



THE LITTER BOX

The official magazine of the Carolinas Jaguar Club.

The June Edition 2022

It's nearly Concours!

JCNA S.E. Region - Club #21

www.carolinajaguarclub.com



FROM THE EDITOR ***Richard Lloyd-Roberts***

Fellow Carolina Jaguar Club Members

Welcome to the June Edition of the CJC newsletter.

Its Concours Time !

If you havent booked you one day left!

Please repond to Kevin Mann for events. He's working hard to put events together and needs your communication for bookings ect.

Romeo says hi!

Richard Lloyd-Roberts

CJC Editor/Webmaster

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Safe Motoring





From The President

Eric Dunn

Hello Everyone.

Last week AUTOCAR reported that Jaguar Cars deleted all of its picture and video posts on Instagram for the last 10 years. Somewhat like a divorcee deleting pictures of their ex on Facebook. New pictures posted were that of the Jaguar XJR-9, which was the 1988 winner of the famous 24 Hour Le Mans race. Picture was captioned , ‘ Prologue ‘. My, oh my. Could Jaguar be contemplating?

Our club event last month to the Coventry Foundation in Columbia was both educational and entertaining. Expanded facilities at the Foundation allowed for a beautiful display of a select number of restored cars which had been previously donated by enthusiasts of the Foundation. George Camp, Sr. Board Member, gave a presentation on the current activities and there was also a donation of a beautiful 1961 Mark II by a N. Florida club member that afternoon. Our Club made a monetary donation to the Foundation in the name of Jerry Ellison to represent Jerrys’ love of the marque and his tireless support of our club and that of JCNA as well. There were also club members from South Carolina, Georgia, and N. Florida in attendance.

Our next event on June 18 is at the Airborne/Special Ops Museum in Fayetteville. See details later in the newsletter. My son spent 4 years next door at Ft. Bragg between deployments to Afghanistan.

Catching up a little on the Jaguar Formula E schedule-----April race in Monaco, our Jag finished 2nd behind a Mercedes. There were two races in May in Berlin; the 1st, Jag could do no better than 5th and 7th ; the 2nd race we could do no better than 9th and 10th. Early in June it all came together in Jakarta, Indonesia where the Jag came in 1st place with driver Mitch Evens, a New Zealander. Next race is in Morocco July 2.

Viewing the road ahead, all club events are looking mighty good. Make sure your Jag is purring nicely and keep it cool in this hot weather. Let’s keep on a happy road.

Eric Dunn



Carolina Jaguar Club Meeting Minutes

April 23, 2022

Shelton Vineyards, Dobson, NC

In attendance at the meeting,: Eric Dunn, Kevin Mann and Rita Mann, Jerry Cohen and Judi Johnson-Cohen, Richard Lloyd Roberts and Coleen Lloyd Roberts, Jim Crowell and Elain Crowell, Don Koepnick and Peggy Koepnick, Neil Mac Artor and Loraine Mac Artor, John Porter, Dennis Rainwater and Anja Rainwater, Mike and Ann Rhyne, John Stewart, Steve Thomas, Kevin Willis and Nancy Willis, Rick Wotring and Dee Wotring.

President Eric Dunn opened the meeting at 1:05 pm. Eric noted the great turn out and thanked all in attendance. He then recognized Treasurer Rick Wotring who gave an update on club financials noting that we had transferred most of the JCNA dues to JCNA and had just began to receive payments for Concours registration. The clubs financial situation is currently good and predicted to stay that way.

Eric then recognized Kevin and Nancy Willis co-chairs for membership. They reported that the Club had hits its all time high membership mark in excess of 180 members and growing.

Eric then called on Kevin Mann, Vice President and events coordinator. Kevin outlined the current plans for the year as they appear on the events calendar found in the Litter Box. He asked for suggestions for August which was still open. He also then reviewed the current plans for the December event in Wilmington. Kevin then passed the podium on to Brad and Barb Merle, Concours co-chairs for a Concours update. Brad gave an update on plans and registrations emphasizing the need to lock in reservation as the room situation was filling up fast, Barb outlined the planned Friday morning drive and scavenger hunt.

Next Eric asked Jim and Elaine Crowell to update us on the September road trip. Jim named the base of operations and the base hotel emphasizing to call and lock in rooms so they can expand the block if necessary. He reviewed each day's events and asked for a show of hands on the optional short or long train rides. All opted for the shorter version.

A motion to adjourn the meeting passed and President Eric Dunn closed it at 1:23 pm.



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2022 Road Trip In Memory of Jerry Ellison
September 25 – October 1, 2022
Home 2 Suites
Lewisburg, West Virginia

Sunday, September 25 **First Guests Arrive and check in to hotel**

Dinner Reservations at 7:00 PM – (can get more if necessary)

The French Goat **16 people**

Hill & Holler **10 people**

Monday, September 26

Morning - Cranberry Glades Visitor Center and Botanical Gardens featuring boardwalk and trails and a visit to Hills Creek Falls

Afternoon - Lunch on a private deck at the “Greenbriar Grille “which is on the banks of the Greenbriar River.

3:30 PM - Tour of Lost World Caves which is very close to the hotel, making it convenient for those that may not want to go, to easily get back to the hotel.

Evening

Dinner Reservations at 7:00 PM

Hill & Holler **10 people**

The Humble Tomato **10 people**

Stardust Café **up to 20 people**

Tuesday, September 27

Morning

Visit Sandstone Visitors Center which serves as a gateway to the Southern portion of the New River Gorge National Park and Preserve. You can learn about the natural and cultural history of the New River through interactive exhibits and a 12 minute video.

Afternoon

Lunch in private room at “Pies and Pints” in Fayetteville

Spend time at the New River Gorge (one of Jerry Ellison’s favorite places) It is one of the oldest rivers on Earth, and is the longest river gorge in the Appalachian Mountains. (Naoma has a story about this...) Building the bridge was an amazing feat. This incredible place offers adventures and inspiration for all.

Evening

Dinner Reservations at 7:00 PM

Food & Friends **10 people**

Hill and Holler **10 people**

The Livery **20 people**

Wednesday, September 28

Morning

Leave hotel early to drive the Highlands Scenic Highway, one of the Monongahela National Forest’s most treasured features. We will drive the 23 mile loop, and peak at 4,500 ft. There are 4 scenic overlooks, all with Restrooms.

Afternoon

Lunch in Cass at “The Last Run”

2:00 - 4:00 PM 2 Hour Durbin’s Rocket Train Ride

Evening

Dinner Reservations at 7:00 PM

Food & Friends **10 people**

Hill and Holler **10 people**

The French Goat **10 people**

The Livery **10 people**

Afternoon

Lunch in Cass at “The Last Run”

2:00 - 4:00 PM 2 Hour Durbin’s Rocket Train Ride

Evening

Dinner Reservations at 7:00 PM

Food & Friends	10 people
Hill and Holler	10 people
The French Goat	10 people
The Livery	10 people

Thursday, September 29

Morning

We will visit Tamarack Marketplace, featuring unique shopping of locally made and crafted arts by more than 2,800 artists and artisans from all fifty-five counties of the state. Following shopping time there, we will have lunch in a private room of the restaurant.

Afternoon

Tour of Beckley Coal Mine and Miner’s Homes

Evening

5:15 PM Group Dinner The Bluestone Dining Room at Mc Keever Lodge located in Pipestem Resort State Park. Dinner will be private, the menu looks great and reasonably priced.

Friday, September 30

Morning

Private Tour of the Greenbrier Bunker in White Sulphur Springs which is very close to Lewisburg

Afternoon

Lunch suggestions - You may want to have lunch at the Greenbrier Restaurant, Draper’s for some old fashioned Southern Hospitality. The “Big Draft Brewing Company”, also in White Sulphur Springs, is supposed to be fun and cool, and has an outdoor deck.

You might also like to head back to Lewisburg which has interesting shopping and plenty of places to grab some lunch. Greenbrier

Evening

Dinner Reservations at 7:00 PM

The French Goat	10 people
Food & Friends	10 people
Hill and Holler	10 people
Stardust Cafe	10 people

Saturday, October 1

Group to depart after breakfast.

PACKAGE PRICING:

If you plan to participate for the entire week, the per person cost will be \$135.88 per person. Below are the prices of each tour, so that you can calculate your trip price based on the days you will attend.

Private Lost World Cave Tour- \$9.00 per person

Durbin Rocket Train - \$50.88 per person

Private Beckley Coal Mine Tour - \$15 per person

Private Greenbrier Bunker Tour - \$61 per person, based on a minimum of 20 people



2022 Carolina Jaguar Club Events Calendar

- June 18: Fayetteville, NC, Airborne Special Ops Museum Tour. We will be meeting for lunch and a tour of the museum. Details to follow.
- July 21-24: Little Switzerland, NC, Carolina Jaguar Club Annual Concours. This event will be held at the Switzerland Inn. 3 Nights, Friday Drive and scavenger hunt, followed by cocktail reception, welcome dinner with special guest speaker: Author, race car driver, and general gear head, Burt Levy. Saturday Concours, cocktail reception, and awards banquet. Register on line at www.carolinajaguarclub.com
- August: TBD Suggestions welcome
- Sept 24: Autumn in the Mountains Mills River British Car Show (optional add-on Saturday before Road Trip)
- Sept 25: Lewisburg, WVA. Dr. Gerald Ellison Memorial Road Trip. Based at to Oct 1: Home2 Suites hotel with daily drives and site seeing and food of course. Advance hotel reservations are needed, details in this issue.
- Oct: Date to be determined, Smithfield, NC a return to Heidi's Two Wheeled Café, 1475 W Market St, Smithfield, NC 27577.
<https://www.facebook.com/twowheelcafe/>
- Nov 12: Cary, NC. CJC annual club officer elections. Held at Leith Jaguar/Land Rover, Cary. Open house details to follow.
- Dec 2-4: Wilmington, NC. CJC annual Holiday gathering activities plus 2 group dinners. Details in past issues and this issue. Reservations are encouraged, Embassy Suites, Wilmington.

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CJC CONCOURS

What to expect.

Thursday 7/21

- Check in begins on Thursday afternoon. A registration table will be set up in the lobby of the Inn.
- Dinner will be on your own. Reservations are recommended if you choose to dine at the Inn, but there are also options in Spruce Pine.
- After dinner, join us for an informal gathering at the bar on the patio (or the Fowl Play in case of inclement weather). Come catch up with friends and make some new ones!

Friday, 7/22

- The Last Open Road GTA Rally - Our Friday drive will be a Game, Tour, and Adventure Rally to Spruce Pine. There will be questions to answer and photographs to take as we drive along the scenic Blue Ridge Parkway and other lesser known roads.
 - Friday night dinner in the Chalet Restaurant - We will start with cocktails on the patio where a cash bar will be available. Our special guest speaker will be author and sports car aficionado Burt Levy. Self-proclaimed as the "World's Fastest Novelist", Burt admits that he has always had two great dreams: to become a great novelist and write books that people wanted to read and to become a racing driver and drive all the greatest cars on all the best racetracks in the world.
- ### Saturday, 7/23

- The main event, our annual JCNA sanctioned "Head to the Mountains" Concours Plan to spend your day enjoying beautiful cars and wonderful people in a spectacular setting.
- Saturday evening we will wrap things up with our awards banquet.
- Sunday. Wrap up with breakfast, say goodbye for now to old and new friends and start planning for next year.



2022 Concours USO Fund Raiser

Once again, we will be raising money for the USO at the CJC Concours this year. We will hold a “Wine Raffle” on Saturday and look forward to this being a fun way to raise lots of money.

Please bring a bottle (or 2) of a great wine – the value of the wine should be at least \$15.00.

You can purchase a special bottle, ask your favorite wine store for a donation, or bring a bottle from your own collection.

Each bottle will be assigned a number. Attendees at the Concours can buy a ticket for \$20.00 and draw a number – you will take home the corresponding bottle of wine.



2022 Concours The Last Open Road Rally*

* A GTA Rally – Game, Tour, Adventure rally not Grand Theft Auto

Join us for a rally to Spruce Pine, NC via the Blue Ridge Parkway and a few other roads less travelled.

The Last Open Road, by Burt Levy, tells the story of a young mechanic from Passaic, New Jersey who becomes involved in automobile road racing during its peak in the 1950s. The coming-of-age story follows Buddy Palumbo as he attempts to balance family life with his love of cars, specifically Jaguars, and racing.

A lesser-known piece of trivia about this book is that this classic story was originally set in Spruce Pine, NC. Some of the early working titles were The Last Open Parkway and The Blue Ridge Road. In subsequent revisions, the author decided to move the backdrop to Passaic, New Jersey in order to better facilitate some of the story lines.

Through exhausting and diligent research, we have discovered the true locations of a number of important places mentioned in the original manuscript.**

Entrants will want to pay close attention as they will be charged to answer questions as well as to find three locations and take photographs in order to complete the challenge.

After the rally, we will meet in for lunch in the Spruce Pine Historic District.

** This story is completely true except for those parts that are made up.

Thank You!!!

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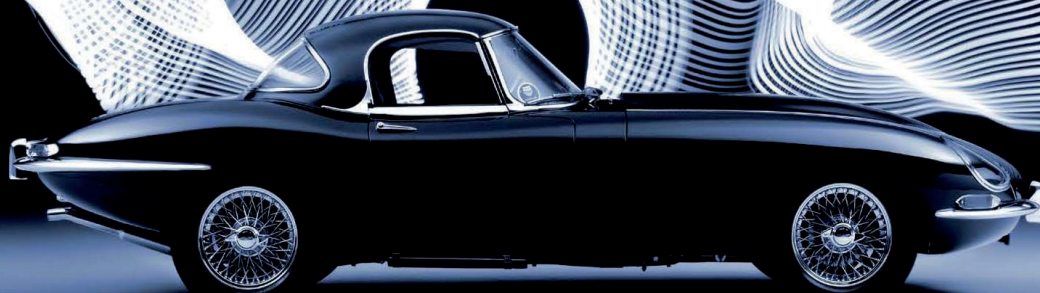
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Chapter 2 Pontiac Goes Racing

Pontiac's Entry into Racing in the 1950's & 1960's

I was with Pontiac during the years that Mr. John Z. DeLorean was the General Manager. He was responsible for bringing the 1964 GTO, the great 1969 Grand Prix and the fantastic Firebird Trans Am to life. These years are often referred to as the "Glory Days" at Pontiac. DeLorean was a "real" car man. Jim Wangers published a book about the fun days on Woodward Avenue north of the Eight Mile Road and taking our street-rods to the drag strips along with the "factory" hot rods. It was an exciting time to be with Pontiac where the motto was "We Build Excitement".



1953 Corvette

As a boy growing up in Pontiac, Michigan, I remember stories about the Pontiac Motor Division in the 1950's when Pontiac was transitioning from a school-teachers basic automobile to a high-profile performance brand. I remember my father talking about Bunkie Knudsen who had been appointed the Vice President of General Motors and the General Manager of the Pontiac Motor Division in 1956.



1955 Thunderbird

A LITTLE CORPORATE BACKGROUND

Bunkie Knudson's father, William S. "Big Bill" Knudsen was one of the early executives at General Motors. He served as



1956 Pontiac

the President of General Motors from 1937 until 1940 when President Roosevelt appointed him the Chairman of the office of Production Management during WWII. In January of 1942, William Knudsen was commissioned as a Lieutenant General of the US Army. He is the only civilian ever to join the Army at such a high initial rank, and was appointed as Director of Pro-

duction, Office of the Under Secretary of War. In this capacity, he worked as a consultant and troubleshooter for the War Department. He served in this position until June 1, 1945 after the end of WWII.

Semon E. "Bunkie" Knudsen, Bill's Son, became a vice-president of General Motors and General Manager of Pontiac Division in 1956 after working his way up through Pontiac management during his tenure beginning in 1939. According to Wikipedia, when he was appointed head of the Pontiac Motor Division of GM, he was given the mission to improve the marque's sales performance. At that time Pontiac had a reliable but stodgy image. "Bunkie" as the head of the Pontiac Division, was in charge of taking this lifeless image and transforming the Pontiac into a vigorous high-performance brand.

I don't know who said something like this: "Well, Bunky, Pontiac doesn't have an image". Mr. Knudsen's answer was something like: "Well, damnit, we gotta go out there and make us one. Cause if we don't, you, me, and the rest of us are toast."

In the 1950's, the world was a different place. Following World War II, the US economy was in a BOOM period. One thing everybody loved was cars, cars, cars and more cars. Especially cars that went fast. Real fast. Companies like Ford, Chrysler, Chevy, and Oldsmobile were cranking out hot rods that folks, young kids especially, loved to drive. People identified with their cars. A Cadillac, Lincoln and Chrysler would have been seen as more of an older person's type of car. The 1953 Corvette was born. The 1955 Thunderbird was a car that a hip, young buck would have driven.

A Pontiac, before 1956, was a car that sat in the driveway of a schoolteacher. It was a dying brand. This wasn't the image the boys at Pontiac wanted. They wanted to be the Ford Thunderbirds and Chevy Corvettes that everyone coveted so much. In order to do this, they had to change things, and damn near just about everything.

Bunkie's father helped General Motors in the early years and raised Bunkie up to live and breathe cars. I was told that when Bunkie got to the age of being able to have a car, which was a lot younger than sixteen, his father, William Knudsen, brought home a pile of parts and pieces and told him to figure how to build a car if he ever wanted to drive. From then on, he knew his destiny. Automobiles were in his blood. His problem-solving mind would be put to the test if he was going



1957 Pontiac Convertible

tude, they were ready to create rides that matched the hot-rods of the West Coast, Chevy, Chrysler and Ford! General Motors had released a new V-8 engine the year before to the Chevy, Pontiac, Oldsmobile and Buick Divisions and they planned to use all of this to their utmost advantage. Sculpting the “need-all be-all” certainly wouldn’t come as easy as it sounds. The next couple of years were a time for trial and error.

One of the first moves they made was to have Mickey Thompson drive a 1956 Pontiac Chieftain to break the world record for running at 118 mph for 24 hours! They started adding some new names to the Pontiac line-up like Bonneville after the Bonneville Salt Flats in Utah. The 1957 Bonneville tri-power carburetors and fuel injection options made a state-



1958 Pontiac Indy 500 Pace Car

to bring Pontiac to life and save Pontiac from termination. Bunkie Knudsen would no longer have Pontiac be considered the stepchild of General Motors.

Bunkie needed to find the best talent that Detroit could give him. In July of 1956 he made his first call to Pete Estes, who at the time was overseeing a very successful operation at Oldsmobile. According to an article in Motor Trend Magazine, “Pontiac Chiefs”, Pete was a little hesitant about switching over to Pontiac. He finally decided to accept, and this would prove to be the greatest decision of Pete’s life. He became the Chief Engineer of the division. The second phone call was to a young mechanic and engineer, John Z. DeLorean. After persuading him to join forces in 1956, these men would revolutionize the image of Pontiac from the ground up with the assignment from Bunkie to create high performance versions of Pontiac’s existing models. The new performance image led to a dramatic rise in new car sales with the division reaching third place in industry standings by 1962.

While the above-mentioned men had engineering backgrounds they needed someone to sell all of this to the dealers and the public. Bob Emerick Sr had been with Pontiac since 1934 and had worked his way up the corporate ladder. He was the salesman they needed for the team. Bob was an ex-Detroit Lyons football player and another key figure in Pontiac’s success team that would later put Pontiac on the NAS-CAR map.

With DeLorean’s and Estes’s young minds and gung-ho atti-

ment that there was a new Pontiac at the dealership.

It turned heads and got a lot of attention. It is still a beautiful automobile!

Another notable 1957 Pontiac model was the Star Chief Custom Safari Transcontinental station wagon. The Transcontinental was appealing in every way possible. It looked sleek. Its 347 cubic inch engine roared much louder than the previous models, and with this roar came the speed to compete with just about any other car out there. Now, the only way was up. The team had successfully designed and manufactured cars that had a whole new image. Now, they had to get the image out there for the public to buy.

Not only did Estes and DeLorean have mechanical wit, they had vision! They also were smart when it came to the marketing of their new creations. Under the leadership of Bunkie Knudsen, with Bob Emerick handling the Public Relations for the Division, more contacts were made with the racing community.

Pontiac became the “Official Pace Car” of Indianapolis in 1958. Great exposure!

On the west coast in California there was a street that car fanatics called Sunset Strip. Sunset Strip was the place to test your car against all the others with both looks and performance! The “east coast” had a street called Woodward Avenue in Detroit (Detroit is considered the east coast). Woodward Avenue is where young ones like me who thought their

The First Daytona 500 Pace Car – Pontiac

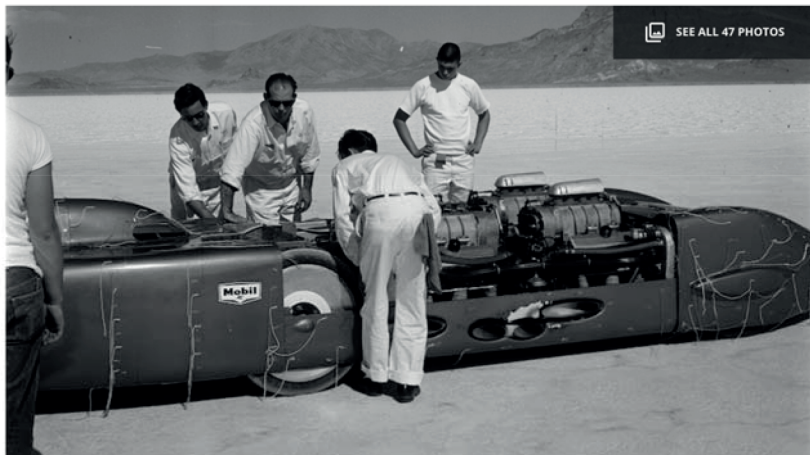
Posted on [May 18, 2017](#) by [Pontiac Racing](#)

05/18/2017 – For the inaugural Daytona 500 in 1959, Pontiac paced the field with a beautiful Bonneville convertible; it would start a legacy that ultimately found Pontiac pacing the legendary race for 32 consecutive years (1972-2003) as well as 1961, 1962, and 1967 (in addition to the aforementioned 1959).



car was cool, would go to show off. It was where the new target audience hung out. They brought their Pontiacs to Woodward Avenue to show those machines could run just as well as any Ford, Dodge or Chevy could. Woodward Avenue wasn't the only place to prove themselves, though. Pontiacs

These pictures were taken by Petersen's Eric Rickman on Bonneville Salt Flats on August 16, 1960, during what appears to be a test session for the team. Thompson went on to run a land speed record of 406.60 mph on September 8, 1960.



Above: Mad Dog Winner Fastest Daytona Lap

1960-Mickey Thompson takes 4 engine Pontiac powered streamliner to 406 mph making the Pontiac V-8 the fastest engine on the planet!

This has gotta' be the baddest Pontiac of all time!!!!



would show up at dragstrips and at stock car race events across the country. Although Pontiac was making its debut in the streets and what not, it just simply wasn't enough.

In 1960, Bunky Knudsen, the General Manager at Pontiac worked again with the famous Micky Thompson to build a "Streamliner" dpowered by FOUR Pontiac supercharged V-8 Engines. The goal was to exceed 400 MPH.

Bill France Sr. was making his NASCAR dream a reality, just like Bunky and his Pontiac team.

An opportunity came along; an opportunity that would bring Pontiac into the spotlight and become a top-notch competitor. Remember how I mentioned that Bob Emerick put Pontiac on the NASCAR map? Well, he did. He sure did.

It is important to note that Bob Emerick was the Pontiac executive that became great friends with Bill France, Sr., the founder of NASCAR when "Big Bill" was building the new Daytona International Speedway and was short on cash! Bob wanted Pontiac to go racing and Big Bill needed help building

the racetrack between 1957 and 1959.

A story that I was told by Bob Emerick and his son, Dick Emerick, was that Pontiac supplied personal and company cars to the Speedway and members of the France family as a way to free up additional family funds by selling their personal cars and also providing "company cars" to employees as part of their pay. Union Oil purchased stock and Pepsi became the exclusive sponsor of the Firecracker 400 in July at Daytona. Pontiac became a favored race car at NASCAR. Bob also found a way to help some teams with parts and technical support.

Bob Emerick used this relationship to introduce the 1959 Pontiac as the Official Pace Car of the Daytona International Speedway when it opened in 1959. Everyone who loved cars came to see their favorite race cars at the new Daytona International Speedway. And do you know what else was there? Pontiac's slick new rides racing around the track.

Pontiac had officially entered the NASCAR world of competi-

tion. It was now running with Chevy, Buick, Oldsmobile, Dodge, Plymouth and Ford, literally. Emerick went all over the nation to promote the Pontiac as the Official Pace Car of the Daytona International Speedway.

By 1963, Pontiac was kicking ass. They had become third in sales behind Chevrolet and Ford. To be third in sales was to be "first" against all of the other car manufacturers. To be #3 was to be the best and most successful car manufacturer in the United States. The top management at GM would have Chevrolet out produce Ford every year just to stay ahead of Ford in sales. That was all that mattered in downtown Detroit!

Models like the Catalina, Bonneville, Grand Prix and LeMans were sitting next to Chevys, Fords, Dodges and Plymouths at stoplights across America. They could beat the likes of Corvettes and Thunderbirds. Sales had come from 396,716 in 1960 to 590,071 in 1963. In 1966, 831,331 and 1978 sales peaked at 900,380

Bill France, Sr ranks up with the best event promoters ever. In the 1950's he created an event that would encourage all of the automobile manufacturers to come to his new super-speedway in January each year to compete for performance awards related to fuel mileage. He called it the "Pure Oil Economy Runs." Cars were given a measured one gallon of fuel and the winner would be the car that went the furthest. There was a class for about every engine, carburetor, transmission, weight class and body style. Every car manufacturer could win something to brag about in their advertising. The objective was to get the car manufacturers to promote the Daytona 500 in February and sell tickets for Big Bill.

Mr. France came up with another great promotion: Because of a fatal crash just prior to the inaugural 1959 Daytona 500 led many to fear that its extreme features made it inherently unsafe. In 1960, Bill France offered a \$10,000 cash prize to the first person who could surpass the 180mph mark.

The world speed record was 177.38 mph, set three years earlier in Monza Italy." Bob Osiecki took France up on his offer and shipped "Mad Dog IV" from Charlotte to Daytona. On August 29, 1961, a new world closed course record was set at 181.561 mph. Mr. France could now promote the Daytona International Speedway as the fastest "closed course speedway" in the world. This car can now be seen at the Don Garlits Museum of Drag Racing in Ocala, Florida.

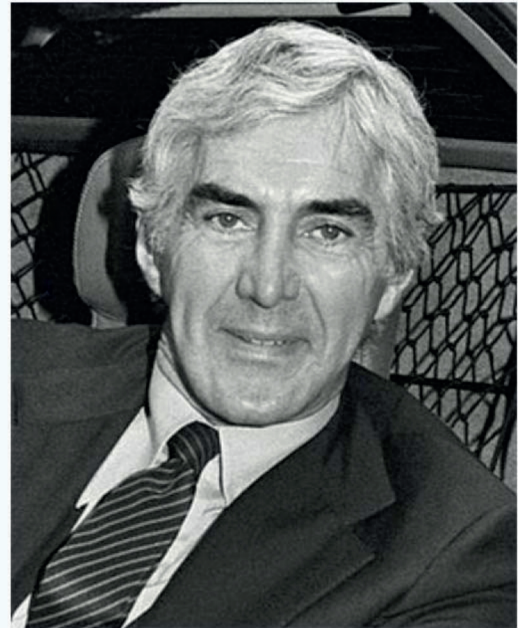
All of the top dogs were running their cars against the Pontiacs. America loved Pontiac, and so did some notable NASCAR drivers. At any given race, one could see Fireball Roberts, Junior Johnson or David Pearson raising hell on the track in their Pontiacs. We should also note that these drivers loved to win. In 1962, Joe Weatherly won the NASCAR Cup Series Championship in his Pontiac. Pontiac had come a long way, and they weren't done yet.

UNTIL!

In order to explain, I must first rewind to the situation with Smokey Yunick during the Pure Oil Economy Test Runs at Daytona in 1963. Believe it or not, gas mileage mattered back then almost as much as it does now. The freedom NASCAR gave manufacturers allowed Smokey with his mechanical prowess and less than honorable methods, to make modifications to some of the factory cars that would compete for their bragging rights.

If someone drives a car that can go farther on a gallon of gas, they will inevitably win their class. Smokey made sure his car, a Pontiac, drove further than anyone. After his run, NASCAR officials, who were really just a bunch of clowns,

John DeLorean



Born	John Zachary DeLorean January 6, 1925 Detroit, Michigan, U.S.
Died	March 19, 2005 (aged 80) Summit, New Jersey, U.S.

checked his car because it performed exceptionally well. I was told that the officials removed the gas tank and fuel lines but found no illegal modifications. Smokey grew impatient and finally said, "well, are you done with my car?"

The NASCAR officials looked at each other and said "yes". Smokey stepped into the driver's seat and drove his car all the way back to his garage in Ormond Beach, leaving the fuel lines and gas tank on the ground behind so the story goes. This story received significant coverage, to say the least. General Motors upper management did not take too kindly to their new public image of cheating. This event, along with growing safety concerns about real stock car racing, led to GM's corporate edict in 1963 banning their factory support for any and all race activities. Ford and Chrysler soon followed and took the exit from racing.

By the end of the 1960's, under the leadership of Mr. John Z. DeLorean, Pontiac had come out with the brand's most notable street creations, the Pontiac GTO and "The Judge" along with the Firebird and the Firebird Trans AM. DeLorean was the driving force behind the 1964 GTO, the 1969 Trans Am and the beautiful 1969 Grand Prix. DeLorean came to Pontiac in 1956 as an assistant chief engineer to Pete Estes. He was promoted to chief engineer when Estes became the general manager of Pontiac and a VP of GM. Pete Estes had become Vice President of General Motors after taking over Pontiac and he would eventually become the 15th president of the automotive powerhouse after a tour at Chevrolet. DeLorean took over Pontiac in 1965. In 1969, like Knudsen and Estes, Mr. DeLorean moved to Chevrolet.

This is about the time that I became part of the sales/marketing group at Pontiac Motors. I worked in the Sales and Service group during the period that was led by Pontiac General Managers, Bill Hognlund and Mike Losh.

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SOME ASSEMBLY REQUIRED PART 12

By Harvey Ferris

www.newhillgarage.com

Some Assembly Required Part 12 – Independent Rear Suspension

A recent milestone for the restoration of the 1963 E-Type FHC is the completion of the independent rear suspension aka the IRS. The IRS on the E-type was an improvement over the solid axle design of the XK-120/140/150 series cars. It is “independent” in the sense that each wheel can respond to suspension movements independently from the other one. Theoretically this will allow the car to corner better, especially on uneven pavement surfaces. Here is a 3D cutaway drawing that was penned in 1961 for Autocar magazine.

The driven halfshaft, over top of a rigid link, forms a parallelogram that allows the hub/roadwheel assembly to move up and down with minimal camber change. Twin spring/damper units control the vertical movement, as well as supporting the weight of the car. A trailing arm that attaches forward under the body serves to locate the assembly in the fore/aft position. A small anti-sway bar is used to increase the roll stiffness.

Another feature of the design was the use of disc brakes mounted “inboard” just adjacent to the differential. This design reduces unsprung weight at the wheels, although making work on the brakes much more difficult from an access standpoint.

Finally, not visible in the cutaway drawing, was a mechanical limited slip device in the differential that allows power to be delivered to a single roadwheel if the other one is slipping for any reason. So at the end of the day, a rather complex sub-assembly, certainly not cheap to build, but adding much cachet to the Etype’s sporting image when released in 1961.

Here is a photo of the exploded parts drawing in the Spare Parts Catalogue.

As you can see, there are quite a few small parts involved. Some assembly required indeed!

Last year, I had Dick Maury at Coventry West rebuild the differential. Last winter, I started to restore the entire IRS as a good cold weather project in my heated shop. This job was not on the hurry up list and it has taken me a year to get done. I will not attempt to discuss the details of the assembly work. It is daunting but a doable task for a home mechanic. If you need some good on-line technical assistance, I would recommend this web page. This fellow has really gone above and beyond in documenting the various steps required.

<https://relicrecyclery.com/Jaguar/63EType.htm>

I would also point out that my effort included the installation of new stock springs and SNG Barratt’s line of reproduction dampers. So in effect, I went with the original suspension characteristics that this E-type was born with, with no attempt to make any “upgrades”. One exception, visible in the photo, is that I installed a remote brake bleeder kit. All bearings, u-joints, trailing arm bushings, wheel spline drives, brake discs, brake pads, and brake pistons are new. I also had to source a new bracket to hold the mechanism that activates the parking brakes, as the original had gone missing from my box of parts. I set the camber per the workshop manual to -3/4 degrees.

The IRS is a good example of a sub-assembly that can be restored relatively independently from the rest of the car.

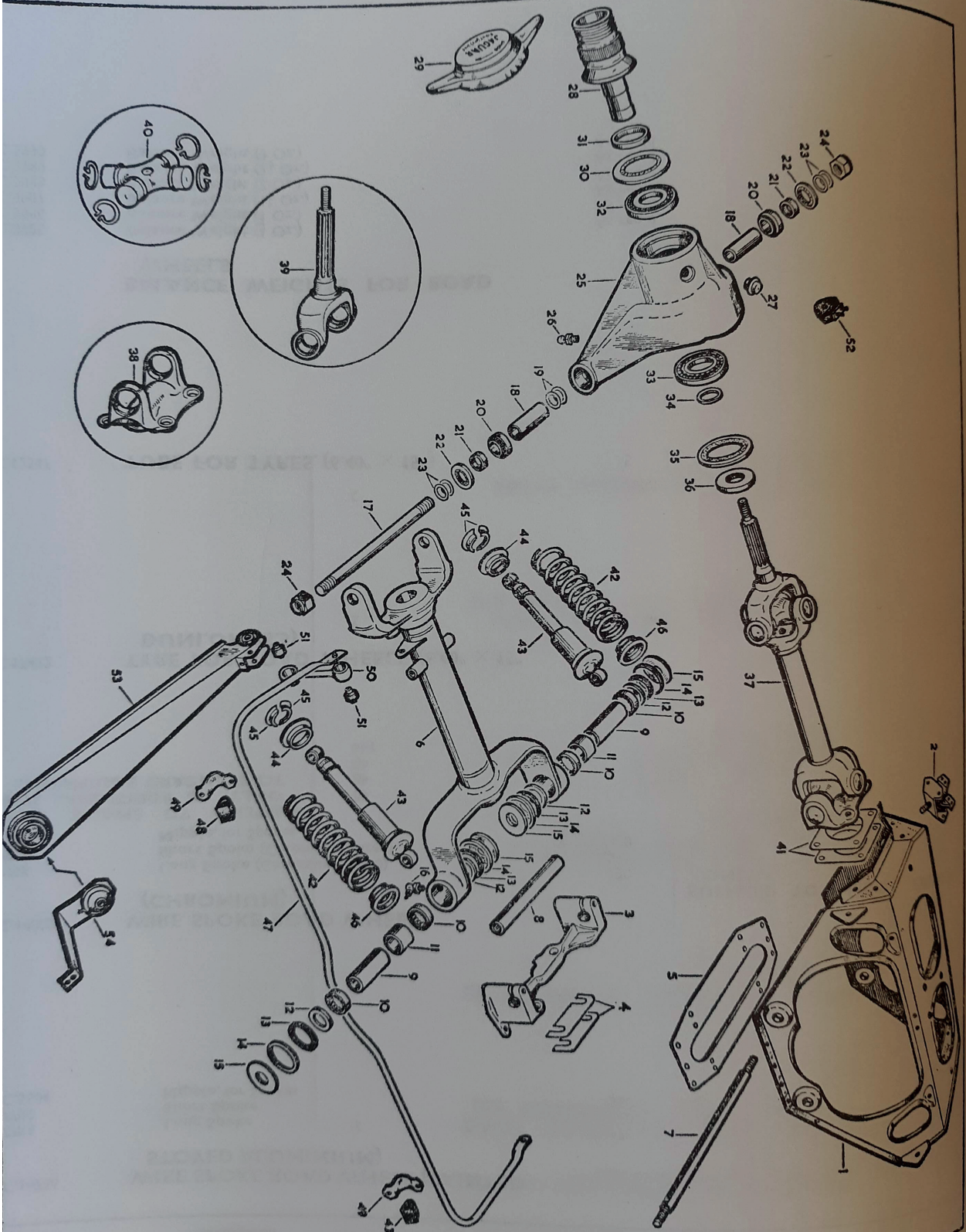
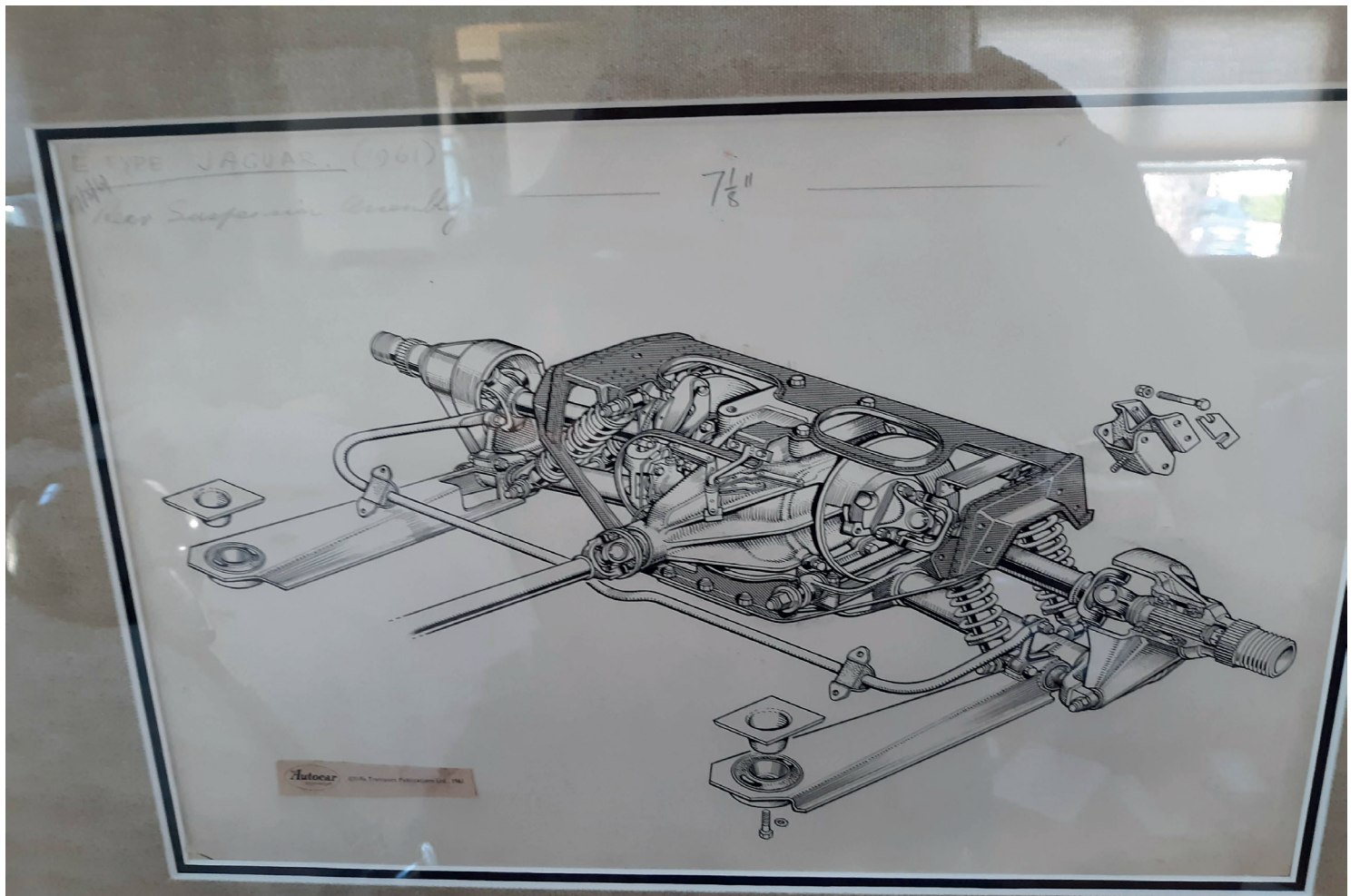


PLATE 21





CJC Membership Report
Kevin & Nancy Willis
CJC Membership Co-Chairs



Dear Members, we are happy to report that our membership continues to grow. We currently have 190 members (including our Associate members), representing nearly 375 individuals. This is the largest membership in Club history! We look forward to seeing you at one of our upcoming events in Fayetteville (June) or our fabulous Concours in Little Switzerland (July).

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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.



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C-X75 — THE MOST ADVANCED JAGUAR DESIGN EVER CREATED

Created to celebrate 75 years of Jaguar, Project C-X75 is the ultimate expression of the brand's design and engineering innovation. While not planned for production, the C-X75 concept will be used for continuing research and development of future Jaguar technologies.

The C-X75 was revealed as a concept at the 2010 Paris Auto Show, where it received Autoweek's coveted "Best in Show" award and the 2010 Louis Vuitton Classic Concept award. "The C-X75 received an incredible reception as a concept car," said Adrian Hallmark, Jaguar's Global Brand Director. "No other vehicle will better signify Jaguar's renewed confidence and excellence in technological innovation."

The astounding look of the C-X75 is pure Jaguar. "This will be the finest looking and most innovative Jaguar ever created," says Ian Callum, Jaguar's Director of Design. "Even in the world of supercars, we can still produce the most beautiful. C-X75 is an exciting project for us and a clear statement of Jaguar's intent to continue creating bold, innovative and beautiful performance cars."

Raising the Bar

Project C-X75 was designed to deliver stunning on-road performance, while adopting cutting-edge technology for remarkably economical running.

Carbon-fiber build

Carbon-fiber, drawn from Motorsports technology and used in the chassis, creates an incredibly lightweight yet rigidly strong structure. Super-fine fibers made from pure carbon are woven into fabric sheets that are then carefully impregnated with a resin and baked into shape with a combination of heat and pressure.

Performance

The dynamic styling of the C-X75 concept hints at its exceptional performance. Project goals are an under 3 seconds 0-100 km/h acceleration time, and perhaps even more amazing, 0-160 km/h acceleration of less than 6 seconds. This incredible performance is accompanied by very low emissions, thanks to the vehicle's lightweight construction and cutting-edge powertrain technology.

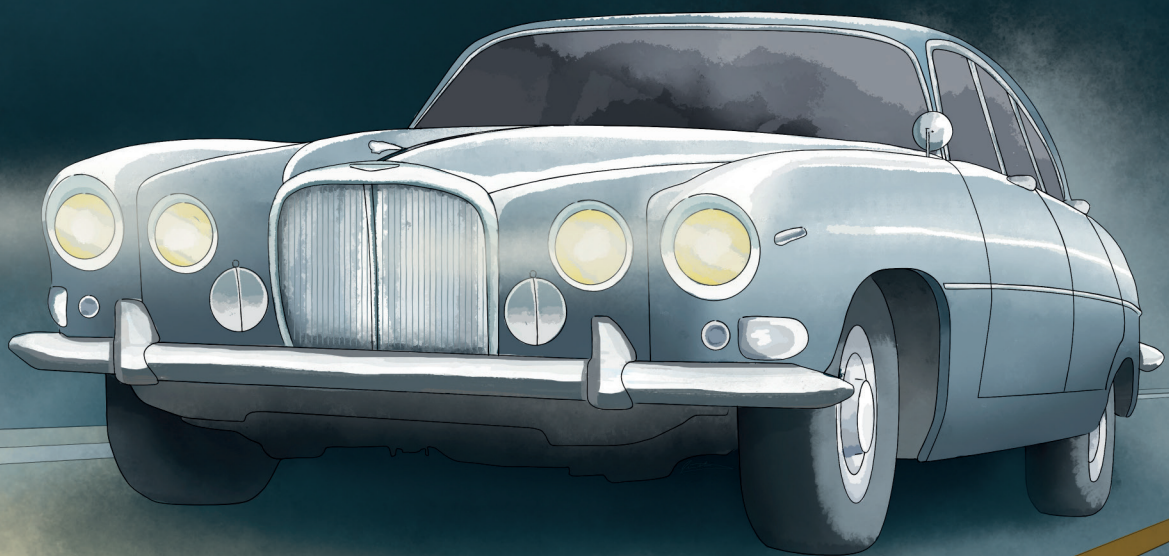
Low emissions

While the C-X75 promises supercar performance, with a top speed in excess of 320 km/h it is also a low-emissions hybrid vehicle concept, with a range of up to 48 kilometers on electric power alone, with incredibly low CO2 emissions of less than 99 g/km. To put that into perspective, most new cars sold in Canada today are in the 121-150 g/km range.

Handling

C-X75 is not just about straight-line performance; its ideal weight distribution also gives it optimal handling. The battery pack is mounted in the chassis in such a way as to become a positive factor for handling, stabilizing the vehicle at higher speeds. Meanwhile, the compact engine is small enough to be mounted low in the engine bay and to keep weight to an absolute minimum.

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