

THE LITTER BOX

The official magazine of the Carolina Jaguar Club.

The January Edition 2023

JCNA S.E. Region - Club #21

www.carolinajaguarclub.com





From The President Eric Dunn

Hello Everyone.

I trust the fine grains of sand in your hourglass/sand dial are starting to fall your way in this New Year. Your board has been busy this first month of the year planning a number of events for 2023 which hopefully will make for interesting and entertaining activities. Kevin Mann has a notification in the Newsletter outlining the timing and place of a number of the events with a few " to be announced" still in process of finalizing. It is rumored that the ROAD TRIP just might have lots of fine grains of sand on location. Our first event for the year in February is always special with club members getting back together and also having the opportunity to meet new members joining our club for the first time. Save the date---February 18.

As we start the anew for the year please think about being receptive to helping with club activities if needed. Our club only works when members get involved make things happen.

With all this to-do about the "electric wave" taking over the auto industry, I was surprised to see an article which could potentially compromise substantial demand for the battery vehicle. Porsche, along with other investors, has announced the start of production of a climate neutral fuel to replace gas powered autos. The plant is based in Chile and uses water, hydrogen and carbon dioxide to create a synthetic methanol. Exhaust is clean and the product can be used with the same infrastructure as gas. One small plant won't slow the "electric wave" but what an incredible bit of news that is still just on the curbside.

Jaguar Formula E Racing later this month in Japan. First race of season.

Everything look good for our club this year. Let's get started!

Regards.

Eric





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First Jag and First Concours By Bill Bingham

Recently our CJC newsletter editor sent out a request to us as members to respond with articles about such personal experiences as "First Jag," "First Car Show," etc. Here is my first Jag and first car show story from the 1990's.

In the mid-1990's, cars were acquisitions that my wife Margaret and I made to provide a way to get from one place to another. Most of our car purchases in those days were influenced by Margaret's family connection to what was then the Justice Motor Company, located on the courthouse circle in Pittsboro, NC. Her grandfather Fred Justice was the founder of the dealership in the late 1930's.

With that connection, we had a series of GM cars in the 1970's, 80's, and 90's. In 1995, we had a 1989 Oldsmobile. Remember the ad campaign that featured the phrase "This is not your father's Oldsmobile"? Well, the '89 WAS your father's Oldsmobile! Plastic steering wheel, "luxury" velour bench front seat, and faux wire wheel hub caps.

Yet, I had an itch for something different. A friend had a Series III XJ6 and I had ridden in it a few times. There was something about the car that stuck with you. I remember starting to compare its styling to other cars. So, by 1994 I was looking at the XJ-40 version of the XJ6 and liking what I saw.





Enter the Jaguar ad campaign for "Select Edition" Pre-Owned Jaguars that featured the slogan "They Come From Good Homes" surrounded by images of mansions from places like Newport, Rhode Island, or Hyannis Port, Massachusetts. I was hooked. Not only was I wooed by the snob appeal that my future Jag may have previously travelled the streets of Newport, but the Select Edition factory warranty promised some protection from the potential mechanical problems I was sure we would face with a British car. (We had owned an MGB in the 1970's.)

So, in the Fall of 1996, Margaret and I found a British Racing Green with Barley interior 1994 XJ6 (XJ-40) and bought it from Leith Jaguar in Cary. For the first time, I had an automobile that attracted attention and seemed to deserve to be cared for. I discovered Zymol and Liquid Leather. (Zymol smelled like suntan lotion and Liquid Leather had the most potent leather fragrance I had ever smelled.) We not only had the cleanest car in the neighborhood but it also smelled the best.

In the Fall of 1997, I saw a brochure at Leith Jaguar for the Carolina Jaguar Club that promoted the Low Country Classic, a Concours to be held at Charleston, SC. I called then membership chair Jim Morton to ask about going. I didn't know anything about car shows and just wanted to observe but he said to "Just wash your car and show it anyway." So, we did.

The Concours was held at Boone Hall Plantation near Charleston in October, 1997. As I learned later, the club had just acquired a white van which would become the club van for a number of years.

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First Jag and First Concours By Bill Bingham continued

It was at the show sporting a "Leaper" logo. The club also had a tent at the time which was erected on the show field. We parked where they told us, cleaned up the car as best we could (there had been a torrential rain the night before), and watched while folks with clipboards walked around peering at the cars. We had no idea what they were looking for.

That night at the awards banquet at the nearby Holiday Inn, we were stupefied when our names were called as one of the class winners and we received a trophy.

Well, I thought this wasn't a bad way to spend a weekend. We got to see some of Charleston, we met some interesting folks, we saw automobiles we'd never see otherwise, and we got some hardware for my detailing efforts.

So began several years of actively showing our 1994 XJ6. I know the XJ-40 series is not high in the pantheon of Jaguar models. However, if you put her at a distance in a parking lot and look at that low side profile with the long bonnet, the slight haunch of the rear fenders, and the uniform styling front to back, she has an eye-catching appeal that has aged well.

When I drive the car today, I still get the occasional thumbs up from a middle-aged woman walking across a parking lot, or the query from a young employee in the drive thru at McDonald's who wants to know what kind of car she is, or the wistful comment of the guy who walks up at a gas pump and says "Nice car. I've always wanted a Jag."

Makes my day...



2023 Carolina Jaguar Club Membership Application (Please Print Carefully)

Last	Name:		
			(include JCNA # from Jaguar Journal back page)
Addı	ress:		
City/	/State/Zip:		
Telephone (Home) Telephone (Other)			
E-ma	ail Address:		
	Annual r	nembership dues for	the Carolina Jaguar Club, Inc., are \$60.00.
nation-wide.	Other benefits includ	e the bi-monthly JCN	of North America (JCNA) and eligibility in all JCNA-sanctioned events JA magazine, the monthly club newsletter and numerous events held sessions, shows, and road events.
1			orresponds to the 2023 calendar year. ewal year and new memberships are accepted yearlong.
Please attach	your check made paya	able to <u>Carolina Jagu</u>	ar Club, Inc., and send it with this application to:
	112	evin and Nancy Willis 20 Claverton Court inston-Salem, NC 271	
		1	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.



Good Afternoon Jag Members,

Happy New Year! We hope that everyone has had a great holiday and are settling back into a routine, one of which is to do your renewal for the Jag Club.

This is your notice for renewal for the Carolina Jaguar Club.

We are planning a full year of fun events, so don't be left behind and removed from our roster!! Please get these into us ASAP!

We need to finish and send the roster to JCNA by Jan. 31.

Also, let us know if you are not going to renew so we can remove your information. Club dues are \$60 a year, running from Jan-Dec.

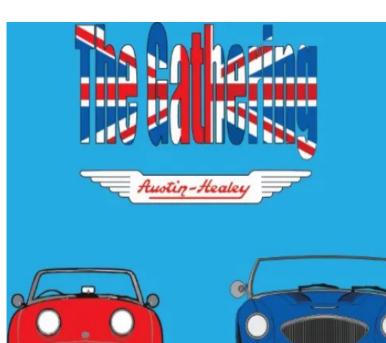
You can go online to our website, carolinajaguarclub.com and register there. Please remember it is a 2 step process, first the application and then the step to add to the cart to pay.

You can send this and a check made to: Carolina Jaguar Club c/o Kevin and Nancy Willis

1120 Claverton Ct Winston-Salem, NC 27104

If you have any questions or concerns, please feel free to contact us. Here's looking forward to a Happy and Healthy 2023.

Fondly, Kevin and Nancy Willis Co-Chairs Membership CJC 336-765-1170



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TECH TIP -- FREEZE PLUG REPLACEMENT by Gary Hagopian

One important but oft-underestimated component of an engine rebuild, is the replacement of rusted, weeping freeze-out plugs which have allowed coolant to rust and stain the engine block.

"Freeze-out" plugs are actually core plugs covering the openings through which the core of the mold is supported during the casting process. These holes must be plugged in order to seal and create a water jacket in the finished block. If your coolant freezes for lack of anti-freeze, these plugs may not prevent a cracked block, even if they pop out.

The holes to be blocked are of the two types shown in figure 1. Core plugs block, but do not seal the holes against leaking. That is the function of a sealant such as Permatex. For the sealant to be effective, all residual rust must be removed before installing new plugs. Sealant will not stick to, nor prevent coolant from leaking through the rust.

Prior to painting the block, remove rust from these holes using a stiff rotary wire brush, in your electric drill. (figure 1 again). This should easily expose fresh, clean cast iron to which both paint and sealant will stick. The counterbored holes are most effectively prepared by machining deeper with a boring tool.

After painting the block, coat the diameters of the plugs, and the inside surfaces of the holes, with Permatex, and press in the cup, or install and dent the dished plug. Figure 3 shows the best method of producing the dent in the center. The dished plug requires denting for retention, and sealant to prevent leaking. (fig.3). Denting the dished plug is critical to keep cooling system pressure from dislodging the plug and disabling the motor. In many cases, experienced rebuilders also dent the cast iron surrounding the plug, providing additional interference to the fit. Dent the dished plug till the center of it is in line with the edges. This will produce the maximum interference fit

In the case of the cup shown in fig. 2, the press-fit provides retention, and the Permatex seals against leaking. Tap it in with hammer and wood dowel till the top edges go below the block surface, and are level. Do not hammer directly on the edge of the cup, as the distortion produced, will cause leaking.

Clean off excess Permatex using lacquer thinner or acetone. You should now have secure, leak proof core-plugs.

Carolina Jaguar Club January 7, 2023 Board Meeting Minutes

CJC President Eric Dunn called a ZOOM meeting of Board members to layout plans for 2023. In attendance via ZOOM were: Eric Dunn, Kevin Mann, Kevin and Nancy Willis, Richard Lloyd Roberts, Brad and Barb Merle, Steve Thomas, and Jerry Cohen.

Eric asked if anyone wanted to talk about positives and negatives in 2022. Nancy stated that while 2022 saw a record number of members the renewals were coming for 2023 slower than desired. This is typical as people get busy during the holidays and forget. Richard said he would put reminders in the January issue of The Litter Box. Nancy and Kevin will be sending another reminder e-mail to those who had not renewed. On the positive side Jerry Cohen stated that we had a successful group of events this past year and a very successful and well run Concours.

Next on the agenda was a financial review. Eric stated that the club was in great condition with all areas from membership, events, concours advertising and sponsorship all resulted in positive income.

The main purpose of the meeting was event scheduling for 2023. Kevin Mann stated that the traditional new members meeting was scheduled for February 18 at the Starmount CC in Greensboro. Nancy Willis suggested that we change the name of the meeting to a Kick off or Meet and Greet type of title so we attract existing members as well as new members.

Discussion was held about alternative sites in the event that the CC could not accommodate us. Kevin Mann wants to send out a save the date e-mail due to the short lead time until the meeting. Kevin also will submit an announcement for the January newsletter.

It was suggested that Richard put together a slide show of 2022 events to get everyone excited about 2023.

Steve Thomas stated that he has everything set for our annual Judges training also being held at Starmount CC in Greensboro. The tentative date is March 11. Also discussed is a second event in March at Black Top Studios a full service British restoration shop in Morganton, NC. Kevin Mann will follow up.

April 15 will be the annual event at Shelton Vineyards in Dobson, NC for the Triumph club of NC's Gathering.

May 20th has been suggested to attend the Triangle British Classic held at the Hendrick Automotive Center in the Raleigh area closer to Garner.

June is still in the planning with possible event in Winston Salem.

July will be our annual Head to the Mountains JCNA sanctioned concours. Once again held at the Switzerland Inn. July 27th through the 30th are the dates. We usually fill the hotel. Last year however some people could not attend due to full booking and then at the last minute people cancelled booked rooms. This would have been nice to know ahead of time so someone else could book the rooms. Not in cement are plans for August through December with options discussed to be one or all of these: Transportation Museum, Spenser, Green Mountain Inn, Blowing Rock, Autumn in the Mountains car show, a Pottery tour, and the Aviation Museum and Hilton Head Concours. November elections would be researched for a return to Jaguar Cary.

Eric reminded everyone that the AGM for 2023 is March in LA. Eric announced that the JCNA board of directors in considering our offer to host the 2024 AGM in March of 2024.

2023 CAROLINA JAGUAR CLUB MONTHLY EVENTS

FEB 18 New Members and club Meet and Greet, Starmount Country Club, 1 Sam Snead Drive, Greensboro, NC

MAR 11 Judge's Training, Starmount Country Club, 1 Sam Snead Drive, Greensboro, NC

MAR 25 March Getaway, Valdese, NC Black Top Studios largest restoration shop in NC

APR 15 British Car Gathering, Shelton Vineyards, 286 Cabernet Lane, Dobson, NC

MAY TBD Triangle British Classic Raleigh, NC Car Show & lunch

JUN 10 Old Salem Museum, 600 S. Main Street, Winston-Salem, NC Museum tour & lunch

JUL 7/27-7/30 CJC Annual CONCOURS, Switzerland Inn, Little Switzerland, NC

3 nights, 2 dinners + Concours +

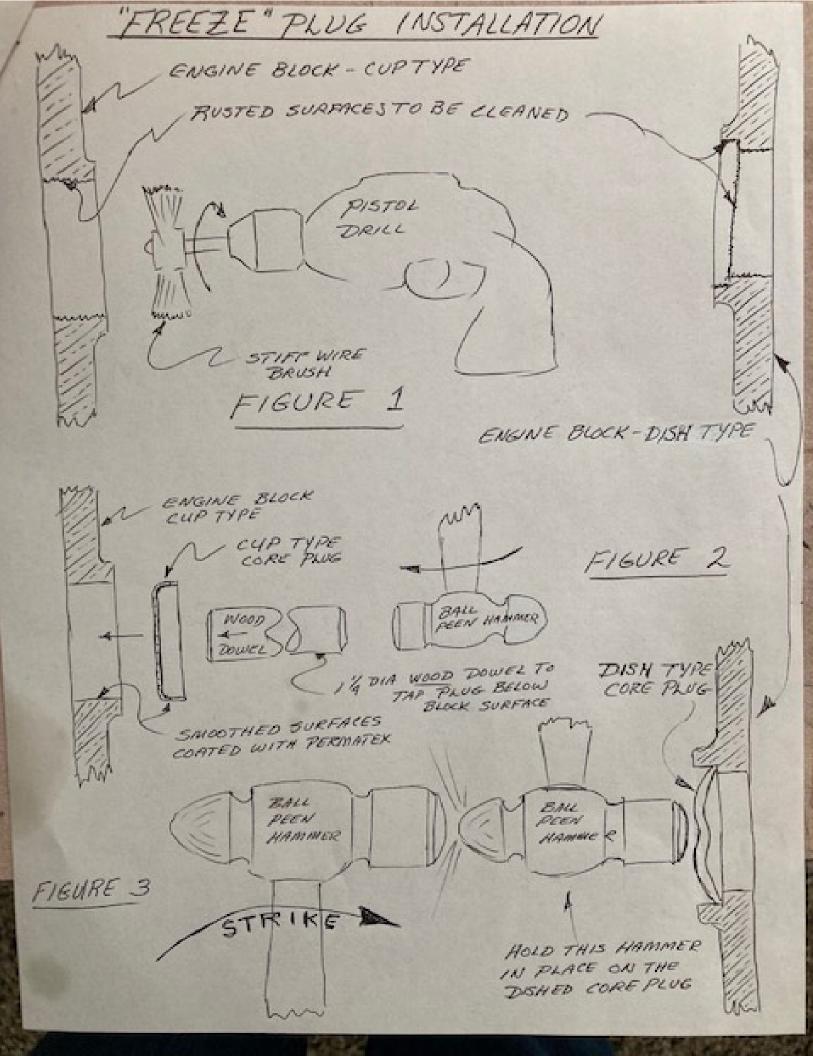
AUG 20 NC Transportation Museum, 1 Samuel Spencer Drive, Spencer, NC. Museum tour & lunch

SEPT TBA Autumn in the Mountains Mills River British Car Show

OCTTBA

NOVTBA Officer Elections TBA

DEC 12/1-12/2 CJC Christmas Weekend Possibly Asheville, NC 2 dinners + Activities TB





Some Assembly Required – Upholstery Part 2 Harvey Ferris www.newhillgarage.com

In my previous article, I discussed the specifics of selecting an upholstery kit for the restoration of my 1963 Etype FHC. For this article, I'll try and make some more general recommendations regarding upholstery.

Of course, if your car is relatively new or a well maintained older car, your job is simply to preserve the nice upholstery you already have. There are lots of options in this regard. Most of us will certainly think of self maintenance of our cars interior as one of the responsabilities of owning a nice car. That may mean we keep all sorts of cleaning and preservation potions on our shelf in the garage and use them often as required to keep our car's interiors clean and as new looking. I can't improve on the advice and products available from the various firms that specialize in car care products. Griots Garage, Meguiars, Leno's Garage, etc. etc. Everyone seems to have their favorites. The trick is keeping ahead of the game so you aren't dealing with a degraded interior. You may even consider hiring a detailing specialist in your area to keep your car in top shape. I would point out that direct sunlight and heat in general are tough on upholstery. If you can generally keep your car parked in a shaded area during the day that is a big help. Another tip- if your car has memory seat position settings and if you can teach your drivers seat to move all the way back when you are parked, you may avoid some of the wear that tends to show up on the drivers side seat back bolster when you slide into the seat. Another nice thing is to use protective mats on your carpets.

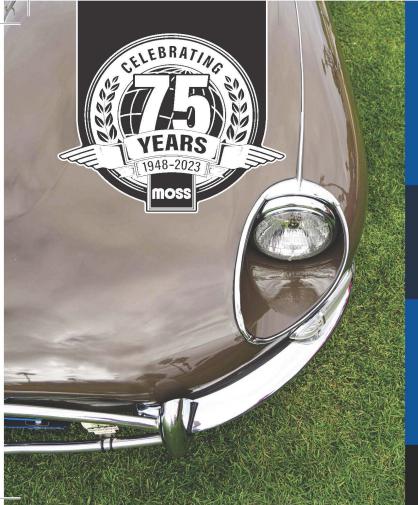
Assuming you have a situation where some minor "touch up" is required, there are options. If you don't feel up to a DIY approach, one option is to ask someone at your favorite car dealership who they use to recondition used cars they take in trade. Assuming they are willing to share this info, there is a whole world of "guys" out there that can repair minor blems both inside and outside of your car. You just have to seek them out. If you are up for a DIY effort, I have used an outfit called Colorplus.com. Their main effort is selling products and expertise to bring back old leather. But for minor issues of scuffing, etc. be aware that they offer a color match service where you send them a snippet of your leather or vinyl and they will mix a dye to match. It is not cheap but I have found their accuracy in matching to be quite good. If you go this route, I would suggest a spray application versus a brush.



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Some Assembly Required – Upholstery Part 2 Continued

You don't need a fancy paint rig. Their product is really easy to spray. Google "Rechargeable Sprayer" and see what comes up.

As we get into older cars, you may be faced with more than a simple touch-up effort. Going back to Colorplus.com mentioned above, a few years ago I removed all the leather interior items from my Porsche 928 and re-dyed them. The recommended process is discussed at the Colorplus website but in general I removed the items from the car, cleaned them with detergent, removed much of the existing dye or colorant using lacquer thinner and elbow grease, and used my spray rig to apply new dye. Colorplus also has products to fix small tears or scratches in the leather. Their dye product also works on vinyl. Here is a link to an article on my website - https://newhillgarage.com/2015/06/24/porsche-928-care-and-feeding-interior-refurbishment/

Let's face it, there can be a lot of plastic surfaces in newer cars. And they can start to look pretty shabby. I have used the Colorplus dye to refresh the finish on plastic parts. SEM also makes a line of plastic paints. Plastic is actually more tricky than vinyl or leather. There are different types of plastic and, chemically, how the paint adheres to them can be affected by the base plastic type. You also need to use an adhesion promoter. If you go this route, which I did for another one of my Porsches, do some reading on the internet before you jump into it. But it can be done.

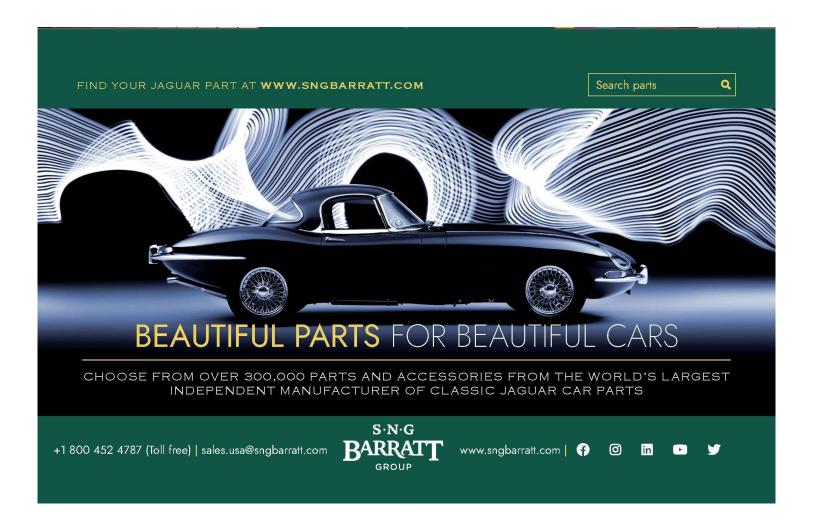
At some point, you may be in a situation where you say "I just want to replace this awful mess!" And that is probably where you thought this article would start! So some thoughts. First, don't discount the idea of ordering new interior parts from the dealership. I did this for my Porsche Cayman that became infested with mice. I was able to order most of the carpets for less than \$2500. The color match was very good and they had all of the correct dimensions, weaves, and backings. The only drawback was the order lead time was quite extensive. Months, since I gather they were made to order. But I was very happy with the results. I also was able to order a new headliner, which was falling down. As you get into older models, there is aftermarket support for pre-cut upholstery kits. For instance I see that World Upholstery has listings for models from the XK-120/140/150, Etype, XJS, XJ6, XJ12, XK, XK8, and XKR. I have no direct experience with them but the point is that replacement options are out there. Of course, as noted in my previous article, there are a number of suppliers that support the Etype. If they support the Etype, it might not hurt to ask them about other Jaguar models. Also, you may want to do a web search in the UK. Finally, there are local automotive upholstery shops and upholstery shops associated with marque restorers. OSJI, a subsidiary of marque restorers Muncie Imports, has a very good reputation. And every community has local automotive upholstery shops. Back in the 90's, I got the entire interior of my Volvo 245 wagon done at a small shop in the middle of Nowhere, SC for \$500 as I recall. I got to generally pick the color and that was about it. It was certainly not factory original but it dressed up this old car quite nicely for another decade of service. I would stress that you will probably not be able to get authentic materials and configuration from your average local upholstery shop. Some will get closer than others but by the time you notice the shortcomings it may be too late to do anything about it. Recommendations are key in this regard.



Some Assembly Required – Upholstery Part 2 Continued

Obviously, if you read my previous article, you know that I am into doing it myself. I think upholstery is a good entry level project. Your tool investment will be relatively simple. Contact cement, applied with cheap "chip" brushes. An electric staple gun is nice. Scissors. Plastic gloves. Pry tools (to get under panels to release clips). Screwdrivers. If you have shop air, a spray gun for contact cement is very helpful. If you have the old upholstery items to "go to school" on, that is a big help. At some point, there is a need for an walking foot industrial sewing machine, if you are truely starting from scratch. But the kits generally do all the heavy duty sewing for you. And of course, there is nothing to keep you from buying a big roll of vinyl and having at it. I recommend buying relatively inexpensive vinyl and upholstery cloth from local fabric shops to use for practice and getting your patterns just right. There is very little that can't be done multiple times until you get it right. If you want to educate yourself on the basics, there is a fascinating video series on Youtube by a guy that goes by Cechaflo. For the Etype, go to my website and search on Upholstery. Head to the circa 2011 articles where I get into a lot of detail about the upholstery of my 67 Etype 2+2. Other resources can be found using Google search terms "Bill McKenna Jaguar", "Relicrecyclery Jaguar XKE", and on Youtube "John Carey 1963Jag".

I hope this gives you some ideas regarding your options. Nice upholstery is a key feature of a great car.



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