



THE LITTER BOX

The official magazine of the Carolinas Jaguar Club.

The June Edition 2023

JCNA S.E. Region - Club #21

www.carolinajaguarclub.com



Fellow Carolina Jaguar Club Members

Last month we looked to the future and electrification. This month we are a few weeks away from our concours and we will celebrate history and the cars of the past. Our favorite event of the year the Carolinas Jaguar Club concours set in the rolling mountains at Little Switzerland is building to be a busy weekend. We hope you all can make it up and see us.

Kevin Mann as some great events through the end of the year. Be sure to thank him for his efforts when you see him.

Happy Motoring.

Enjoy the edition.

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



From The President

Eric Dunn

Hello Everyone.

Summer is now in full swing and all should be thinking vacations, sunbathing, sun dresses, sand in your shoes, and tops down. Early morning and late afternoon drives are truly the best this time of year. Just do it!

The May club event in Raleigh was the Triangle British Classic. The location was a good one being located at the Wake Tech Campus next to the impressive Hendrick Center for Automotive Excellence. Many beautiful cars in the field and two of our own received award presentations----Kenny Watts for his XK8 Coupe and Steve Thomas for his XJS. Fun day but always more fun to have winners from our club.

The June club event, which just recently concluded, was a trip to Winston-Salem and the Old Salem Museum & Gardens. A most entertaining and informative venue with doses of 18th century Moravian history and 21st century current day cuisine. The weather was perfect for the casual strolling through the Old Salem Village where all paths led to the Moravian Bakery and the famous Moravian Cake and Moravian Apple Strudel. Appetites were well served. Many thanks to Kevin Mann for organizing those May and June activities. Next month event is our always special---- Concours at Little Switzerland---which is well covered in in this and previous newsletters. We expect a noteworthy field of cars, road driving excursions, captivating culinary, and a great guest speaker. Brad and Barbara Merlie, Concours Co- Chairs, have been working hard putting this together along with Steve Thomas, Chief judge. Look to see you there.

LE MANS. A small to mid-size town in northwestern France. Take note. This past weekend was the 100th anniversary of the 24 Hours of Le Mans. Twenty- four hours of continuous, non-stop ,flat out motor car racing. Since 1923 the race has been held each year except for the years during World War II. It is considered the most grueling test of driver and car of all and possibly the most famous single continuous race. One lap covers 8.5 miles with long straights, hairpin curves, 90 degree curves, "S" curves, elevation changes. There is a requirement for at least 3 drivers, no one of which may drive more than 14 of the 24 hours. Pit stops each 50 to 60 minuets for fuel/tires. Typically there are 4 or 5 different classes competing simultaneously. Whoever covers the most miles in 24 hours is the winner. Why is Le Mans Important?? For Jaguar, it was what launched the brand to world wide fame and recognition as high performance and beautifully designed automobiles. The magic for Jaguar was the 50s' with 5 victories in the "C" and "D" Types. Jaguar no longer sponsors racing at Le Mans or anywhere else now except for Formula E; but without doubt, those first victories at a small town in France years ago continue as a major significance to our proud Cat from Coventry.

Yes, it's summer. A little harder to keep that Cat cool. Just keep it moving!.

Drive safe. Regards

Eric

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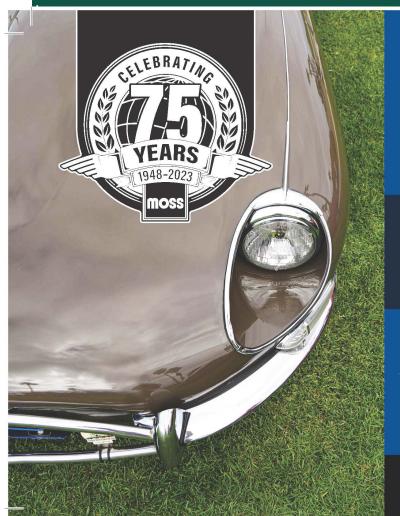
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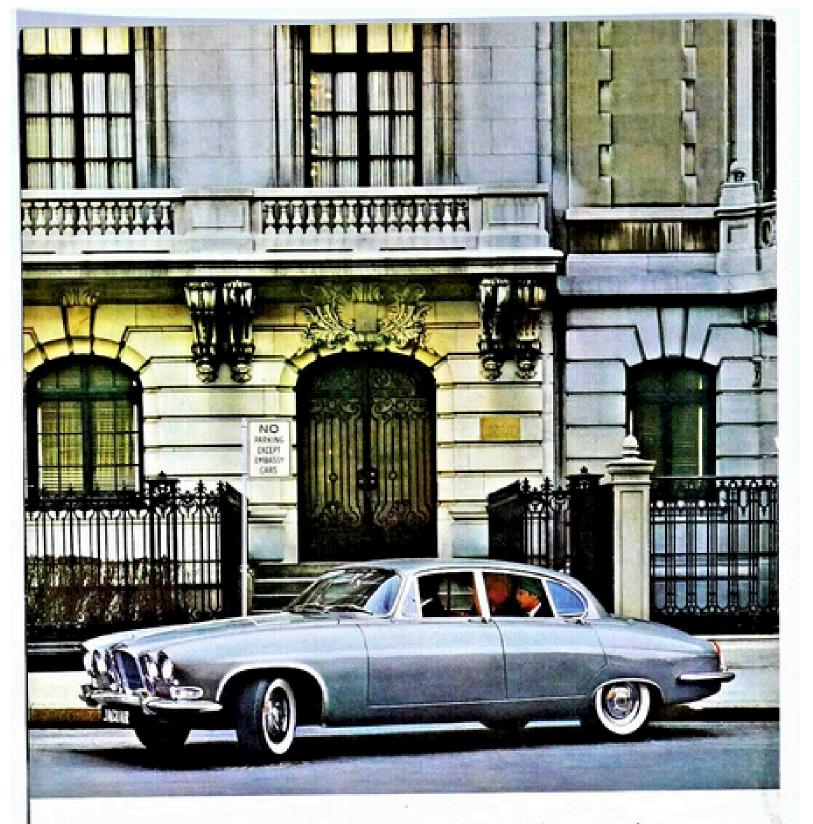


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Newest of Jaguars: The classic Mark X luxury sedan

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The March Annual General Meeting(AGM)

As one of the Southeastern Regional Directors, I want to inform our Southeastern members about JCNA activities. The March Annual General Meeting(AGM) in San Francisco was a great, although I wish there were more club delegate votes and less "Proxy votes."

The Board and the Delegates overwhelmingly voted to approach Land Rover owners across the country about joining our club. There are many Land Rover clubs, but none are big national (let alone INTERnational) clubs. They are also Anglophiles, they shop where we shop, and it will give us an opportunity to spread our fellowship to like-minded souls. John Boswell has written a letter to all club Presidents introducing this initiative and we are hoping for a good (great) reception. Please call me regarding any questions or any "leads."

The International Jaguar Festival (IJF) in Santa Barbara has been cancelled! California seems determined to commit suicide as they recklessly raise prices like a banana republic. It was deemed reckless to invest our precious money in this madness, and a "halt" has been called. Mark Mayuga and his team deserve a collective "Thank You." Incredibly, the Coventry Foundation has stepped forward with an offer to consider hosting the event IF a myriad of details can be resolved. At present, this is a long shot....but a hope. If this goes through, the Southeastern Region will be expected to be big, active, enthusiastic participants.

There continues to be a lot of activity to move the Jaguar Journal to a digital format. Admittedly this was initiated by the need to reduce costs. The sorry reality is cost will indeed be reduced, but not as dramatically as one might predict. On the other hand, the quality of the product is expected to rise geometrically.. The resolution of the pictures will improve, the volume of content will increase, and there will be helpful links to related areas of interest. This is our future and it would be negligent to ignore it.

The rest of my report is pretty mundane. Bill Bieble has chosen to step down as club VP. He has done an extraordinary wrestling with the club finances and budget in these inflationary times. He will continue managing the insurance component, which remains a key JCNA benefit. J.J. Kreig has stepped forward to become VP, having proven his management skills in the recent Dallas IJF (he is also a good guy). I have been elected to the "Member at Large" which should be light duty with the people we have leading the organization.

PLEASE understand that the Southeastern Region clubs are very important to the health and well-being of JCNA. We have an army of great people, great clubs, and great cars. I hope we can improve our ability to network and work together to make things even better.

Call me anytime,

Craig Kerins 706-726-0434 craigkerins15@gmail.com

ALTERNATIVE EVENT 10/7/23 (day before our ROAD TRIP)



Shenandoah Valley British Car Club invites you to join us for the 2nd 41st Annual British Car Festival!

Featured Marques are the DeLorean and we celebrate 100 Years of MG & Triumph!

Festivities begin with Crullers & Coffee at the Car Show on Saturday, Oct. 7th staged among the massive trees and lovely views of Ridgeview Park in Waynesboro. British Classics, British Motorcycles as well as British DNA & Kit Cars are Welcome!

There is an on-site food vendor, lots of door prizes, and special **Electrifying** car displays!

Get registration information & form, directions, maps, & show updates at http://www.svbcc.net/carshow.html Registration forms may also be printed to mail with a check.

GPS Coordinate for Ridgeview Park: 620 South Linden Avenue Waynesboro, VA 22980 (I-64, Exit 94, Follow Signs)

A portion of 2023 Car Show profits will go to the Blue Ridge Area Food Bank. The Welcome Tent will also accept your donations!



Shenandoah Valley British Car Club, Ltd. P.O. Box 323 Waynesboro, Virginia 22980

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CJC August Meeting: Trains, Planes, and Automobiles By Bill Bingham

"They gave him his orders at Monroe, Virginia Sayin' —Steve, you're way behind time This is not 38, but it's Old 97
You must put her in Spencer on time.\""
—The Wreck of the Old 97\"

CJC has our August event scheduled on August 19 at the North Carolina Transportation Museum located in Spencer, NC. As a native of Spencer, I'd like to share a few thoughts about why you would enjoy the visit to the Museum in August.

The Transportation Museum is housed in what was once the Southern Railway Spencer Shops. When you visit the Museum, you are not just seeing the exhibits on display. The Shops themselves are historical archives that provide a view of a century-old industrial site that supported the maintenance needs of rail transportation when the steam locomotive was vital to the economy of the country.

At the end of the nineteenth century, railroading in the South was a jumble of small local operations. Farsighted businessmen, including J. P. Morgan, saw the promise of financial success in consolidating and expanding the rail system. Morgan chose Samuel Spencer to oversee his efforts in the South. Between 1890 and 1899, Spencer, supported by funds from J. P. Morgan, purchased sixty-eight smaller railroads. These were combined to form the Southern Railway.

The steam locomotive (the iron horse) was a temperamental beast that usually required major maintenance every 150 miles. Spencer saw the need for a major repair facility midway between Atlanta and Washington, DC. In 1895, he acquired a major tract of land just north of Salisbury, NC, with the intention of creating a maintenance facility capable of supporting the steam locomotives his growing railway needed.

Construction on what was to become the —Spencer Shops began in 1896. The industrial complex was the biggest industrial site in Rowan County. By 1905, the site included the massive —Back Shopll —600 feet by 150 feet and six stories high—that could overhaul multiple locomotives at once. The facility could repair or manufacture anything necessary to keep the steam locomotives going.

In the first half of the twentieth century, activity continued twenty-four hours a day, seven days a week at the Spencer Shops. I grew up in the early fifties four blocks from the shops and at night with the windows open I could hear the clang of cars coupling and uncoupling throughout the night.

The advent of the diesel locomotive in the 1940's and 50's made the fifty-year old facility increasingly obsolete and Southern Railway closed the Shops in 1960. The acquisition of the site

by the State of North Carolina in 1977-1979 has led to the gradual restoration of the facility and the acquisition of exhibits to illustrate the theme of transportation in NC.

Wandering through the Museum today is like going to your grandmother's attic if she was into —Trains, Planes, and Automobiles and she had a REALLY BIG attic. In the Back Shop, you may see anything from a dugout canoe to a Conestoga wagon to a Farmall tractor to a Piedmont Airline DC 3 that is currently under restoration. The Round House has a variety of engines and rolling stock and a view of volunteers at work performing maintenance on locomotives, but also has a nice section on NC aviation that includes a replica of the Wright Brothers plane and memorabilia from Piedmont Airlines.

However, as you visit be sure to look at the illustrations and descriptions of the workers and the work they performed when the Spencer Shops were active. We've all seen the romantic pictures of steam locomotives billowing smoke as they pull a train across a trestle or through a winding valley. A visit to the Transportation Museum pulls back the curtain and lets you see all the labor it took to keep those iron horses galloping.

Hope you'll join us on August 19!





EVENT DETAILS:

When: Saturday August 19th. Please plan to arrive by 9:30AM

Where: NC Transportation Museum 1 Samuel Spencer Dr. Spencer, NC 28159

Details: https://www.nctransportationmuseum.org/

Tickets: purchased onsite - \$10/pp for Seniors & Military - otherwise \$12/pp

Itinerary: 30-minute train rides included at 10 or 11am-at your option

Mopar car show on site until 1 PM (sorry no Jaguars)

Lunch: 1 pm at Hendrix BBQ (2 miles away)- will leave at 12:30

1624 West Innes St. Salisbury NC 28144 704-645-8040 Registration not required – self-pay for museum tickets and lunch

September Club Event

What:

AUTUMN in the MOUNTAINS 2023

The British Car Club of Western North Carolina announces our 23rd Annual Autumn in the Mountains (AITM) Automobile and Motorcycle Show featuring the 100th Anniversary of MG and more.

When:

9am to 3:30pm, Saturday September 23rd, 2023

Where:

On the show field at Mills River Brewing Co., 336 Banner Farm Rd., Mills River, NC 28759.

Location of Google Maps – the large show field is south of the brewery.

Registration Opens:

Jul 14th, 2023, on www.bccwnc.org. Pre-registration closes September 8th, 2023. \$30 for the first car or motorcycle. \$25 for second and third.

Due to the success of the 2022 show, we strongly suggest that you pre-register. Day-of-Show Registration and Parking may be limited.

Awards:

Awards for British marques, European and motorcycle entries will be based on pre-registered entries.

The featured marque of MG will have separate classes for MGT series, MGA, MGB, and other MG models.

More detailed information at:

https://www.bccwnc.org/autumn-in-the-mountains-car-show/



2023 Carolina Jaguar Club Membership Application (Please Print Carefully)

Last Name:			
Spouse's Name:			
		(include JCNA # from Jaguar Journal back page)	
Address:			
City/State/Zip:			
Telephone (Home)	Telephon	ne (Other)	
E-mail Address:			
	nbership dues for t	the Carolina Jaguar Club, Inc., are \$60.00. of North America (JCNA) and eligibility in all JCNA-sancti	and avanta
	e bi-monthly JCN	A magazine, the monthly club newsletter and numerous	
		orresponds to the 2023 calendar year. ewal year and new memberships are accepted yearlong.	
Please attach your check made payable	to Carolina Jagua	ar Club, Inc., and send it with this application to:	
1120 (and Nancy Willis Claverton Court on-Salem, NC 271		
		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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Register NOW! Deadline is July 8, 2023

Head to the Mountains
Carolina Jaguar Club
Concours

Switzerland Inn Little Switzerland, NC

July 27 – 30, 2023

Visit <u>www.carolinajaguarclub.com/concours</u> to register online.



Email us at concours@carolinajaguarclub.com for more information.

This is a JCNA sanctioned event governed by the rules found at www.jcna.com.

Important Deadlines

<u>June 20</u> Last day to cancel your room reservation at

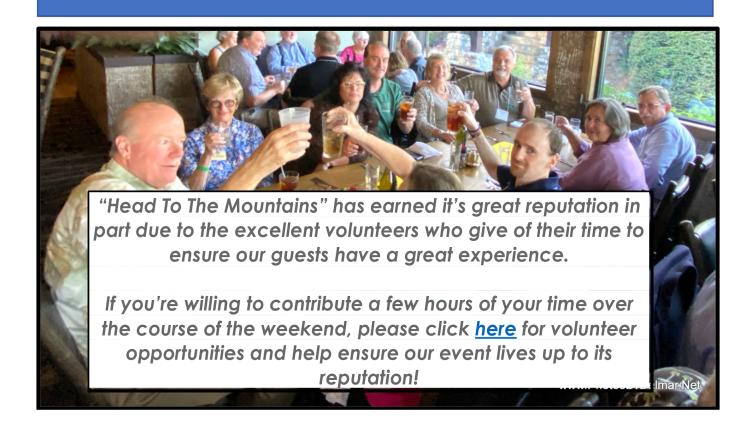
Switzerland Inn without penalty.

Last day to order a Royal Blue 2023 Concours Shirt.

July 8 Last day to register a judged car.

July 15 Last day to register a display car.

Concours cancelations received after this day will forfeit the entrant fee.





2023 ConcoursUSO Fund Raiser

Once again, we will be raising money for the USO of North Carolina 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.



* Game, Tour, Adventure Rally not Grand Theft Auto

Join us for a rally to Earth to Sky Planetarium and Observatory in Burnsville, NC via the Blue Ridge Parkway and a few other roads less travelled.

Each car entered will need a driver and a navigator in order to participate.

Please let us know if you are in need of a partner!

Entrants will need to pay close attention as they will be charged to follow directions, answer questions and to take photographs in order to complete the challenge. This is not a timed event.

Scoring will be based on your answers and photo submissions.

After the rally, we will be treated to a one-hour program at the Planetarium. Earth to Sky has been certified by the International Dark-Sky Association as Star Park, one of 115 worldwide.

CJC and the rally masters are not responsible for marital/partner discord that might occur from participating in this event.

A Very Special

Thank You

to our generous sponsors who make this event possible!

Gold Level



Silver Level









2023 CAROLINA JAGUAR CLUB ROAD TRIP

When: Sunday Oct. 8th - Sat Oct 14th Attend only the days you want or the entire

week.

Where: The first night will be in Norfolk, Va. and the following morning we will caravan

across the Chesapeake Bay Bridge/Tunnel to Salisbury, Md. This will be our

home base for the remainder of the week.

What to See: The Ward Museum(duck carvings, and more), Ocean City, MD boardwalk,

Assateague State Park, Chincoteague Wildlife Refuge, Wallops Flight Facility, Blackwater Wildlife Refuge, a ferry ride, Chesapeake Maritime Museum, and of

course lots of driving on Maryland Byways. Detailed Itinerary to follow.

Where to Stay: Sun Oct 8th : Sleep Inn Lake Wright - Norfolk Airport

1521 Premium Outlets Blvd, Building B, Norfolk, VA, 23502

RESRVATIONS: https://www.choicehotels.com/reservations/groups/AC89P1

Mon Oct 9th – Friday Oct 13 Headquarters Hotel - Hampton Inn Salisbury

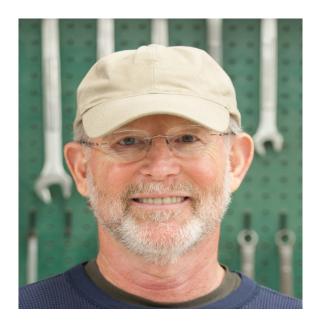
121 E. Naylor Mill Road Salisbury, Maryland 21804 USA

RESRVATIONS:

https://www.hilton.com/en/book/reservation/deeplink/?ctyhocn=SBYMDHX&groupCode=CHHCJC&arrivaldate=2023-10-09&departuredat

14&cid=OM,WW,HILTONLINK,EN,DirectLink&fromId=HILTONLINKDIRECT

Both Hotels offer special rates – Rooms are blocked for Carolina Jaguar Club PLEASE MAKE YOUR RESERVATIONS EARLY!!



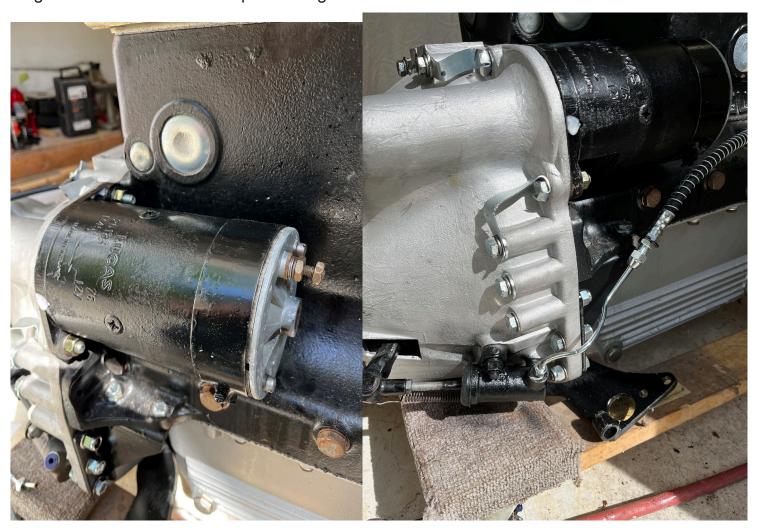
Some Assembly Required - Prep for Engine Installation <u>www.newhillgarage.com</u>

By Harvey Ferris

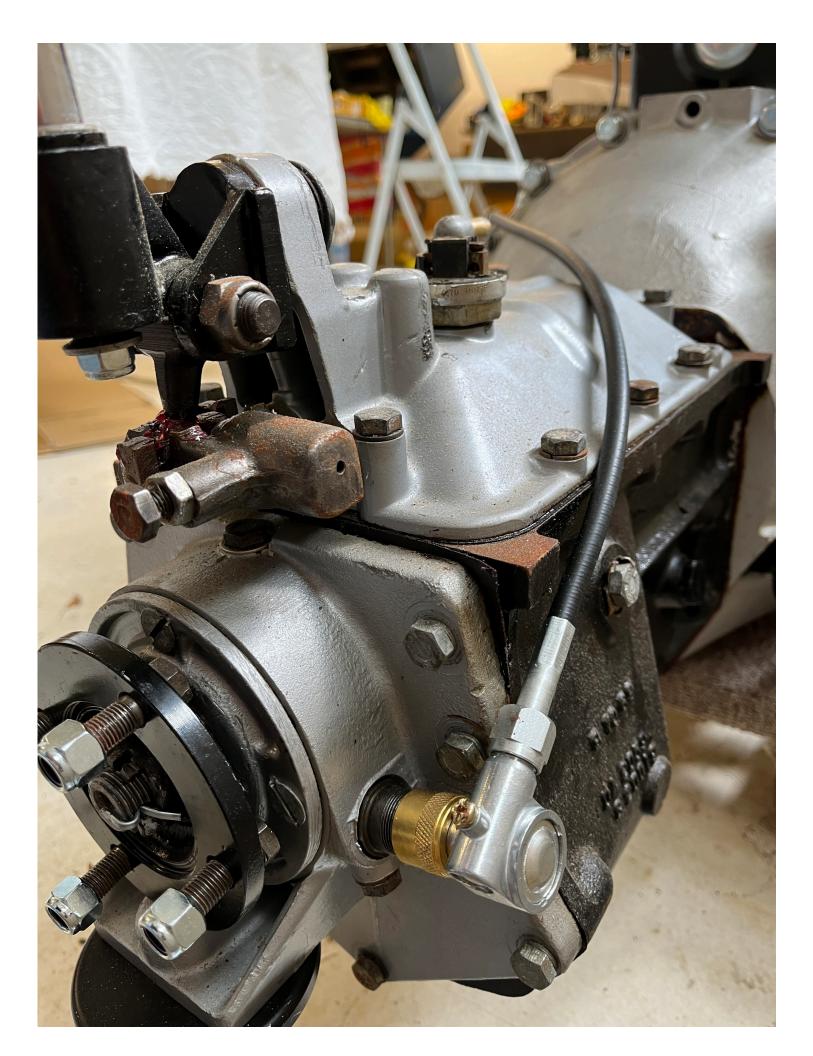
In my previous article regarding the restoration of my 1963 Etype FHC, I discussed the extensive efforts that I had made to fabricate new aluminum console and dash panels using the correct cross hatch material. These pieces of course interface with the shift lever for the 4 speed transmission and I reached the point where I really needed the shift lever to be in place so I could proceed with the final installation of the various pieces. In particular, the aluminum shroud around the shifter is topped with a nice leather gaiter. But more importantly, the placement of the radio/ashtray console is a known problem in that if not fitted correctly, the center gauge panel cannot be lowered to access the fuses, etc. behind it. So I decided it was time to install the engine.



I have had the engine and transmission assembly on hand for almost a year. It was rebuilt by Dick Maury and was substantially complete. But as I started to look, I saw a number of things that would be easier to install before the engine/tranny. First, as a general statement, I confirmed that all tapped holes that would ultimately receive a bolt or stud were free and clear. Most have a buildup of rust, dirt, or paint. Although the purist machinists I have known frown upon it, I tend to just use a regular tap to clean out the holes. A tap will always remove a bit of precious material so a machinist who might need to visit the holes multiple times will use a thread chase. But I just use a tap, as this will likely be the last time these particular fasteners get removed. First I inspected the transmission. The rear of the transmission is supported by an arrangement of parts listed in the spare parts catalogue (SPC). I had some and ordered the rest from SNG. Next I located the new speedometer drive cable that I had purchased previously. I found that the right angle drive at the transmission was damaged so I bought a new one from SNG. There was a small clip that held the cable at the back of the engine that I had to fabricate. Speaking of the back of the engine, Dick has only installed a few bolts from the bellhousing to the engine, sufficient for shipping. I located all of the correct bolts that I had previously prepared and installed them to the correct torque. This included some little right angle brackets and a closure plate that go on the bottom side.



I turned my attention to the starter. The one I had on hand seemed to be shorted so Dick Maury sold me a new one. New to me but period correct for the car. I tested it in situ, removed it for paint detailing, and reinstalled it. The bolts on the starter are hard to reach once installed in the car so I fabricated some metal locking tabs to hold them at the rear from turning.



Next I turned to the engine. Dick had shipped the engines will scrap valve covers. I had new ones from SNG staged and now was the time to install them, using shiny new acorn nuts and copper washers. There are studs on both sides of the head, for the intake and exhaust manifolds. I ordered new ones in stainless from SNG and installed them, after cleaning the threads. At the front of the engine, Dick had installed minimal bolts on the timing cover. Again, I turned to my stash of period correct and plated bolts and installed all the nice pretty ones as required. This included ordering a nice new breather screen and gaskets from SNG. I found the mounting bracket for the generator and the front motor mounts, which I detailed in black paint and test mounted using the correct fasteners. The motor mounts must be left off until after the engine is in place, although it is OK to mount the generator bracket. In this case, I was thankful that I had prepped the threads, as they were full of clag and would not have been fun to clean with the engine in position in the car. Although it will get installed after the engine is fitted, I reviewed all the parts required for the oil filter and oil pressure relief bracket. Several had to be ordered from SNG. Does it come as any surprise to you that I get a personalized Christmas card from SNG each year?!!!

I test fit my tach generator, although as will be discussed when I write an article about installing the engine, I found it is best to install it after the engine is substantially installed. The same goes for the two brackets that go on the top of the transmission to support the vertical stablizer rod at the rear of the engine. The holes were cleaned and correct bolts staged.

I turned my attention to the area ahead of the engine. It looked like it was a good time to install the stone shield and the radiator. It was, but to jump ahead, I found after I installed the engine that it would have been even better to install the steering rod that connects the steering box to the cockpit. So after I had everything installed (stone shield, radiator, and engine) I had to remove the radiator and stone shield to provide enough space to get the steering rod installed. So I am now very good at installing the stone shield and radiator! The stone shield is a reproduction that I purchased from SNG and the radiator is a reproduction that I purchased from CoolCatcorp.com. The radiator is fabricated to mimic the originals, although it is made from CNC machined billet aluminum rather than the original press formed copper. Only because I told you would you be able to spot the difference. Before you ask, yes, I will have to go with the original, anemic electric fan, for originality purposes.

Another set of parts that I looked at were those associated with the fan belt. I do not know why they call it a fan belt, as the fan is driven by an electric motor, not a belt but I confirmed that the SPC does call it a fan belt. Probably because the sedans drive the fan with a belt and some of the parts are shared. I had to locate a crankshaft pulley, a water pump pulley, and a generator pulley, as well as a spring loaded idler with its pulley. As usual, some were missing, which was resolved by purchases from Dick Maury and SNG. Again, jumping ahead, I did not install the water pump pulley, thinking it extended forward too much and might be a problem when installing the engine. It might have been but once the engine was installed, I had to release the motor mounts and raise the front of the engine in order to just barely slip the pulley into position versus the "picture frame".

That pretty much covers it. It took several weeks to get this list of work completed, including the ordering of parts. As usual, I jumped out to other work items during this "hurry up and wait" period. In my next article, I will discuss installing the engine!

This article and previous ones can be found at my website www.newhillgarage.com. Search on "Some Assembly". Harvey Ferris





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JULY7/27-7/30 CONCOURS L Switzerland 3 nites, 2 dinners + Concours + US 226 / Blue Ridge Pkwy

AUG 19-Aug NC Transportation Museum Spencer Museum tour & lunch 1 Samuel Spencer Dr

SEPT 23-Sep Autumn in the Mountains Mills River British Car Show 336 Banner Farm Rd

SEPT9/29-10/1 International Jaguar Festival Columbia SC TENTATIVE - Details TBA SC Jaguar Club

OCT 10/8-10/14 Week long Road Trip Salisbury MD Tours Food & Fun

NOV TBA Officer Elections & Lunch TBA

NOV 4-Nov Concours D'Elegance Hilton Head SC Car Club Showcase (Optional - not an official CJC event)

DEC 12/1-12/2 CJC Christmas Weekend Asheville 2 dinners + Activities TBA Renaissance Hotel

Tenth Annual Myrtle Beach Britfest will be held on Saturday, Oct. 7, 2023, at The Market Common, Johnson & Hendrick Ave., Myrtle Beach, SC. Come and enjoy a British car extravaganza and celebrate Octoberfest in the balmy warmth of autumn at the beach. And a special Recognition of the 100th Anniversary of M.G. Sports Cars! More information and a registration flyer will become available at GrandStrandBritishCarClub.com as the date nears.

Bill Unger, GSBCC Newsletter Editor https://GrandStrandBritishCarClub.com/





1970 Jaguar E-Type 4.2 FHC

Gorgeous and fully restored E-Type ready to be shown and driven

Exterior: Sable Brown

Interior: Cinnamon

Chrome Wire Wheels

Triple SU Carburetors

Matching numbers

All books and documentations

See history below:

Originally purchased in the fall of 1970 by Richard Merryman and his wife. It was sold to Harold L Hall, Jr. on February 15, 1972. Harold and his wife owned the car until August 1983.

Ownership / history of the car from August 1983 till Sep 1995 is missing. Paul C Henry bought the car from Donald Goff in Ohio in 1995. Henry entered the car in a Jaguar Club competition in Ohio in 1997 and scored an overall 98.94 points on a scale of 100 points.

The next known purchase of the car was October 2002 on eBay by Daniel Myers of Pittsburgh, PA. Meyers apparently owned the car for a good many years. Around 2005 (65,000 miles), he had the car restored which included a rebuild of the rear end and the he engine, and replaced the clutch with a new clutch assembly.

There is an extensive folder of receipts and notes and documentation that Daniel kept. He put a lot of money into this car as evidenced by all the receipts and notes.

An email of Oct 24, 2019 from Charles Clarkson Hines tells the story as the car moved from Daniel Myers in Pittsburgh, PA to Mr. Hines in NY. (A copy of the email can be provided upon request.)

The second owner of the E-Type, Harold (Hap) Hall, began thinking of the car that he owned. By coincidence, he found the car at an auction in 2019 and purchased the car for a second time.

This car is in exquisite condition. It is ready to be driven and to begin winning awards at car shows.

Price and Pictures upon request: Contact Mark Lovello at 864-244-1555







SAVE THE DATE !!! MAKE YOUR RESERVATIONS !!

CJC Holiday Weekend Dec. 1-3, 2023

HOTEL INFORMATION: Renaissance Hotel by Marriott Asheville, NC 31 Woodfin Street

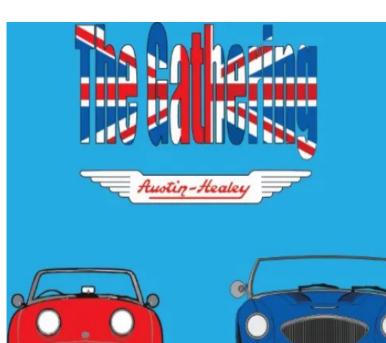
CJC is holding 25 rooms each night for Friday 12/1 and Saturday 12/2. Special Rate is \$219.00 + current tax of 13% per night.

The online link for reservations is <u>Book your group rate for Carolina Jaguar Club</u> or members can call the hotel directly at 1-828-252-8211. Be sure to mention you are a member of the Carolina Jaguar Club. A credit card will be needed to hold the reservation, but no money will be charged. If calling, be sure to mention you are with the Carolina Jaguar Club. Cut-off date for reservations at this special rate is November 1, 2023. We strongly encourage attendees to make reservations prior to October 8, 2023. This would allow CJC 23 days to reduce the total rooms by 20%, if needed, without penalty.

The Planning Committee, has chosen not to have a planned group event on Saturday during the daytime. We will be sending out a list of attractions and restaurants later. If you want to visit the Biltmore House on Saturday, you will need to make your timed reservation NOW. It is a very busy time and reservations for December fill up early. Be sure to allow time to return to the hotel as the cocktails begin at 5pm. Biltmore photo gallery link is below. https://www.exploreasheville.com/blog/post/christmas-at-biltmore-2019-photo-tour/

More information to follow, including details of the Friday night self-pay dinner at a local restaurant, and the cost per person to for the Saturday night banquet.

Cookie Roberson, Chairperson
Judy Martin & Carrell Chase, Co- Chairs



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Austin Healey 100-4 Celebrating 70 years 1953-2023

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ADDITIONAL INFORMATION about HOLIDAY WEEKEND at the RENAISSANCE HOTEL – ASHEVILLE NC

1) The special rate of \$219 + taxes is available 1 day before and 1 day after our event. Reservations MUST be made through the Group Sales Manager, Lynne Krekelber at 1-828-210-3011 or via email at Lynne.Krekelberg@windsorhospitality.com Be certain to mention you are a CJC member.

2) Parking

Valet charge is \$29 per car per day. Cost will be charged to your room and paid at check out.

Self Park is \$8 per car per day. This will also be charged to your room. Your room key allows unlimited access to the lot. For those driving a Jaguar, they will provide a limited number of spaces in front of the Hotel. Please indicate on your CJC registration form if you will be driving a Jaguar.

3) Breakfast Vouchers

Upon check-in you will receive a packet from the CJC Planning Committee. (Cookie Roberson, Judy Martin & Carrell Chase). Included in the packet will be 2 breakfast vouchers per person. If you choose to use them, you will give them to your server. The charge for each voucher is \$20 which INCLUDES tax & gratuity, a savings of ~\$10. These charges will be posted to your room and paid at check-out. There is complimentary coffee in the lobby and refrigerators in each room.

- 4) Friday night dinner will be served in private room at Apollo Flame Bistro on Brevard Rd. 28806 for first 30 people to sign up. Self-pay, individual checks (does NOT include gratuity).
- 5) Roundtrip transportation provided from Renaissance to Apollo Flame. Trolley departs the Renaissance at 5pm. Trolley for return from Apollo Flame departs at 8:15pm.
- 6) Saturday evening cocktails will be served 5:00-6:30pm in the Windsor Room. Self-pay beverages offered include Domestic Beer, Local IPA's etc, Wine, Call Liquors, Premium Liquors, and soft drinks. Payment methods are cash, card, or charge to your room. Appetizers will be served. Dinner begins at 6:30pm.
- 7) Amount per person to be paid to CJC is \$115.00 per person.

Additional information will be sent soon regarding registration and payment on the CJC website, as well as suggestions for Saturday daytime attractions.



