



THE LITTER BOX

The official magazine of the Carolinas Jaguar Club.

The August Edition 2023

JCNA S.E. Region - Club #21

www.carolinajaguarclub.com

The Big Reveal Edition



From The President

Eric Dunn

Hello Everyone.

Our much anticipated Concours in Little Switzerland did occur the end of last month and, I believe, exceeded the high expectations. Brad and Barbara Merlie, Concours Co-Chairs, and Steve Thomas, Chief Judge, presented to us a superb weekend of entertainment and beautiful motorcars. The competition and pedigree of the cars on the field were some of the highest we have ever seen at this venue on the Blue Ridge Parkway. Much appreciation is also due to all the judges and support personnel who helped effectuate the occasion. Our next event is 19 August at the North Carolina Transportation Museum in Spencer, N.C. This looks to be both an interesting and fun experience with train rides and good food on the agenda.

Hope these refining renditions don't get old, but this latest iteration of the 2025 JAGUAR GT shown below is compliments of MOTORTREND magazine. The dramatic design is certainly a major change. Jaguar spokesman says "Forget everything that has gone before." Kind of has a 60's look to me.

J. D. Powers did a recent study of dependability of 31 popular car brands. The top 5 most dependable, in order, were Lexus, Genesis, Kia, Buick, Chevrolet. The bottom 5 were Mercedes, Ford, Audi, Lincoln, Land Rover. Jaguar was a little better than the Merc. Kia? Buick? Chevrolet? Who would have thought?

The last race of the 2023 Formula E season took place in London a couple of weeks ago at the end of July. Our Jaguar team did great with driver Mitch Evans taking a 1st place win in the contest. As you may recall, Jaguar only participates in this type of racing, as they hope to promote their future all electric power brand. For the entire season the Jag team finished in 2nd place. Nicely done.

Just a closing note. I have received some emails from members and non members over the last couple of weeks saying how much they enjoyed the concours; but also complemented how receptive our group is and the quality of our newsletter and website. You guys make it all happen.

Stay between the ditches. All the Best.

Eric



Concours Highlights and link to the online article and gallery



<https://carolinajaguarclub.com/project/2023-concours-gallery-and-summary/>

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Last Call for the F-Type

By Don Koepnick

The fabulous F-Type will no longer be available after the 2024 Model production ends. There does not appear to be a firm date when the last one will leave the factory. I was told by knowledgeable sources at Hendrick Jaguar in Charlotte that even the dealers are in the dark about when production will end. Anyone looking to find a deal on a 2024 F-Type, will be disappointed. Dealers are selling every F-Type that they can get their hands on at MSRP plus. If you have been on the [Jaguarusa.com](https://www.jaguarusa.com) website you know that there are only two engine choices, the P450 with 444 hp and the P575 with 575 hp. The R-Dynamic comes with the P450 and rear wheel drive. The F-Type 75 comes with the same engine but has all wheel drive. The F-Type R75 has the 575 hp engine and all wheel drive. In April, I ordered a R-Dynamic coupe, with a MSRP of \$77,900.00. Any color other than white added at least \$950 to the price. Since

I have a bias against white cars, I picked Firenze Red. I opted for the standard wheels so no extra cost there. The next choice was the "Exterior Design Pack". The standard is the Black Design Pack, which probably appeals to the younger set, but for a old fogey like me, I wanted a little bit of chrome, add \$1100. Next up, the interior. Standard is a leather/suede cloth interior in black. No way for a traditionalist, I wanted full leather, heated/cooled seats and in white with black accents. Ka ching! That combination was another \$5735.00. No more options and with the dealer charges, shipping, NC sales tax we came out just north of \$90,000.00. Delivery was scheduled for August so I figured at the Concours I would again be Jagless. Two days before we were leaving for Little Switzerland, I got a call from Hendrick Jaguar, the Jag was in Charlotte. Those of you who were at the Concours probably saw it in the parking lot.

I had only one complaint about the car. Maybe it was symbolic for the final year, the grill badge was black. From ten feet away it just blended in with the black grill. After a little searching on the internet I found out the [Jaguar Part# for 2023 F-Type grill badge](#) and further research indicated that it would fit the 2024 mounting plate. I ordered one and while I was waiting for it to arrive I looked all over YouTube for a video on someone replacing the grill badge on a F-Type. No F-Type videos, but a couple on Jag SUVs and an XF. The techniques varied depending on the model, one even required removing the bumper. When the badge arrived, it looked like it just snapped into place. I figured if I was real careful I could pry the black badge out without breaking anything. It turned out that that was exactly the correct technique. Using a small knife blade and three jeweler's screwdrivers, I was able to work my way around the badge by prying just enough to insert one of the screwdrivers and the moving on around the badge and repeating. After I had three little screwdrivers wedged around the edge of the badge, one more gentle pry with the knife, and out it popped.

You can see in the attached pictures how the badges fit into place. I'll keep the black badge in case I or some future owner wants to enter it in concours class, but as you can see from the before and after pictures, the front view is vastly improved. Now you can tell it is a Jaguar from the front.

Don Koepnick





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Concours by the numbers

People 142
Cars 60
Rain None until the bottom fell out at dinner time
USO Donation \$1,525
Rally 17 teams left Switzerland Inn
17 teams returned
Sponsors 4
of Clubs 13
of years represented on the Lawn 70 (1949 – 2019)

Treats given to Addie Incalculable

Thank you to:

Judges

Steve Thomas Chief Judge

Mike Meyer
Dave Morgan
Karoline O'Rourke
Denis Connaghame
Ray Sicotte
David Hayden
Greg Gaylard
Barry Harms
Bruce Robillard
Stewart King
Nick Patitsas
Jeff Fausak
Rick Wotring
Don Koepnick
Harvey Farris
Mark Lovello

Runners

Phylis Watts
Ambrosia Garcia
Beth Brouillette

Tally Table

Ken Watts
Neal MacArtor

Field

Bill and Margaret Bingham,

Field Marshals

Jerry Tester
Jeff Fausk
Michael Brouillette
Jim Crowell
Nancy and Kevin Wil-

lis

Roberta Allan
Mimi Morton

Photography

Russel Hodge

Lorraine MacArtor
Phillip Reid

Wine Pull

Sheri Hodge
Elaine Crowell
Carrell Chase
Sindy Hill
Nancy McKay
Nan Tester

Registration Table

Jerry and Nan Tester
Don & Peggy Koep-

nick

Greg Gaylord

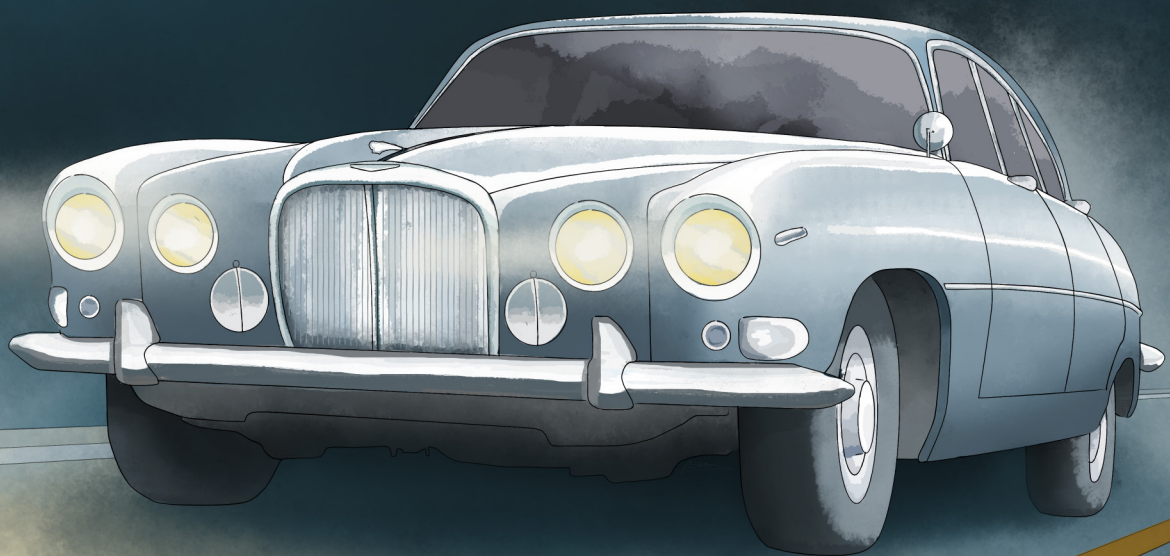
And countless others who answered the call



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Photos Care of
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JAGUAR MODELS FROM 1947 TO THE PRESENT

Jaguar's 'brave' gamble to reinvent itself as a pure electric luxury brand begins in 2025 with sales of a pure electric, four-door GT. It'll be the first of three models rolled out in rapid succession – just over a year – with starting prices from £100,000 and positioning that targets Bentley.

The new Jaguars will be 'exuberant, fearless and jaw-dropping,' says Professor Gerry McGovern, JLR's creative director and design leader. The inspiration is Jaguar founder Sir William Lyons' philosophy that Jaguars should be 'a copy of nothing'.

All future Jaguars will be spun off an architecture dubbed JEA, standing for Jaguar Electrified Architecture. Vehicle range is predicted to be 430 miles, close to doubling the 246-mile range of Jaguar's sole existing EV, the i-Pace. And recharging should restore 200 miles in 15 minutes.

Jaguar goes electric: it's a massive gamble...

The Jaguar brand has looked in suspended animation to external commentators and customers. 'It's quite brave to just stop and completely reinvent a brand,' says chief commercial officer Lennard Hoornik 'That braveness is to be admired.'

Jaguar is certainly taking some radical medicine. The brand is jettisoning everything: today's range, including the acclaimed but modest-selling electric i-Pace, combustion-engined propulsion and pretty much its entire customer base, given the transaction price will jump to six figures from below Jag and Land Rover's 2019 average of £44,000.

So the question on everyone's lips is can Jaguar be transformed from dormant irrelevance to genuine Bentley rival? It won't be for a lack of investment: Tata will invest £15 billion in Jaguar Land Rover over the next five years (it's unclear how much will go to Jaguar individually though, with the new electric technology and software scalable across its Land Rover 4x4s too).

Designer overtime: 18 models in mere months

McGovern divided his design resource into three teams, to come up with competing visions of a future Jaguar new model family. The brief was for people to have a 'jaw dropping moment upon seeing a new Jaguar for the first time'.

The three design teams 'created 18 full-size models in a relatively short time,' explains McGovern "It was amazing!" And it was a unanimous decision to plump for the winning family of designs.

Unfortunately, the only hint at the new look Jaguars is the abstract image leading the article: we won't see the first new model until 2024. But it hints at sharp but unadorned body surfacing, radical proportions such as long bonnets and cars that are much lower to the ground than Range Rover,

Defender and Discovery, the three SUV lines in JLR's 'House of Brands'.

Is this the biggest challenge McGovern – whose career took off with the '90s MG F and went full circle back to Land Rover after a stint at Lincoln – has ever faced? 'Yes' he says emphatically.

JLR is hinting that the bodytypes should be pioneering. 'The Jaguar Electric Architecture is developed specifically to deliver modernist, exuberant, reimagined Jaguars,' says engineering director Nick Collins. 'Expect exuberant proportions with refinement and proportion in keeping with our new brand positioning.'

Will JLR build a Gigafactory to power the new Jags?

JLR has also confirmed that it will be the lead customer for a European Gigafactory, being established by parent company Tata Motors. Executives studiously avoided confirming the location of a plant that's five years away; in the background it is lobbying investment from the UK government. But JLR promises that it has secured sufficient battery production to power the new Jags – and the electric Range Rover that comes a year earlier, in 2024.

The electric Jags will be assembled in the Midlands, in the Solihull plant, alongside the Range Rover and Range Rover Sport. Castle Bromwich, which currently assembles Jaguar's saloons and the F-type sports car, will be reconfigured as a stamping plant and the site shrunk.

Article taken from CAR Magazine <https://www.carmagazine.co.uk/electric/jaguar/>



The Internet Guesses on what's next





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/>



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2023 Carolina Jaguar Club Membership Application
(Please Print Carefully)

Last Name: _____

First Name: _____

Spouse's Name: _____

New Member _____ Renewal _____ (include JCNA # from Jaguar Journal back page)

Address: _____

City/State/Zip: _____

Telephone (Home) _____ Telephone (Other) _____

E-mail Address: _____

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 2023 calendar year.

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

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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THE BEST COVERAGE

Vehicle shown: 2024 Jaguar F-TYPE P250 R-Dynamic S. * These features are not a substitute for driving safely with due care and attention, and will not function under all circumstances, speeds, weather and road conditions. The driver should not assume that these features will correct errors of judgment in driving. Please consult your vehicle's owner's manual or Jaguar Raleigh for more details. For complete details regarding Jaguar EliteCare coverage, including the new vehicle limited warranty and maintenance coverage, please visit JAGUARUSA.COM, call 1.800.4.JAGUAR / 1.800.452.4827 or visit Jaguar Raleigh. Class is cars sold by luxury automobile brands and claim is based on total package of warranty, maintenance and other coverage programs. © 2023 Jaguar Land Rover North America, LLC

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Some Assembly Required – Four Splined Hubs

www.newhillgarage.com

By Harvey Ferris

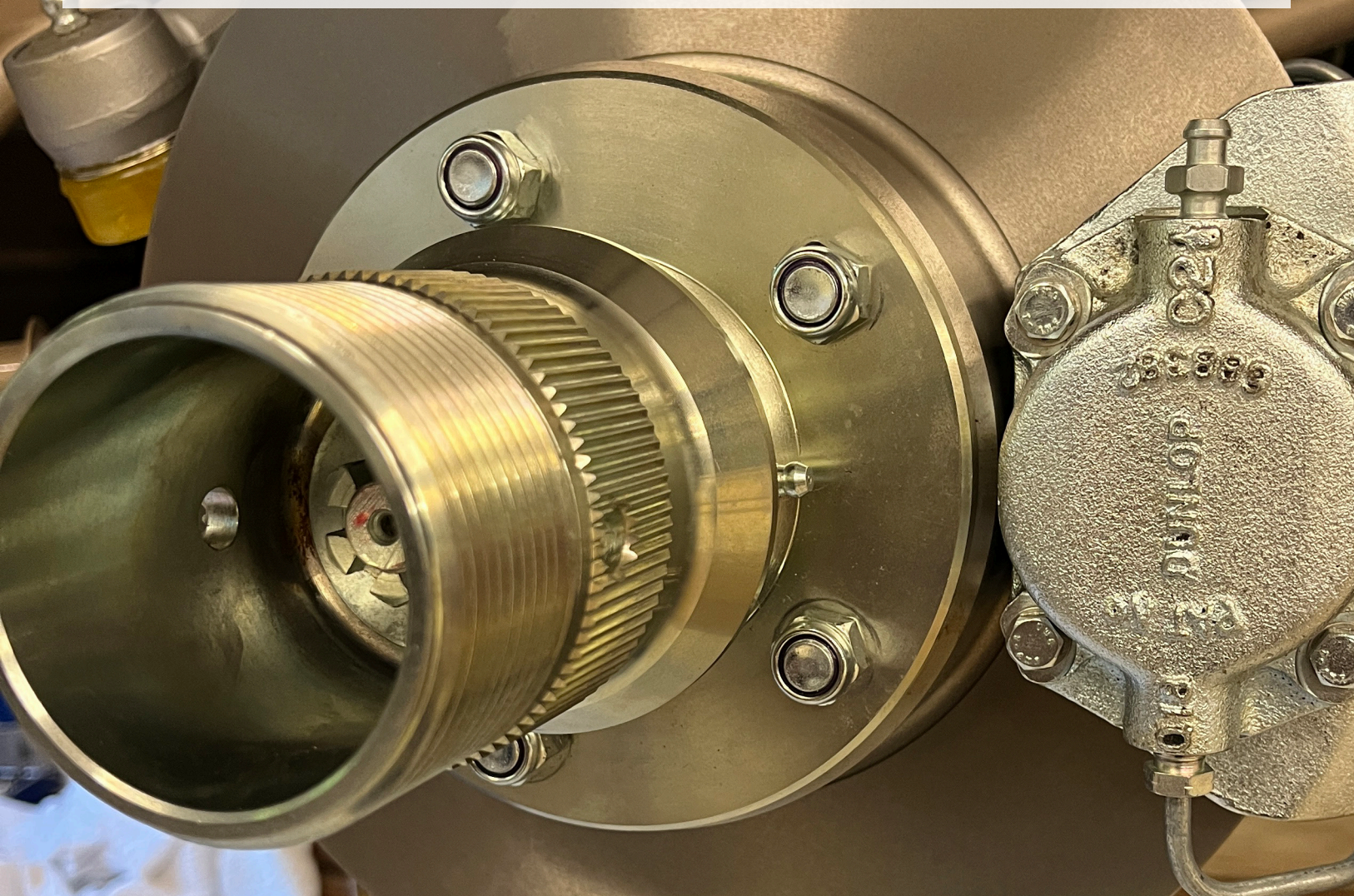
Another month, another milestone! I now have four splined hubs mounted on the car. Theoretically, I could throw wire wheels/tires on the car. And what? Since the engine is inoperable, all I could do is roll it out of the shop door and push it back in! It is a nice picture to contemplate but I'm going to settle right now for just knowing the work is done.




There is a good chance you are asking “What is a splined hub?” Don’t be embarrassed, it is likely that many club members have never owned a car with splined hubs. So let me explain.

When the E-Type was presented, it came with wire wheels. Why? Well I suspect the main answer was that it placed the E-Type into a market segment that included Ferrari and Maserati, which came with wire wheels. Maybe not so practical but very cool! They are undoubtedly more expensive to produce than a solid steel wheel and they are certainly more work to keep clean. But they are very sexy.

The wire wheels on an E-Type had a racing heritage in that they were attached to the front axle with a single large "knockoff". This is the roundish appendage with ears that one beats with a hammer to loosen and tighten. A main advantage of a knockoff is that during a racing situation, when time is of the essence, they can be removed and installed quicker than a bunch of lug nuts. Fun fact. In the Jaguar Spare Parts Catalogue (SPC), the "knockoffs" are called "hub caps". Another fun fact. Only recently, NASCAR has changed from 5 lug nuts to a single center wheel nut. Formula One and other high end racing series have been using single center wheel nuts for quite some time. They are rarely used on road cars.



The single center wheel nut squeezes the wire wheel onto the axle. But the rotational power is delivered by a set of meshed splines. A picture is attached of the splines, which are basically a series of little V's arranged around the central opening. This is a high end restoration and I am replacing many mechanical wear items but as with any car with splined hubs, the splines can become worn down over time. In the worst case scenario, the splines will be worn down to the point where the wire wheel is free to spin and the car does not go or stop at that wheel. More common is the splines are worn somewhat and you get a little clunk as you get on and off the power. In my case, another reason for new hubs is that I could drive the bearing races for the new axle bearings into them as fresh parts.

A close-up photograph of a brass gear assembly, likely part of a car's suspension or steering system. The image shows a large, polished brass gear with many teeth, mounted on a shaft. The lighting highlights the metallic texture and the precision of the machining.

To mention a few more technical details of the front suspension, it consists of unequal length A-arms. These make up a parallelogram with unequal sides. This design, which has been used on cars long before the E-Type, allows the suspension to move up and down vertically in response to cornering and road deviations, yet the verticality of the tire/wheel is maintained fairly precisely. Keeping the tire vertical keeps the most rubber in contact with the road. Most modern cars use a McPherson strut suspension design, which gives the same dynamics but with a simpler parts list (and thus lower cost).

The front suspension uses a straight torsion bar to "hold up" the weight of the car. In simple terms, a torsion bar is a coil spring that has been "unwound". In the case of the E-Type, it is compact but it also moves some of the large suspension forces back to the stronger mono-coque structure, allowing the engine compartment frames to be of lighter construction. The remainder of the front suspension is fairly standard, by today's standards, with disc brakes and rack and pinion steering, though these components were a little more exotic in the early 60's.

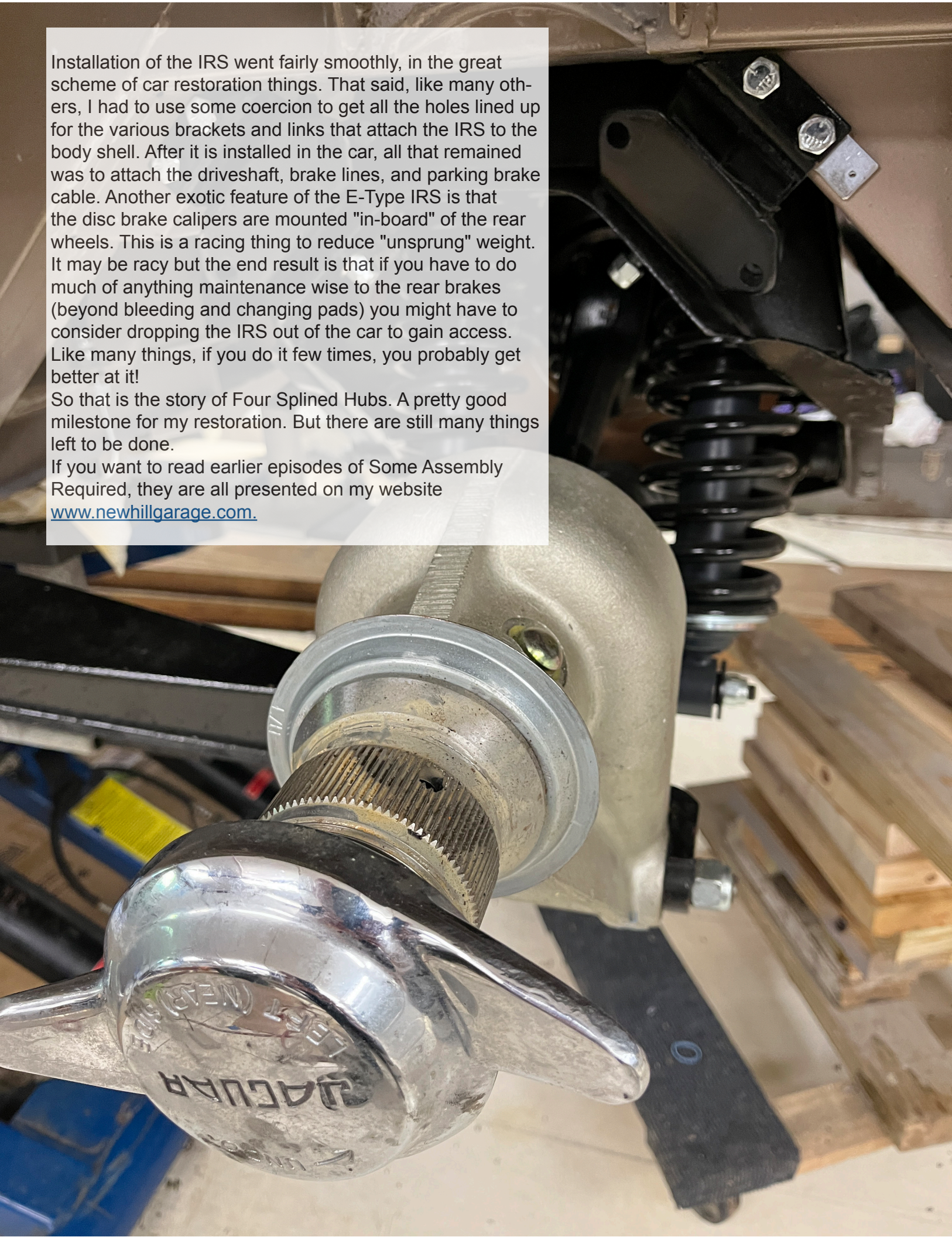
Turning to the rear of the car, an Independent Rear Suspension (IRS) unit is used. I had re-stored my IRS unit last year but had not installed it in the car until recently. The IRS was also a design that was fairly exotic by the standards of English sports cars in the 60's, although the basic concept had been around for decades. As the name implies, each rear wheel can move independently up and down, while remaining roughly vertical. Again, a superior way to keep the most tire in contact with the ground during cornering. Each tire/wheel is fed power from the IRS drive-shaft components using a splined hub.

Installation of the IRS went fairly smoothly, in the great scheme of car restoration things. That said, like many others, I had to use some coercion to get all the holes lined up for the various brackets and links that attach the IRS to the body shell. After it is installed in the car, all that remained was to attach the driveshaft, brake lines, and parking brake cable. Another exotic feature of the E-Type IRS is that the disc brake calipers are mounted "in-board" of the rear wheels. This is a racing thing to reduce "unsprung" weight. It may be racy but the end result is that if you have to do much of anything maintenance wise to the rear brakes (beyond bleeding and changing pads) you might have to consider dropping the IRS out of the car to gain access. Like many things, if you do it few times, you probably get better at it!

So that is the story of Four Splined Hubs. A pretty good milestone for my restoration. But there are still many things left to be done.

If you want to read earlier episodes of Some Assembly Required, they are all presented on my website

www.newhillgarage.com.





2023 International Jaguar Festival

September 28th to October 1, 2023

Columbia, South Carolina



IJF Concours d'Elegance at Saluda Shoals:

Jaguar Society of South Carolina (JSSC) will carry the JCNA banner and host the 2023 IJF in Columbia, South Carolina. Coventry Foundation has answered the call and will co-host with a reception, open house, cocktail hours and serve as a hub between our JCNA sanctioned concours, rally and slalom. We are calling on JCNA regional clubs and JCNA members and Jag enthusiasts to join us to make the 2023 IJF successful. Thanks to our Southeast Region for all your support!

This NOS IJF is planned as a *high speed, low drag* celebration with our warm Southern clime, vibe and cuisine; with fine, fast Jags and spirited drivers over four active days, at *vintage* cost.

Thursday, September 28th – Opening Reception and Open House

Thursday, from 2:00 PM to 9:00 PM, Coventry Foundation (“CF”) will host an open house with activities, heavy hors d’oeuvres and refreshments throughout the afternoon. Several Jags, the factory tool collection, rare Jaguar literature, media, and collectibles, and the JCNA archives, will be on view. Cheers to JCNA and CF Boards of Directors: a Cocktail hour with cash bar for all!

Friday, September 29th – Sanction Rally and Dinner Party at Saluda Shoals River Center

Friday promises a sanctioned rally around Lake Murray and country roads, followed by a catered dinner party at scenic Saluda Shoals; and drop in hours at Coventry Foundation during the day.

Saturday, September 30th – JCNA Sanctioned IJF Concours at Saluda Shoals

Sanctioned JCNA IJF Concours at Saluda Shoals: a full day picnic at Saluda Shoals with a repeat of our southern BBQ with competition pitmasters on the grill, just like we served at the 2021 AGM. Blue ribbon baby back ribs, pulled pork, bbq chicken and southern sides will be on the table when we ring the dinner bell. IJF Awards and Trophy Presentation before we close!

Sunday, October 1 – Sanctioned Slalom

Wrap up the weekend with a spirited Sanctioned Slalom on Sunday morning. We hear that some of JCNA’s fastest ever slalom champs will attend. Bring your helmets or we’ll share ours!

Registration will open in the coming days and clear registration information will be posted. Please contact Rob Thuss at (888) 258-2524 (option 3) or email rrthuss@me.com for details.



For Sale: 1974 Jaguar E-Type V12 OTS

Contact me for more information

Mark Lovello 864-244-1555.

Mileage: 63,072

Color: Dark Blue with Biscuit Interior

Convertible Top: Black Canvas

The following items were replaced or upgraded:

- Transmission rebuild
- Complete rear brakes
- Aluminum Flywheel
- Replace 331 differential with XJS 281 differential. Still have the original dif.
- SU Carb conversion, still have the original carbs.
- Robbins convertible top
- New power steering pump
- New R34 AC compressor
- Kenlo fans
- Upgraded Aluminum radiator
- Upgraded front torsion and sway bars
- Installed rear sway bar
- New brake booster and master cylinder
- New clutch plates
- New clutch Master and slave cylinders
- Upgraded 70amp alternator versus original 60 amp
- New Lucas ignition
- New Windshield from Welch, we got the last one we could find in the US
- European bumpers
- Removed the side markers when it was repainted
- New center console
- Numerous relays and electrical parts replaced



JCNA 2023 INTERNATIONAL JAGUAR FESTIVAL REGISTRATION
COLUMBIA, SOUTH CAROLINA
SEPTEMBER 28TH TO OCTOBER 1ST, 2023

REGISTRATION AND LODGING INSTRUCTIONS AND REGISTRATION FORM:

I. LODGING

1. Rate of \$112/night is available starting on 9/27/2023 to 10/2/2023, so that those who wish to arrive a day early or stay a day after will have our preferred rate.

2. This rate is available at the Aloft Hotel Columbia Harbison
217 Lanneau Ct., Columbia, SC 29212

Here is a direct link to the Aloft and the hotel phone number is: (803) 407-6166
<https://www.marriott.com/event-reservations/reservation-link.mi?id=1689016666058&key=GRP&app=resvlink>

3. This rate is available at the Holiday Inn Express & Suites
211 Lanneau Ct., Columbia, SC 29212

Here is a direct link to the Holiday Inn and the phone number is: (803) 732-2229
<https://www.hiexpress.com/redirect?path=rates&brandCode=EX&localeCode=en®ionCode=1&hotelCode=CAECF&checkInDate=27&checkInMonthYear=082023&checkOutDate=02&checkOutMonthYear=092023&PMID=99801505&GPC=JNA&cn=no&viewfullsite=true>

II. REGISTRATION FORM

1. The Registration Form is on the following page. Please print and complete.
2. Please contact Rob Thuss at (888) 258-2524 (option 3) or rrthuss@me.com for questions concerning lodging and registration.
3. Once registered, we will follow up via email for additional event information and registration paperwork for each of the three events, as well as meals and other matters. Space is limited so please register early.

PLEASE MAIL COMPLETED FORM AND check made to Jaguar Society of S. C. to:

JCNA IJF, 7001 ST. ANDREWS RD. #105, COLUMBIA, SC 29212

OR

FAX to 877-568-9191 **OR** EMAIL to rrthuss@me.com
and electronic payment instructions will be provided with 3% processing fee.

JCNA 2023 INTERNATIONAL JAGUAR FESTIVAL REGISTRATION
COLUMBIA, SOUTH CAROLINA
SEPTEMBER 28TH TO OCTOBER 1ST, 2023

Name: _____ JCNA No.: _____

Street Address: _____

City, State, Zip Code: _____

Name of Family Member or Guest(s): _____

Email Address: _____ Phone Number: _____

The cost to register for this IJF and help with costs to hold it is \$35/person= _____

Thursday, Sept. 28th: 2 pm to 9 pm: Coventry Foundation
Reception, cocktails, hors d'oeuvres and Open House: FREE # attending = _____

Friday, Sept. 29th: 10 am to 2 pm: Sanctioned Rally entry _____ =\$20.00*

Friday, Sept. 29th: 6 pm to 10 pm: Saluda Shoals River Center
Cash bar, Dinner and Speaker _____ x \$75 = _____

Additional Friday activities at Coventry Foundation to be announced.

Saturday, Sept. 30th, 9 am to 6 pm: Saluda Shoals BBQ Picnic
and Concours awards _____ x \$75 = _____

SALUDA SHOALS SANCTIONED CONCOURS ENTRY: 9 am to 6 pm:
(Champion, Driven, Special or Display)

CAR : MODEL: _____ YEAR: _____ JCNA CLASS: _____ =\$60.00*

I am a current Certified JCNA Judge and available to Judge at the IJF. Yes/ No= _____
Preferred Class to judge: _____.

Sunday, Oct. 1st, 10:00 am: Sanctioned Slalom at Irmo H.S. _____ =\$20.00*

*IJFs include 3 events and entrants for all 3 will be recognized. TOTAL= _____

PLEASE MAIL COMPLETED FORM AND check made to Jaguar Society of S.C. to:

JCNA IJF
7001 ST. ANDREWS RD. #105
COLUMBIA, SC 29212

OR

FAX to 877-568-9191 **OR** EMAIL to rrthuss@me.com
and electronic payment instructions will be provided with 3% processing fee.



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=CHH CJC&arrivaldate=2023-10-09&departuredate=2023-10-14&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 !!

CJC ROAD TRIP POINTS OF INTEREST Sunday Oct. 8th – Sat Oct 14th



After more than a decade of attending cars and coffees and perusing Craigslist, Autotrader, and now FB marketplace, I am finally able to share my first classic Jaguar experience. And yes, I'm fully understanding of what I am getting myself into. I hope you think "He" is as special as I do. I found him right here in North Carolina. I first saw the Jag in April of 2022 in a "For Sale" ad on one of the selling platforms. Looking at the pictures, it's your typical barn find, a warehouse filled with "stuff" and a car body covered in dust. I may have never owned a Jag, but I've been looking at Jags for 30+ years. I immediately knew this one was different; it had a manual shifter knob. Yes, Jaguar made a manual XJS/SC in the early 80's with the 3.6 engine, but this had the V12 on the boot. Hmmmmmm.....the plot thickens. As I mentioned, it was April of 2022. After reaching out multiple times to the seller, I finally got an answer to my sight unseen offer, which was just off the asking price. I received a response of "Cash?". "Of course cash" I replied. And that was the last email I received from the seller. Nothing. Nada. I'd been ghosted. After dozens of follow up emails, I gave it up as a hoax/scam or it had been sold. I even had my new son in law pose as a prospective buyer, and he also received no answer.

Fast forward May 2023. I'm sitting on a Saturday on my back porch, scanning through FB Marketplace when lo and behold, there is a Jag on the front page of an Estate Sale ad. The car looked like the one I had pursued the prior year and it was in the same general area. The problem was that there was only one frontal picture. I quickly jumped over to the guys FB page and thankfully, there was a second photo, and this time, from the rear. It was THE JAG. How could I tell? Because of a little yellow and green badge placed next to the V12 on the boot. The badge displayed the historic racing symbol of the Lister company, a racing-engineering company that had it's heyday of race wins with Lister-Jaguar Knobbly cars in the 1950s. Amazingly, the estate sale wasn't even for the owner of the Jag. The owner was just a friend of the estate sale guy, and the Jag was parked there temporarily. "Let's throw a picture of the Jag on the ad he said to her." I'm so grateful he did.



Meet "Charles", named because I bought him on the day of the King's Coronation. 1987 Lister-Jaguar XJ-SC. This is 1 of 20ish XJS/SCs that Lister North America did a complete conversion on, and possibly one of only 3 XJ-SC complete conversions. In addition to the "complete" conversion, Lister North America sold about 200 appearance packages worldwide which mainly consisted of the aero package and wheels. Other than four magazine articles from several magazines, there is not a lot of information out there. So how did I find out my car is one of 20ish? The power of the internet. In one of the articles, it mentioned the President of Lister North America, so I looked him up, and called him. Sure enough, I must be living good because the fella picked up my random/unknown phone number. We spoke briefly and I told him I was the proud owner of one of his Lister Jags from 1987. I could tell it made him smile. A few days later she sent me an email sharing some construction numbers.

If it never happens again, I've had my barn find and it's been a fun and interesting ride so far. Like some of you, my wife knew NOTHING about it until I shared my discovery on the Monday morning. She didn't speak to me for almost two days....we've been married 33 years, maybe I should do it more often... haha...just kidding.. I knew the ice was breaking when she said, "I do like the wheels.". I had her!!!!....YES!!!!

My car is one family owned, 23k confirmed miles, 5spd manual with a Getrag transmission, V12 and all the other additional Lister upgrades of stainless-steel exhaust, suspension upgrade, wheels, speedo, etc. The only two options not ordered on this car was and rear hard top and a \$3,190 (1987 dollars) set of custom designed Swaine-Adney-Brigg luggage, luggage maker for the UK Royalty. I do know where a set of the luggage is, but it is not for sale. I'd like one day to have my car's picture taken with the luggage. My car was purchased in Minneapolis, Minnesota at Downtown Jaguar, travelled next to Boston, and then to North Carolina. Thankfully, the undercoating applied in MN worked wonderfully. In today's dollars, my car was about a \$160,000 car. (\$60,000 in '87). The Lister conversion was a \$15-22k upgrade from the stock car. Unfortunately, the lady I bought it from is divorced and guess where most of the paperwork for the car is? Yep, the Ex has/had it. Trust me, I've been trying to nudge her to get him to look, but it may be a lost cause. Maybe I'll have good luck again and it will arrive.

Although it's been off the road since 2004, it still runs and drives. Last documented in 2004 and amazingly, last serviced at Modern Nissan in Concord NC, where I have my Nissans serviced. I think it's in great condition for being idle for 20 years. I am slowly digging into the car with help from the Youtube, Jaguar Forums, Stephen Thomas, and the world Jaguar community. Thank you for the opportunity to share my story.

Cheers,
Michael Brouillette
Concord NC

P.S. – I'm a bit of a "Picker". Through my research, I was able to track down another Lister-Jaguar with the 5 spd manual transmission. A black 1987 Coupe. It's currently being pursued by one of my new Jaguar friends that I met at the Concours. One family owned and supposedly owned by Bill Gates' former boss who was a Silicon Valley executive back in the 80s'. Maybe there will be another Carolina Lister, but that's another story.

1970 Jaguar E-Type 4.2 FHC

**Gorgeous and fully restored E-Type ready to be shown and driven
Now reduced in price. Call for details.**

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





2023 CAROLINA JAGUAR CLUB MONTHLY EVENTS

- 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
- SEPT 9/28-10/1 International Jaguar Festival Columbia SC
- OCT 10/8-10/14 Week long Road Trip Salisbury MD Tours
Food & Fun
- NOV 4-Nov Concours D'Elegance Hilton Head SC Car Club
Showcase
- NOV 11-Nov Officer Elections, Tour & Lunch Greensboro
Foreign Accents
- DEC 12/1-12/2 CJC Christmas Weekend Asheville 2
dinners + Activities TBA Renaissance Hotel

Jaguar Holiday Party
December 1-3, 2023

Renaissance Hotel in Downtown Asheville

- Special group rate \$247.47/night including taxes - expires Nov. 1. You are strongly encouraged to make reservations for the hotel ASAP.
- For all reservations call the hotel Front Desk at 828-252-8211 (preferred). Only if extending your stay to include Thursday and/or Sunday nights then also contact Lynne.Krekelberg@windsorhospitality.com and ask for CJC special rate.
- Optional breakfast vouchers (2pp) will be supplied at check-in for additional cost of \$20 each IF USED. Normal breakfast is \$30 + tax & tip.
- Self-Park at the hotel is \$8/day and Valet is \$29/day. There may be space out front for a few Jaguars, so let us know via the registration app if you are bringing a Jaguar.

Friday Night December 1---5pm-9pm

Dinner at the Apollo Flame Restaurant [separate checks] with transportation provided by GrayLine Asheville Trolley (You must reserve seats, limit 36 passengers)

Saturday Night December 2---5pm-9pm

Dinner at the Renaissance Hotel, Windsor Room
5-6:30 pm Cocktails and appetizers (Cash bar or Room charge for drinks)
6:30 pm Three course dinner with wine (\$115 pp)

A registration application for the event activities & limited seat trolley including the dinner payment of \$115 pp will soon be on the CJC website.

ATTRACTIONS - TOURS - RESTAURANTS

CJC December 2023 Event Asheville, NC

ATTRACTIONS DOWNTOWN ASHEVILLE

The first 3 are within walking distance of the 5th stop on Hop On Hop Off Trolley (Haywood Park Hotel) and walking distance from our hotel.

Topps Shoe Store

Woolworth Walk - local artist gallery & Olde time soda fountain for lunch.

Grove Arcade – First Shopping Mall in Asheville completed in 1925: Has a fascinating history and wonderful shops surrounded by beautiful architecture.

Asheville Museum of Art – at Pack Square

S & W Market – Asheville's Food Court on Patton Ave

Thomas Wolfe House

ATTRACTIONS CLOSE TO DOWNTOWN

Biltmore Village – Dicken's Festival Saturday, December 2nd, 2.5 mi S. of Renaissance Hotel... It is Stop 9 on Hop on Hop off Trolley... Parking is limited.

River Arts District- also on Hop On & Off trolley and 12 Bones Bar B Q is here. Lots of Walking

WNC Farmers Market - Hwy 191 South. You can take home a fresh Christmas tree, wreath, or greenery. Moose Café is here.

TOURS

GrayLine Tour Hop on Hop off Trolley - Purchase tickets \$37 for two-day use at Visitors Center or Renaissance Hotel. Follow green dots on the Website map for times and stops. In December operates every hour instead of every 30 minutes. For the City Overview Tour (which is one ride from start to finish) \$32 buy at Visitors Center only.

Brewery Tours – Many are available-check websites

Gingerbread House Competition at Grove Park Inn (Omni)
available public viewing after 6pm Sunday and Monday-Thursday with a \$25 parking fee.

RESTAURANTS

Check for Reservations prior to November 22, 2023

Pack's Tavern

Twisted Laurel

Strada

Wicked Weed & locations, Coxe Ave

Buxton Hall B B Q, Banks St.

White Duck Taco, Biltmore Ave.

12 Bones, South & Riverside

Corner Kitchen

Luella's BBQ, North & South

[To book your spot please click on this link or visit this page on the website
https://carolinajaguarclub.com/project/christmas-party-registration-page/](https://carolinajaguarclub.com/project/christmas-party-registration-page/)

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