was busy. E Type was a bonafide hit: everybody wanted one. The trouble was, Jaguar wasn't entirely sure why. The E Type had evolved first as a Le Mans racer and then as a low volume replacement for the D Type. There was no customer research to back up why it looked the way it looked.

It also didn't help that the E Type, never having been specifically designed for a particular customer or market, didn't really fit any particular market segment or customer. It looked like a sports car, but drove like a GT, it drove like a GT but had the cramped confines of a sports car.

When it came to planning its successor, therefore, there was confusion. Should Jaguar simply updated the styling and give the world another E Type, or hive off the replacement into a small range of more focussed sporting cars that better suited the different GT and sports car markets? Jaguar chose the latter route, planning a direct replacement for the E Type that would be the firm's sports car and a larger car that would appeal to GT customers.

Unfortunately these plans were scuppered by British Leyland's parsimony. Jaguar was told to choose between developing the E Type replacement and engineering the V12 engine in the E Type Series 3: it chose the latter. This left just one sports car project - the GT car.

Jaguar's plans for the GT car were clever. It would share the underpinnings of the successful XJ saloon - with a shortened floorpan - as well as much of the mechanicals. With the XJ breaking new ground in the executive sector for its ride and handling, it provided an excellent basis for a more focussed GT car.



Sharing componentry would also make the car easier and cheaper to make - and therefore more profitable.

The job of designing the new car went to the man who created the E Type - Malcolm Sayer. He prioritised aerodynamics, favouring shapes that put function over form. But there was a snag:



when the E Type was being developed there were few expectations. This was a car designed for Le Mans, and possibly a small production run to meet the race's entry criteria.

It was never intended as a serious revenue stream. So it had evolved in a small corner of Jaguar's engineering department, with little interferences from the rest of the company. Consequently the car that emerged was the product of a very focussed team. This was most evidence in the design: had more people been involved then the doors would have been bigger to make it easier to get in and out of, the interior would have been better designed and various other compromises would have been made to alter the uncompromising design.

The XJS evolved in an entirely different way. For Jaguar, the car had to be a success. In the late 60s the firm only had consolidated down to the XJ model and the E Type, the latter clearly long in the tooth. It needed the new GT to be a success in order to fund future model development - and remain as independent as possible under BL.

The XJS was designed by Sayer but with a lot more interferences. He also died before it was finished, resulting in some areas being rushed or not fully evolved. The finished XJS was long and low and had cutaway doors just like the E Type, but it didn't look like a Jaguar in any other way. There were buttresses - at the time a popular aerodynamic device used by Italian supercar makers - and there were strange trapezoidal headlights. Inside there was no wood, just vinyl and lots of it. Where the XJ had a lovely sculpted dashboard, the XJS' dials seemed thrown together in a fit of anger the day before the launch event.

It has become commonly accepted fact that nobody liked the way the XJS looked when it was launched. But even a brief reviewing of contemporary news reports suggests otherwise. Whilst not going as far as to praise how it looked, reviewers weren't actually critical of it and recognised a capable GT car when they drove one.

And the XJS was a very, very good GT car. Supremely smooth, very quiet and with that superlative V12 engine effortlessly powering you forward, here was a car that was so much more useable than an E Type. Jaguar made a big play of comparing the XJS to GT cars from Italy, and with some justification: where Ferraris were temperamental and expensive, the XJS was just very, very, very good.

Unfortunately, being very good and people wanting to buy one are not always mutually compatible concepts. And nobody bought the XJS. In its first six years the original XJS sold less than 15,000 units, with sales dwindling to three figures in the last years of that period. For comparison, during the final three years of production, the aging E Type managed the same volume. This was well below Jaguar's expectations and led to the XJS nearly being canned.

The reasons were, in hindsight, extremely obvious. Buyers loved the E Type. But Jaguar had fumbled its replacement plans and launched the XJS instead, a car that was certainly distinctive but could never be described as beautiful. It was poorly specified too: there was no wood, very little chrome and the interior was low rent. Factor in the mid 70s fuel crisis and you have a toxic mix.

Instead of pensioning the XJS off, Jaguar made a canny decision. In the early 80s it decided to give the car one last roll of the dice, developing a 'High Efficiency' (H.E) head for the car that would improve fuel economy and also making over the exterior and interior with chrome and wood. The changes were relatively inexpensive - no metalwork was changed - but they transformed the car.

During the 1980s the XJS also gained a new, smaller engine - the 3.6 litre straight six - as well as cabriolet and then convertible body options. Suddenly the ugly duckling had become a swan: the styling, once derided by customers, was now considered distinctive. The XJS became the car to be seen in on Sunset Boulevard.

The XJS got another lease of life in the early 90s when Jaguar's new bosses, Ford, ditched the firm's long-developed plans for a XJS replacement (that car became the XJS-based Aston DB7) and invested in another revamp of the 17 year old car. The XJS gained plastic bumpers, redesigned side windows and a four litre engine and sauntered through until 1996 when it was replaced by the XK8 (which was also XJS based).

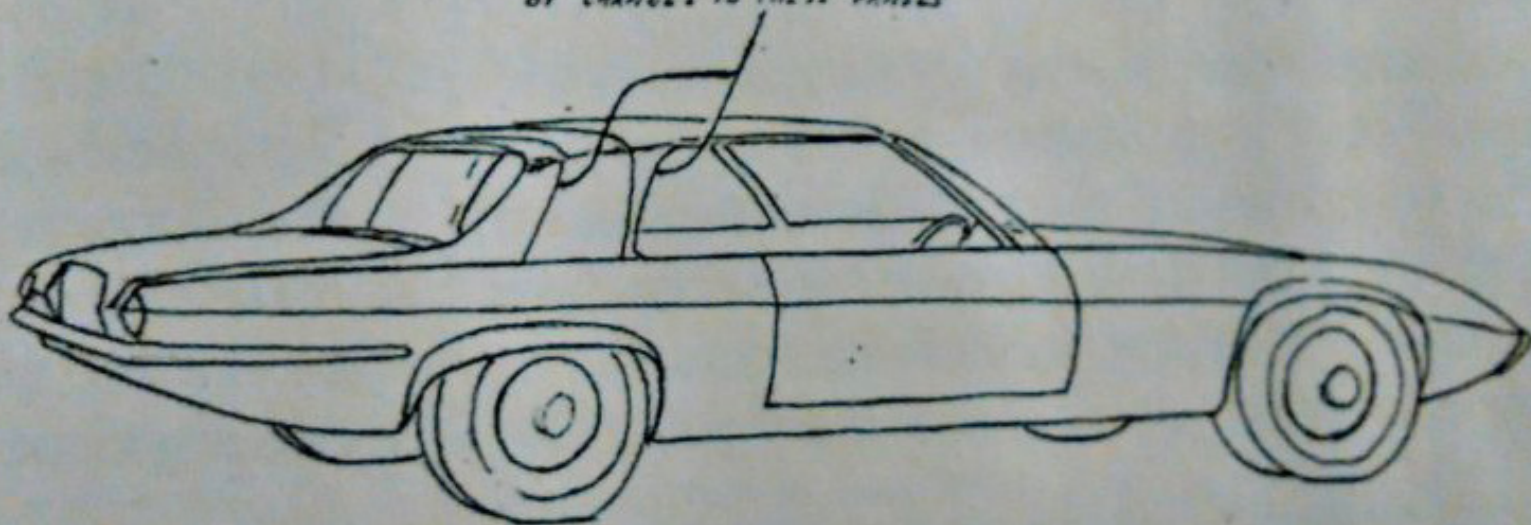
Graham Eason, [Great Driving Days](#).





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**704-754-8880**

**carolinajagclubevents@gmail.com**

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**919-471-6469**

**stephenreps@earthlink.com**



*This is the new Jaguar XK-E!*



# SOME ASSEMBLY REQUIRED PART 9

By Harvey Ferris

[www.newhillgarage.com](http://www.newhillgarage.com)

When I left off in Part 8, we talked about getting ready for paint. Unfortunately, I continue to draw closer to being able to spray actual color but I am not there yet. This is discouraging but also explains why top quality paint jobs cost so much.

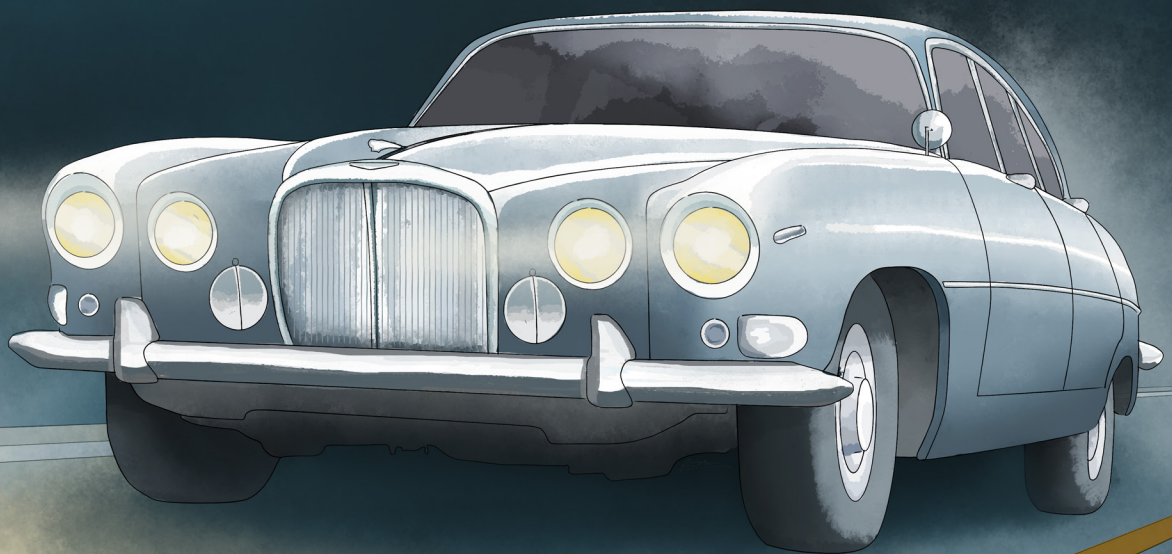
In my case, to tell a little story on myself, I had a professional painter stop by my shop. My goal was to show him my car and convince him to spray the color and clearcoat. I have sprayed color and clearcoat on other cars but I do it so rarely, invariably something comes up to spoil the job and create a lot more effort for me. So I thought I would have this guy get me through that stage of the job, using his years of experience to good effect.

He arrived and after some discussion about the weather and the state of the world, he began to look closely at my work. He asked for a can of cleaner and some clean towels. He proceeded to apply the cleaner to the surface of the car and bent his head down close to the surface, looking obliquely at the reflection of the overhead lights. "Oh, you've got a bad low spot there. And here's another one." After 20 minutes or so poring over the car, he straightened up and said "I was hoping I could get this car right in to paint but it just isn't ready." I tried not to be too argumentative but said something in my defense. He stopped and looked me in the eye and said "Do you want Pebble Beach or do you just want good enough?" Well, of course there was only one answer and "good enough" was not it.





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# SOME ASSEMBLY REQUIRED PART 9. Cont...

By Harvey Ferris

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What he was doing was wetting the surface with the cleaner and looking at the reflections of straight objects to see if the straight line had a “wobble”. If the surface had a low or high spot, the reflection would be offset into a wobble. He said that looking at paint jobs in this manner was just second nature for him. We talked about sanding techniques for primer. I admitted that for the final sanding, I wasn’t using blocks, I was using circular hook and loop sanding paper on a soft “interface pad”, mounted on a dual action (DA) power sander. This apparently had led to “good enough” and not “Pebble Beach”. He said that the items I were using weren’t stiff enough and were gliding over the high and low spots. He advised me that he liked the Durablock system. He said I needed to use these rigid blocks for the entire process, right up to application of color. He also said I needed to use spray on guide coat every step of the way.

Suitably chastened, I purchased a set of Durablocks and rolls of adhesive backed sandpaper in the various grades (180, 320, 400, and 600). Somewhat miffed at being called out, I spent the next week working 10 hour days, thinking I was almost there. Two months later, I am still at it! One problem is that we are getting down to very fine levels of detail. Using these blocks and the guide coat, it doesn’t take much of a low spot to show up. I suspect some are only .010” deep. It doesn’t sound like much but at this stage, you are building up the surface with urethane primer that goes on in layers that about half of that. So as I related previously, a lot of primer gets sprayed on and sanded off.

Another tricky thing is that the E-Type body looks to be nothing but curves. And it is. But at some level you need to find a sanding block that deals with this state of affairs. Durablock offers a variety of shapes and at some point, I have used them all on the E-Type. As an aside, I watched one video on Youtube where a high end restoration shop talked about the vast array of custom sanding blocks that they had developed over the years to match the contours and curvatures of cars they have painted.

Another factor that shows up with the guide coat are sanding scratches. On grey primer in anything less than direct sunlight, I find it hard to actually see sanding scratches. But they are there. The guide coat will fill in the scratches, making them visible. On a good day, one tackles that area with block sanding and the appropriate grit of sandpaper and the scratches can be removed. On a bad day, before the scratches are removed, you sand through the urethane primer and expose the white polyester underneath. In a good enough world, you would just paint over this mix of surfaces. But to do it right, more urethane primer has to be applied so at the end there is a uniform grey coat over the entire car.

Finally, you tend to focus on the exterior of the car but at every edge, there can be more painted surface “around the corner” that has to be prepped just as well. When you throw open the bonnet, the doors, and the rear hatch, you want to see the same nicely painted surfaces as are on the outside of the car. Basically, until the inner surface is covered by a rubber molding, a chrome piece, or upholstery, that paint surface has to be top notch too.

My painter contacted me to say that he was laid up with back problems. This gave me some reprieve schedule wise to get everything ready for him. We’ll see. As the old adage goes, the last 10% of the job can take 90% of the effort!

By Harvey Ferris

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# Judges Training

Date(s) - 19/03/2022

10:00 am - 2:00 pm

Have you ever wanted to get more involved in your club and in helping out at our annual show? Then come join us at the annual judges' training session at Starmount Country Club on Saturday March 19 from 10am to 2pm.

Lunch will be in the Bistro following practice car judging outside in the parking lot.

Existing judges need to renew their certification and we need additional judges as well. We will again send out the test on line to bring everyone up to date. We will need a total of 14-20 judges and I would really like to have our club members judging.

If you want to help out in other ways at the show, we will need 4 runners and 2 score keepers. Please let me know if you can help out. Thank you Judy Martin for already volunteering as a score keeper.

Please let me know if you will be attending.

Stephen Thomas  
cell: (919) 906-6802  
stephenreps@earthlink.net

<https://carolinajaguarclub.com/events/judges-training-2/>

## YOU ARE INVITED - APRIL 2 CLUB EVENT TOUR of RICHARD CHILDRESS RACING MUSEUM

We plan to tour the RCR museum on Saturday April 2 promptly at 11 am. Weblink is <https://www.rcrracing.com/about-richard-childress-racing/>. Admission is \$6.00 / pp.

After conclusion of our museum tour (about 1-1:30 pm), we can proceed to Cafe35 (7 miles away in downtown Lexington). We will be seated upstairs at 2 pm for lunch. Web link is <https://cafe35menu.com/> so you can see their menu. Those who choose to leave after the museum tour or to lunch elsewhere can certainly do so, but we may hold a brief meeting at Cafe35.

Each attendee should plan on paying for their own museum admission and lunch, where we will order from the menu (20% gratuity will be included).

RCR Museum – 425 Industrial Drive, Lexington NC 336-731-3389  
Café 35 – 103 South Main Street, Lexington NC 336-238-3535

Please RSVP before 3/10 with your intention to attend museum tour and lunch option.

<https://carolinajaguarclub.com/events/tour-of-richard-childress-racing-museum-club-event/>



## 2022 CAROLINA JAGUAR CLUB MONTHLY EVENTS

MONT H	DATE	EVENT	CITY	LOCATION / ACTIVITY
JAN	8-Jan	Board mtg	Huntersville	Marriott Residence Inn
FEB	19-Feb	New Members Mtg	Greensboro	Starmount
MAR	19-Mar	Judge's Training	Greensboro	Starmount
APR	2-Apr	March Getaway	Lexington	Richard Childress Museum & Lunch at Café 35 (Self Pay)
APR	23-Apr	British Car Gathering	Dobson	Shelton Vineyards
MAY	5/28 ??	Coventry Foundation	Columbia	Lunch and tour
JUNE	TBA	Winery Luncheon	TBA	J-Lo or <u>Raffaldini</u>
JULY	7/21-24	CONCOURS	L Switzerland	3 <u>nites</u> , 2 dinners + Concours + scenic drive, Thurs <u>nite reception ?</u>
AUG	TBA	AB/Spec. Ops Museum	Fayetteville	Lunch & tour of Museum
SEPT	24-Sep	Autumn in the Mountains	Mills River	Car Show + Brewery Tour, etc.
SEPT	9/25 - 10/1	ROAD TRIP to WV	Lewisburg WV	Home2 Suites - daily drives
OCT	TBA	OCT Getaway	Smithfield	Lunch at Heidi's
NOV	TBA	Officer Elections	Cary	Open House at Leith Dealership
DEC	12/2 - 12/4	CJC Christmas Weekend	Wilmington	2 dinners + Activities TBA



## Head to the Mountains Carolina Jaguar Club Concours

**July 21 – 24, 2022**

*Switzerland Inn  
Little Switzerland, NC*

Registration and more information coming next month.



### BOOK YOUR HOTEL ROOMS

The Inn has rooms blocked for us, and although they're closed for the winter, the business office is open and accepting reservations. The rooms will almost certainly sell out, so we recommend you contact them as soon as possible to make your reservations.

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828 – 765 - 2153

### CONSIDER VOLUNTEERING

We can always use your help in filling the variety of roles that are necessary to make an event like this a success.

- Judging
- Publicity
- Registration
- Field Setup
- Silent Auction
- Runners
- Scorers
- Parking Oversight

Brad and Barbara Merlie  
[cjcjaguarconcours@gmail.com](mailto:cjcjaguarconcours@gmail.com)



## Other Car Show Events:

If you know of an event you feel club members might enjoy attending or participating in please e-mail info to : [cjceditor@aol.com](mailto:cjceditor@aol.com).

This event sent in by Peter Shanahan:

March 26, 2022

In March, Kevin Fielden is organizing another "Best of Britain" Car Show in Charlotte. It is in a new venue with quite ample parking. It is open to all British autos and motorcycles.

The event will be held on Saturday, March 26 at 131 Main  
131 Main Restaurant (Blakeney Location)  
9886 Rea Road  
Charlotte, NC 28277

Details (Registration/Times, etc.) will be available closer to the event by contacting:  
Kevin Fielden: [grigio308@gmail.com](mailto:grigio308@gmail.com)

The event will be in an upscale/modern shopping plaza with many stores, restaurants, coffee, etc. The Motori Italiani car show held there a few weeks ago was a great success. Hopefully, this event will be both of interest to club members

April 9, 2022      Leith Cars and Coffee (more info to follow)

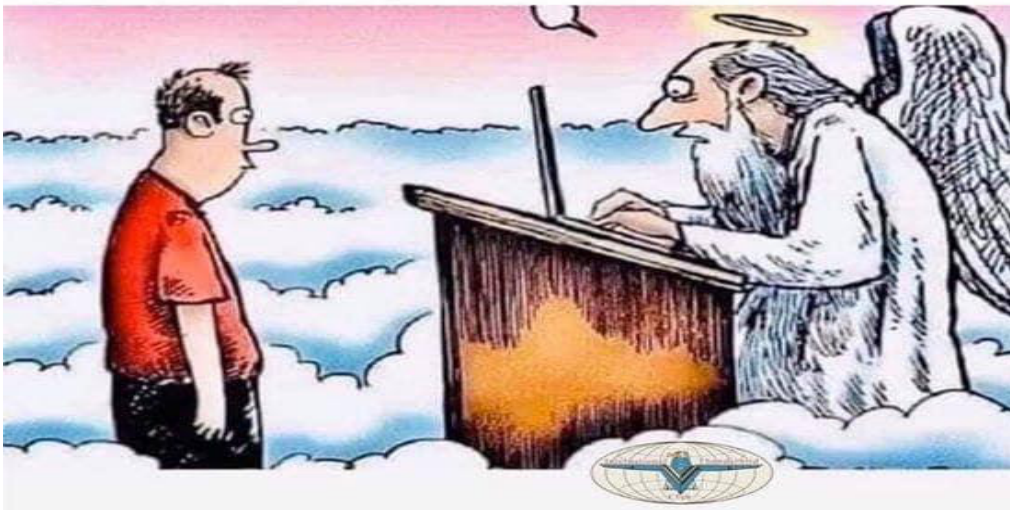
May 14, 2022

Triangle British Classic Car Show

If you have any questions, feel free to contact:

Dennis Taylor, Car Show Chairman [dltpilot@hotmail.com](mailto:dltpilot@hotmail.com), 919-610-7166

## **SAYS HERE YOU PUT A CHEVY ENGINE IN AN XJ-S**



# The Gathering

April 22-24, 2022 Dobson, NC



Photo: Brian Huneycut

The TCOC invites you to the 37th anniversary of **The Gathering**.

With events that include a spectacular mountain tour, a car show at Shelton Vineyards, and an exciting autocross, The Gathering has something for every fan of British cars.

Featured  
marque:



## Schedule of Events

### Directions to Shelton Vineyards

286 Cabernet Lane, Dobson, North Carolina 27017

#### Directions From Charlotte

Take I-77 North to Exit 93 (Dobson), then follow the signs to the vineyard. (Approx. 1 1/2 hours north of Charlotte.)

#### Directions From Winston-Salem /Greensboro:

Take I-40 West to Highway 421 North. Take I-77 North to Exit 93 (Dobson). Follow the signs to the vineyard. We are approximately 1 hour from Winston-Salem, 1 1/2 hours from Greensboro and 2 1/2 hours from the Triangle area. Please note that Exit 93 is approximately 20 minutes from where Hwy 421 meets I-77.

#### Alternate route from

Winston-Salem/

Greensboro: Take

Highway 52 toward Mt.

Airy. Take Pilot Moun-

tain/Highway 268 exit

and travel west on

Highway 268. Approxi-

mately one mile west

of intersection of High-

way 268 and Highway 601 take a right onto Twin Oaks

Road. Winery is approximately 5 miles.



#### Directions From Blue Ridge Parkway

Take Highway 52 North (near mile marker 200) 1 mile to VA Highway 148. Turn Left onto VA Highway 148. Travel 1/2 mile to I - 77 South. Take I - 77 South to NC Exit 93(Dobson). Follow the signs to the Vineyard. (Approx. 23 miles from Fancy Gap, VA.)

Call (336) 366-4724 if you need help with directions.

#### Friday, April 22

1:00 - 5:00 PM Registration at the Hampton Inn & Suites, Shelton Vineyards at Dobson

1:00 - 4:00 PM Blue Ridge Tour, leaving from Hampton Inn, Dobson

4:00 Wrench Wrecker Tech Session

6:30 PM Ladies Nite Out @ Harvest Grill Restaurant, Shelton Vineyards

7:00 PM British parts auction at Hampton Inn with pizza & soft drinks

#### Saturday, April 23

8:00 AM-12:00 PM Registration at Shelton Vineyards

9:00 AM-9:00 PM Participant's Choice Car Show

by 11:00 AM Bring Wrench Wrecker Concours entries to bandshell

11:00 AM Winery Tour and Tasting

12:30 PM Wrench Wrecker Concours balloting ends

12:30 PM Winery Tour and Tasting

1:00 PM Wrench Wrecker match races at the bandshell

1:00 PM Car Show balloting ends

1:00 PM Winery Tour and Tasting

3:00 PM Car Show Awards Ceremony, raffle drawing

6:30 PM BBQ dinner at the Hampton Inn (pre-registration required)

#### Sunday, April 24

8:00 AM-12:00 PM Autocross at Emergency Services Training Center, Surry County Community College

#### Directions to Surry County Community College (for Sunday's events):

From I-77—Take exit 93, go east for approximately 3 miles into Dobson.

South (right) 1 mile on Main Street to SCC on right.

From US Highway 52—Take Hwy 601 South from Mt. Airy for approximately 8 miles. Turn right at sign for Surry Community College Exit. Right at stop sign. SCC is on left approximately 1/4 mile.

From Highway 601 South—Follow Hwy 601 North to sign for Dobson business district. Turn left at sign for Hwy 601 Business (Dobson business district).

SCC is on left approximately 1/2 mile just past Surry Central High School.



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Founded in 1999, **Shelton Vineyards** is the largest family-owned estate winery in North Carolina. Located in the Yadkin Valley near Dobson and Mt. Airy, the winery features a spacious visitor center with a tasting bar and gift shop. Find out more: [www.sheltonvineyards.com](http://www.sheltonvineyards.com)

## Event Highlights

**Blue Ridge Tour:** We've mapped out a twisty route through the foothills of the Blue Ridge Mountains. The tour departs from the Hampton Inn (our host hotel) between 1:00 PM and 4:00 PM on Friday, April 22.

**Auction:** Vendors in the British car community always generously donate a variety of items for our live auction. This year, the auction will also include used items and memorabilia. If you bring an item to auction, the entire winning bid will accepted as a donation to the TCOC. The auction happens at the hotel on Friday night, with plenty of pizza and soft drinks included.

**Ladies Nite Out:** While auction takes place, the ladies have an opportunity to enjoy great friends, great food, and great wines at Shelton's Harvest Grill Restaurant. Participants can catch a ride from the Hampton Inn at 6:30 PM and then get a ride back after dinner. Seating is limited! You must register by Tuesday, April 19 by emailing Jan Cook: [kbtvr@triad.rr.com](mailto:kbtvr@triad.rr.com).

**Participants' Choice Car Show:** On Saturday morning, you're invited to stroll the picturesque grounds of Shelton Vineyards as more than a dozen British marques take the show field. Balloting ends at 1:00 PM with the Awards Ceremony to follow at 3:00 PM.

**Dining Options:** The Harvest Grill, on the grounds of Shelton Vineyards, is an award-winning bistro with enclosed patio seating as well as an intimate dining room. If you prefer to enjoy a picnic on the grounds, the Harvest Grille Express offers a tasty assortment of food items.

**Shelton Vineyards Wine Tours and Tastings** At 11:00 am, 12:30 pm, and 1:00 pm Shelton Vineyards will offer two different tours and tastings:

**Classic Tour and Tasting**--This tour includes a guided tour of our 33,000 square foot winery with an overview of our winemaking process, a tasting of our Classic Wines and a souvenir wine glass. Sign up for a tour time inside the winery on Saturday, April 23. No advance reservations. Limit 30 people. *Price to be determined.*

**Reserve Tour and Tasting**—This tour includes a guided tour of our 33,000 square foot winery with an overview of our winemaking process, a tasting of our Reserve Wines and a souvenir wine glass. (Sign up for a tour time inside the winery on Saturday, April 23. No advance reservations. Limit 30 people. *Price to be determined.*

**Saturday Night BBQ:** Relax and trade stories after the car show with a sumptuous buffet-style BBQ dinner at the Hampton Inn, 6:30 PM on Saturday. Pre-registration is required, with a max. of 120 participants.

**Wrench Wracing:** This lightning-fast race requires little more than an extra tool or two and an imaginative mind. There will be both match racing and a popular vote "concours" held for wrench racers. All entries must be gravity-powered, be no longer than 9" and no wider than 4", weigh less than 2 lb., and feature a hand tool as a major portion of their design. For more info, contact Jamie Palmer, 919-762-0845 or [tr6driver@yahoo.com](mailto:tr6driver@yahoo.com)

**Autocross:** April 24 sees the return of the Gathering Autocross, starting at 8:00 AM. This popular competitive event will be held at Surry County Community College on the Emergency Services Training Center driving course, 630 South Main Street, Dobson, NC



**Early Registration:** All registrations postmarked by March 15 receive \$10 off the weekend registration fee.

<b>Austin-Healey</b>	<b>Mini</b>
100/4	Pre-2002
100/6, 3000 Mk I	Post-2002
3000 Mk II, Mk III	<b>Morgan</b>
Sprite	<b>Morris</b>
<b>Bentley/Rolls-Royce</b>	<b>Sunbeam</b>
<b>Jaguar</b>	<b>Special Interest Sedan</b>
XK 120, 140, 150	<b>Special Interest Sports</b>
E-Type	<b>Triumph</b>
Sedan Pre-68	TR2
Sedan Post-68	TR3/3A/3B
XJS	TR4/4A
XK, XK8, F	TR250/5
<b>Lotus</b>	TR6 '69-'73
<b>MG</b>	TR6 '74-'76
Historic MG	TR7/8
MGA	Spitfire '63-'70
MGB MGC GT Chrome	Spitfire '71-'80
MGB MGB GT Rubber	GT6
Midget	Standard/Triumph Other
	<b>TVR</b>

The first 300 registrants will receive show dash plaques.

**Car Classes:** The following classes are featured in Saturday's car show.

Classes beyond these will be determined by pre-registration as of March 15, 2022. At least two cars must be pre-registered in a class for a 1st-place award to be given. Awards beyond 1st place will be presented in each class depending on the number of cars in a class on the day of show.

**Trailer Parking:** Free trailer parking is available in a lot adjacent to the registration area. There is also trailer parking at the Hampton Inn, weather permitting.

**Tents and Awnings:** No individual tents and awnings are allowed on the site during the show. Club tents are allowed within a designated area. If your club wants to set up a tent, contact Steve Ward at (704) 617-2180 or [SteveWardatty@gmail.com](mailto:SteveWardatty@gmail.com).

# CJC Membership

By Kevin and Nancy Willis



## Take Advantage of ALL Your Member Benefits

As we begin another exciting year of camaraderie, fun outings and road trips, now is a good time to think about how we can each get the most out of our memberships.

### Here's what our low-cost membership fee buys:

- Camaraderie / Fun:
- The opportunity to enjoy camaraderie in many ways with others who share the love of the Jaguar marque
- 12 full months of local / state-wide membership in the Carolina Jaguar Club (SE 21), a fully affiliated regional club of Jaguar Clubs of North America (JCNA)
- 12 full months of JCNA membership
- 12 full months of JCNA / CJC (SE 21) membership for spouse or partner. Our memberships always include spouses.
- Special memberships available for "Young Enthusiasts" (Adults between 19-24 years)
- Monthly meetings to learn, share and just be with fellow enthusiasts
- Fun trips each month organized by our special Event Team. There's something for everyone.
- Annual Christmas Party / Annual Meeting Event
- Annual Concours D- Elegance to show and compete with fellow members from around the nation
- Annual General Meeting (AGM) opportunity to meet others from around the nation, attend really fun events, participate in competitions, serve as local club designate, etc.
- Opportunity to attend and participate in JCNA North American Challenge Championships events that offer a plethora of attractions, competitions, etc. to suit every desire
- Discounts on Heritage certificates
- Concours, Rallies, Slalom programs
- New Jaguar Foundation which will enhance services provided by JCNA
- Financial:
- 10% discounts on parts, labor and merchandise from several NC Jaguar Dealers
- Instant savings off of the final negotiated price for the purchase or lease of a new Jaguar for current members after 12 consecutive months of membership. Savings of up to \$2500.00 on the purchase or lease of specified new Jaguars .



# 2022 Carolina Jaguar Club Membership Application

Last Name:

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

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

Birthdates ( month and day)

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 \$60.00.

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 2022 calendar year.

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

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.

- Discounts on and special insurance for your beloved cat through special insurance firms connected with JCNA.

#### Communication:

Full year subscription to the renowned Jaguar Journal, a bi-monthly publication with regional, national and international information pertaining to all matters of Jaguar. The Jaguar Journal alone is a tremendous value for your membership dues.

Full year subscription to our own local newsletter, the Litter Box, The Litter Box will keep you in the know with its great articles, calendar of events, and newsworthy items of interest. The Litter Box is a well-created and edited newsletter by passionate fellow members with contributions welcome from all members.

Opportunity to submit articles, questions, sales items, etc. to the Litter Box for publication.

Opportunity to submit articles, suggestions and other submittals to the Jaguar Journal.

Regional Membership Directory of names, vehicles and contact information for other members to confidentially retain as a resource for connecting with other members for sharing a multitude of matters, such as technical care, advice, etc. Also, includes our club's by-laws, leadership and committee chairs, etc.

Excellent website – [jcna.com](http://jcna.com).

JCNA Shoppe with rare and desirable Jaguar publications, regalia, etc. at fire sale prices. Great service and delivery.

#### Jaguar Repair / Technical / Maintenance / Care:

- Free Tech Line Help and Forum Advice with Jaguar expert via toll-free access to technical advice, 24/7, to help you maintain, service, condition or repair your Jaguar
- Free technical advice from fellow members
- Free tool loan program from JCNA
- Participation / Competition / Points:

Opportunity to compete locally, regionally and within North America for JCNA points and awards in various special events such as Slaloms, Rallies and Concourses

JCNA Official Membership Card that identifies members for competition, participation and fun

Confidence of knowing you have liability insurance for all sanctioned JCNA events

Opportunity to be a part of the leadership in the regional and within the JCNA club

North American and Regional Awards presented at the JCNA AGM or shipped to participants at the end of year.

Kevin And Nancy Willis



**Hotel Information**  
**Hampton Inn & Suites**  
**Shelton Vineyards at Dobson**

150 Charlestowne Dr.

Dobson, NC 27017

(Exit 93 on I-77)

Phone: 1-336-353-9400

Rate: \$125 plus tax (AAA/AARP rate)

**Hampton Inn—Mt. Airy, NC**

2029 Rockford St.

Mt. Airy, NC 27030

Phone: 1-336-789-5999

Rate: \$119 plus tax (AAA/AARP rate)

- Security will be provided for the parking lot at each hotel on Friday and Saturday from 11 PM to 6 AM.
- To get the special rate, contact either hotel and ask for the *Triumph Car Club* rate no later than 03-15-2021

**Registration Form**

(Save \$—get your registration postmarked by March 15th)

Name(s) : \_\_\_\_\_

TCOC use only

Car 1: Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Car 2: Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Autocross driver(s) : \_\_\_\_\_

Autocross car: Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip \_\_\_\_\_ Email: \_\_\_\_\_

Phone: (home) \_\_\_\_\_ (cell) \_\_\_\_\_

**Registration** (includes Blue Ridge Tour, auction, car show, autocross)

(postmarked by 3/15/22) (per car) \_\_\_\_\_ @\$25 = \_\_\_\_\_

(postmarked after 3/15/22) (per car) \_\_\_\_\_ @\$35 = \_\_\_\_\_

**Saturday BBQ Dinner** (Limited to 120)

(register for dinner on this form—no sales on day of show) \_\_\_\_\_ @\$25 = \_\_\_\_\_

**Gathering T-Shirts (men's)**

S \_\_\_\_\_ M \_\_\_\_\_ L \_\_\_\_\_ XL \_\_\_\_\_ XXL \_\_\_\_\_ @\$20 = \_\_\_\_\_

**Gathering T-Shirts (women's)**

S \_\_\_\_\_ M \_\_\_\_\_ L \_\_\_\_\_ XL \_\_\_\_\_ @\$20 = \_\_\_\_\_

**Wrench Wracer Kit** \_\_\_\_\_ @\$5 = \_\_\_\_\_

**TOTAL =** \_\_\_\_\_

Make checks payable to **Triumph Club of the Carolinas** and send to

**Ralph and Janet Jannelli**

**3901 Davis Drive**

**Charlotte, NC 28270**

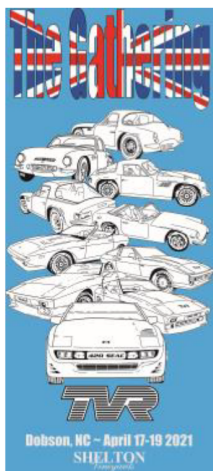
*You MUST sign the following waiver to participate in The Gathering*

The show is limited to British automobiles. All commercial displays will only be allowed in the vendor area. Proof of insurance is required to participate in any driving event. Tech and safety inspections are required for participation in driving events. Any car can be disqualified for safety reasons at the discretion of the Technical Inspector. I am aware of the hazards associated with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, site owners, and the Triumph Club of the Carolinas, collectively and separately, from any and all liability from personal injury or property damage incurred by me or my guests while participating in this event. I have read, understand, and agree to the terms of this release.

Signature \_\_\_\_\_ Date \_\_\_\_\_

No refunds after April 10

Signature \_\_\_\_\_ Date \_\_\_\_\_



# JAGUAR E-TYPE SERIES 1 FIVE-SPEED MANUAL GEARBOX

## Part Photographs



### JAG407

With this specially-developed E-type Series 1 five-speed manual gearbox the ultimate driving experience is always guaranteed. It can be fitted to your vehicle without making any changes to the chassis or bodywork.

Each Gearbox is made to order, please [contact us](#) for further details and lead times.

£12,000.00 inc VAT

£10,000.00 ex VAT

QTY:

—

1

+

ADD TO BASKET

#### Manufacturer Warranty

Minimum of 12 months

#### Genuine OEM Parts

Directly from Jaguar Land Rover

#### Guaranteed Fitment

Built to original specifications

#### Global DHL Express Delivery

Within 3-5 working days

## PRODUCT DESCRIPTION

This specially-developed E-type Series 1 five-speed manual gearbox delivers a smoother, quieter and more refined driving experience.

Replacing the standard gearbox, it can be fitted to your vehicle without making any changes to the chassis or bodywork.

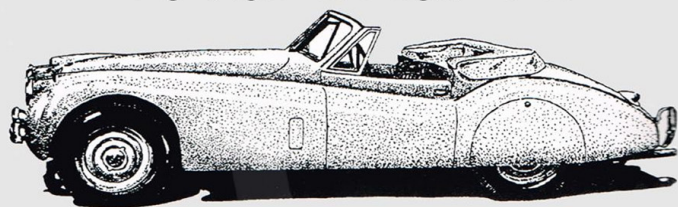
For more information on converting your Series 1 speak to our dedicated service team at Classic Works.



# O.S.J.I



Original Specification Jaguar Interiors



## Standard Interior Kits

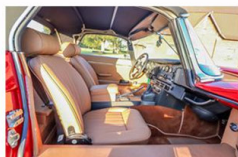
<b>E-Type</b>	
Roadster SI & II	\$3063
Roadster SII	2702
FHC SI & II	3481
2+2 SI & II	4361
2+2 SIII	4254

Call for models not listed - 800.338.8034

## Interior Components

Carpet Sets  
Seat Covers  
Door Panels  
Headliners  
Console Retrim Kits  
Convertible Top Boots  
Original Hardura

(800) 338-8034



\*prices subject to change

## Seat Covers

<b>E-Type</b>	
Front Seats	\$880
Rear Seats 2+2	997
Headrest Covers	171
<b>XK120</b>	\$1112
<b>XK140</b>	
Front Seats	\$1371
Rear Seats	270
<b>XK150</b>	
Front Seats	\$1197
Rear Seats	271

## Factory

**Installation**  
Send your seat frames or complete car to our Muncie, Indiana trim shop for installation perfection!  
**Call for quote**  
800.338.8034

(800) 462-4244

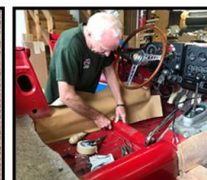


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We take care of your interior by restoring it to its original specifications.

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