



THE LITTER BOX

The official magazine of the Carolinas Jaguar Club.

The January Edition 2024

JCNA S.E. Region - Club #21

www.carolinajaguarclub.com





Dear Readers,

Well Richard Lloyd-Roberts is still not quite gone yet.

When I inadvertently raised my hand at the November meeting it was to be excused to visit the restroom which

somehow became misconstrued as if I was volunteering for the soon to become vacant position of The Newsletter Editor, so it is another fine mess that I find myself in.

Unfortunately, my first training session due on December 14 was the same day that my back surgeon scheduled me for back surgery to correct the severe spinal stenosis between L5 and L1 that had plagued me and my right hip replacement for 3 years. My right hip and leg pain has now gone, and my back surgery was very successful, the recovery period stated was for 6 weeks however, we are well on the way to a full recovery.

Richard has left some very big shoes to fill as did Jerry Cohen before him, now I am not so sure that I can fill them in a manner that you all have become accustomed too. As always, I will endeavor to give the position my utmost attention and gradually get up to speed. Until that happens, I would ask for your indulgence and understanding.

David J Hayden

deltajhotel@aol.com 704-236-0131



From The President

John Stewart

New Year's greeting to all .I am very excited to begin my term as president and look forward to the events of the coming year. I am lucky to be serving a board with a few novices like myself but also some experienced members to keep me between the ditches. The Board will meet late in January to fill out the year's calendar. Most of the old favorites, the Concours, the Christmas weekend, the road trip, will be back, but we will also find some new ways to enjoy our cars and the company of the members of CJC. One thing I have always appreciated about the club is that the cars are always served up with a big side of comradery, spiced with a little culinary and cultural adventure.

The biggest excitement for the coming year is that our club will be hosting the Annual General Meeting (AGM) of the Jaguar Clubs of North America (JCNA) in Charlotte March 14-16. Representatives from the roughly 60 Jaguar clubs in the US, Canada and Mexico will be attending. There will be lots of opportunities for club members to help as this event unfolds. Our immediate past president, Eric Dunn, will be coordinating the event for the club and he will need lots of volunteers.

The club's first event of the year will be the New Member meet and greet. This will be on Saturday February 10. So, save the date and watch for the details to come.

If you have not made your New Years resolutions yet, why not resolve to attend at least one more club event this year than you attended in 2023. I look forward to seeing a good crowd of new and longtime members in February.

John

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*Select new 2024 Jaguar F-PACE models eligible for financing at the APR shown for well-qualified buyers as determined by approved lender. Payments per month per \$1,000 financed, regardless of amount of down payment, \$15.15 at 2.9% for 72 months. All amounts shown are estimates. Retailer sets actual amounts. Supplies are limited. Taxes, title, license and fees excluded. Residency restrictions apply. Model pictured may vary from offer. See your participating Jaguar Retailer for qualifications and complete details on this offer and other Retailer finance offers. Jaguar or approved lender may rescind or amend this offer without notice.



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*Select new 2024 Jaguar F-TYPE models eligible for financing at the APR shown for well-qualified buyers as determined by approved lender. Payments per month per \$1,000 financed, regardless of amount of down payment, \$15.60 at 3.9% for 72 months. All amounts shown are estimates. Retailer sets actual amounts. Supplies are limited. Taxes, title, license and fees excluded. Residency restrictions apply. Model pictured may vary from offer. See your participating Jaguar Retailer for qualifications and complete details on this offer and other Retailer finance offers. Jaguar or approved lender may rescind or amend this offer without notice.

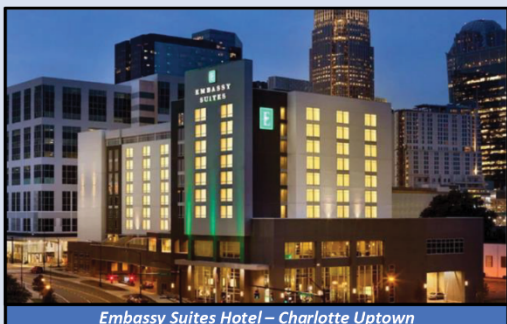




2024 JCNA Annual General Meeting March 14-17 Charlotte, North Carolina



Please join us for the JCNA AGM which will be held at the Embassy Suites - Charlotte Uptown. The hotel is near the center of the city and is walking distance to museums, restaurants, parks, and sports venues.



Embassy Suites Hotel – Charlotte Uptown

In the early afternoon the shuttle will return you to Charlotte for a visit to the NASCAR Hall of Fame across the street from the hotel, where you can experience the rich history of stock car racing in the U.S. or choose to explore Uptown Charlotte. We will gather back at the Hall of Fame for a cocktail hour at 5:30 PM, followed by dinner at 6:30 in the Hall of Honor.



Hall of Honor - NASCAR Hall of Fame

Activities begin on Friday the 15th at 9:30 AM with shuttle transportation from the hotel to RK Motorsports just 35 minutes north of the city. In addition to enjoying an incredible assortment of classic and performance automobiles, we will be treated to Rob Kaufman's private museum which encompasses an array of notable cars, including the GT 40 that won Le Mans in 1966. The tour includes a catered lunch on premises.



Rob Kaufman's Private Museum

On Saturday the 16th, the general meeting will begin at 8 AM. After a lunch break, business meetings will continue until mid-afternoon, followed by breakout sessions.

There will be a cash-bar cocktail hour starting at 6:00 PM, leading up to the banquet dinner, guest speaker and the JCNA annual awards to be held at the hotel.

For more information and to register, visit: agm2024.com

AGM registration deadline is Thursday, February 15th, 2024

Hotel reservations must be made by February 21st, 2024, to get the discounted rate of \$179.

Discounted rate is available for 3 days before and after the event if you wish to lengthen your stay.

Embassy Suites – Charlotte Uptown

401 East Martin Luther King Jr., Charlotte, NC, 28202

Reservation Number: 800-774-1500

Event name: Jaguar Club of North America Annual General Meeting, Event Code: JCN

See Registration Flysheet enclosed with this issue of the Jaguar Journal for additional information.



2024 CAROLINA JAGUAR CLUB MONTHLY EVENTS

UPDATED 1/5/24

MONTH	DATE	EVENT	CITY	LOCATION / ACTIVITY	Point Person
JAN	27-Jan	Board mtg	Lexington	HI Express - Childress Vineyard	John Stewart
FEB	10-Feb	New Members Mix& Meet	Greensboro	Starmount	Mann/Willis
MAR	30-Mar	Judge's Training	Greensboro	Starmount	Thomas
MAR	25-Mar	2024 JCNA Annual G Meeting	Charlotte	NASCAR MUSEUM, RK MOTORS Embassy Suites HQ Hotel	Merlie + others
APR	20-Apr	British Car Gathering	Dobson	Shelton Vineyards	Mann / Steve Ward
MAY	18-May	Triangle British Classic	Raleigh	Car Show & lunch Wake Tech 6600 Louisburg Rd	Mann/Thomas
JUNE	TBA	TBA			Mann
JULY	7/11-14	CJC Concours	L Switzerland	Annual Concours	Merlie
AUG	TBA	TBA			Mann
SEPT	TBA	Autumn in the Mountains	Mills River	British Car Show	Mann
OCT	TBA	Week long Road Trip	TBA		Crowell / Myers
NOV	TBA	Officer Elections for 2025	TBA		Mann
DEC	TBA	CJC Christmas Weekend		Need volunteers	TBA



Some Assembly Required – Hurry Up and Wait

I think it was maybe in WWII that infantry soldiers came up with the phrase “hurry up and wait”. It might have been a reflection on the chaotic situation of wartime, where maybe they were in a forced march to reach a strategic location, only to arrive there and sit around with no further action required.

The restoration of my 1963 Jaguar E-Type coupe this last week was an example of hurry up and wait. I started with a nice goal. I wanted to get all the brake lines bent into their correct configuration. I had purchased a brake line “kit” put together by Automec. The kit contains all the brake lines with the correct flares and end fittings. I think in order to get it all packaged in a box that is only 12”x18” x 2”, the lines are not bent into their 3D shapes, rather they are 1D or 2D. I already had the required endpoints in place, namely 2 master cylinders and 4 wheel calipers. I had tools, namely a tubing cutter and two varieties of bending tools. I started by establishing the rough routes using electrical wire. I then bent the routes up using bulk tubing that I purchased at NAPA. Finally, I used this pattern to bend the actual lines. The Automec lines use a copper-nickel material and are pretty easy to bend. I was almost done when I discovered that two lines were missing. I contacted the vendor, SNG, and they agreed to get me the missing lines, free of charge. Unfortunately, they have to come from the UK. Hurry up and wait.

I decided to install the cable that leads from the handbrake to the parking brake assembly at the rear wheels. The basic cable was ready to go but at the handbrake end, there is an assembly that turns on a light on the dash when the handbrake is engaged. The electrical switch for the assembly was not making contact. Sigh. I ordered a new switch from SNG. It could be shipped out immediately but we agreed to wait for the items from the UK to come in and ship everything at once. Hurry up and wait.

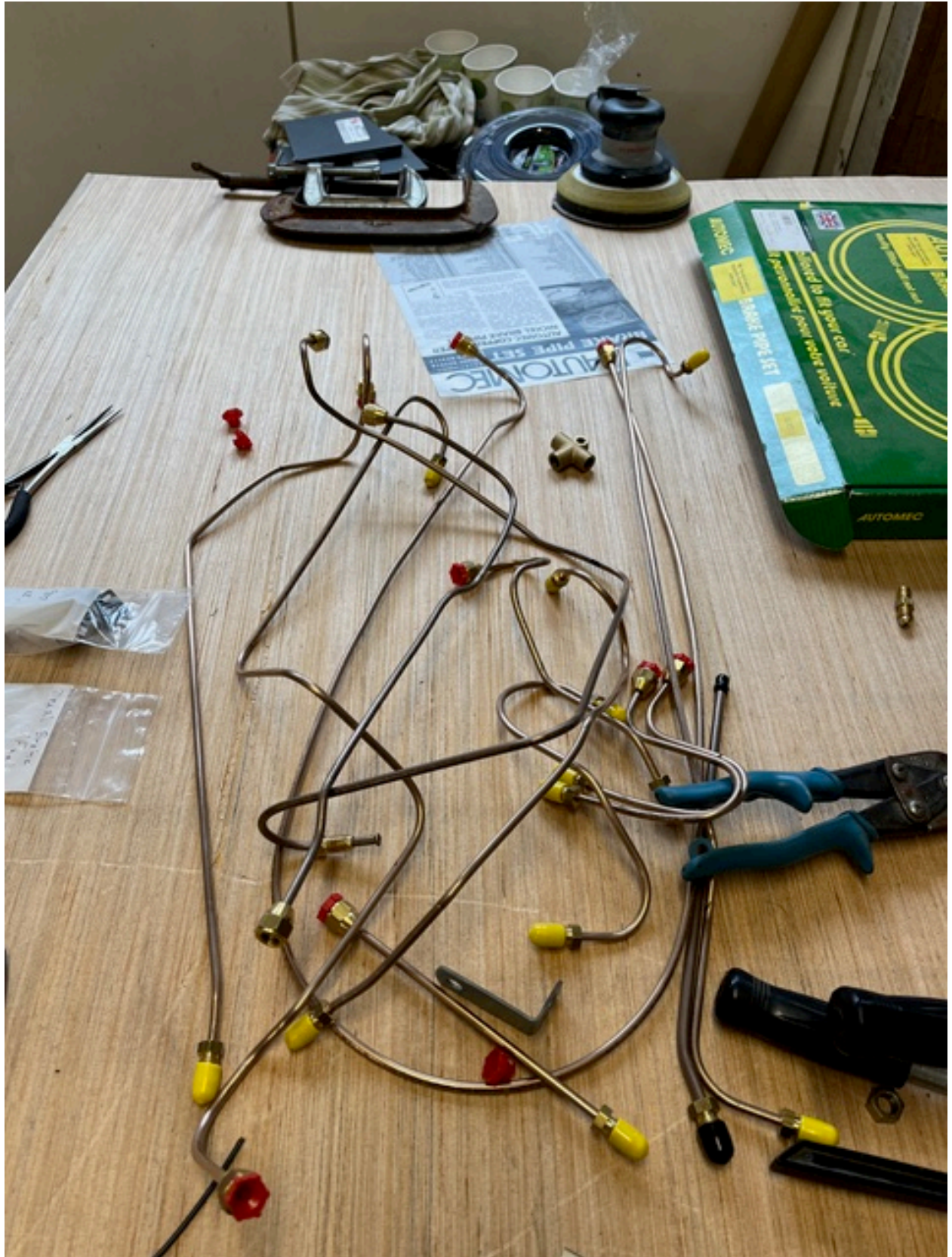
I turned to the installation of the accelerator pedal box assembly. That went in OK. It has an opening for the steering shaft, so I decided to get the shaft ready to go. It has universal joints (U-Joints) at each end. U-joints have a bearing assembly that really should be replaced as a precaution. I had one in my supply of new parts but not two. Another email to SNG and it was added to my pending order. Hurry up and wait.

The steering shaft inside the cockpit includes a fiddly complex of parts that allow the horn to work and of course it contains the turn signal assembly. I had pre-purchased a repair kit for the horn mechanism, although it turned out after I took everything apart and reconditioned it, I did not need the kit. What I did need was a “stalk” for the turn signal switch, as the chrome on the original was perished. Amazingly, SNG had those in stock. OK, just add it to my order! Hurry up and wait.

I moved on to installation of the fuel line from the rear of the car up to the fuel filter in the engine compartment. This actually went pretty well. That said, I discovered that I was missing 2 gaskets and a filter screen for the fuel filter. These were added to my order from SNG.

Due to the fact that my one part from the UK is small enough to be shipped by air, my order should arrive in a week or two. And I have already moved on to working on installation of the tachometer and speedometer into the dash. As long as you have multiple avenues of attack during your restoration project, you can usually stay busy and productive. Just remember and accept the fact that “hurry up and wait” is probably right around the next corner.

Previous articles in my Some Assembly Required series can be found at my website newhillgarage.com



The Christmas Jaguar by Don Koepnick

I turned 16 in 1961, and like most 16-year-old males was fascinated by anything with wheels. I got my driver's license in January and began to really pay attention to cars. In the fall of 1961, I saw my first E-Type and vowed that one day I would own one. Fast forward through 4 years of college, 3 years in the Army, including a one year all-expense paid vacation in beautiful Southeast Asia, graduate school, several jobs and houses the last one of which had a two-car carport and a basement with space for a work bench and a mini workshop. In 1978 I was reading the cars for sale ads in the local paper when I saw an ad for a 1960 Jaguar that needed "minor" work. The price was right - \$2,200, so I called the owner and scheduled a time to meet him and check out the car. In my mind I had found my dream car, the only Jaguar I knew about at the time, the fabulous E-Type. The seller had a small farm just outside Troutman and the Jag was stored in his barn. It was covered with an old tarp, and I remember thinking this can't be a Jaguar, it's too big. He pulled off the tarp and there sat a sad-looking Mark 2. He claimed he had driven it to the beach last summer and then parked it in the barn until this cool day in March. The Jag had faded paint, a couple of small dings and rust behind both rear wheels. The varnish had peeled off the wood, but it was all there, ugly but complete. He told me the gas tank had some rust pinholes, and he had a plastic gas can strapped down in the trunk, with a fuel line run to it. I questioned him on whether the car was drivable, and he said it was, but he wouldn't go more than 10 miles or so with it. We manually turned the engine over and then tried to crank it. The battery was weak after sitting for so long and only gave us 5 or 6 turns. Fortunately, he had jumper cables and a nearby tractor with a 12v battery. The old Mark 2 fired up on the third try, producing the expected cloud of blue smoke. Other than the smoke, the engine sounded pretty good to me. The transmission was a manual 4 speed with electric overdrive. I drove the Jag up and down the dirt road leading to the barn and managed to get enough speed to try all four gears although I was lugging in 4th due to the low speed. The brakes worked and I was mesmerized by the wood and leather and wool. We agreed on a price, signed the title, and I told him I would come back tomorrow after I got off work and pick up the Jag. The distance from Troutman to Statesville is about 10 miles so I figured I could drive it home. The next day one of my friends from work rode with me and we caravanned from the farm to my home in Statesville. Other than a continuous cloud of blue smoke and an occasional sputter when the gas sloshed away from the pickup hose, the trip was uneventful.

Once I got the Jag in my garage and started cleaning and discarding, I realized that I probably had not been aggressive enough in my price negotiations. A colony of field mice had set up residence behind the dashboard, and while the mice had vacated the premises, they left behind plenty of evidence of their nefarious activities. On the drive home I noticed the instruments either were not working at all or were registering questionable readings. The mice had an apparent appetite for British wiring harness material.

After a partial engine rebuild, refreshing all the seals, gaskets and miscellaneous rubber parts, the Jag was running like a true Jaguar. It was still ugly, but now it was safe to drive and with 4-wheel disk brakes it stopped better than anything I had ever driven. Over the course of the next two years, I restored the wood, rewired the portion of the harness that the mice had dined on, replaced the headliner and the front seat covers. The rear seat and door panels had little damage and re-dying was all they needed. A new carpet set completed the interior.

The body work was minimal, and I was able to take care of the dents and the rusted areas with Bondo and lots of elbow grease. Painting was a learning experience for me. At work we had a full maintenance

shop for our construction equipment, including a bay where painting was done. Since painting construction equipment was a pretty simple process, the paint bay was not equipped with all the sophisticated systems found at an automotive paint facility. The guy who did the occasional painting at work advised me to use lacquer paint since you could rub out any imperfections and it was easy to blend in when you re-sprayed an area. I stuck with the original color, Indigo Blue, so I didn't have to worry about the engine bay, door jams etc. After priming the body, I began the process of spraying on a couple of coats of lacquer, then wet sanding out all the imperfections and the occasional insect. The process went like this: spray two coats, wet sand, OOPS, I can see primer, spray two coats, wet sand, OOPS, repeat until no more OOPS. I ended up using two gallons on what should have been a one-gallon job. Some sections of the body had 9 coats when I finally got all the orange peel sanded out.

I finished the restoration in the fall of 1981, and at the time was a subscriber to EJAG Magazine and a member of the Southeastern Jaguar Club, a predecessor of CJC. One of my co-workers was a photography buff and talked me into letting him take some pictures of the Mark2, with me in a Santa Claus suit. The pictures turned out well and he suggested I send a couple of them to the EJAG Magazine. I sent two to the magazine in early November. When the November issue came out and my pictures were not included in the "Members' Jags" section, I figured they probably had all the photos they needed and decided not to publish mine. When the December issue arrived, I was totally blown away. I was on the front cover!

As Paul Harvey used to say, "and that's the rest of the story"





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2024 NEW MEMBERS MEETING - opportunity to “MEET & MINGLE” with New and Existing Members.

Starmount Country Club - One Sam Snead Drive, Greensboro NC 27410

Please join us on 2/10 at Starmount Country Club, for our NEW MEMBERS MEETING. Learn more about our club and its members & activities. Lunch will be served at 11:30, followed by our meeting, but please plan to arrive by 10:30 AM. Coffee and muffins will be served, along with a cash bar.

You would need to pre-register and pay for your lunch selections on our website:
<https://carolinajaguarclub.com>. **Registration closes 2/1.**

New Member prospects can contact Nancy Willis at
carolinajagmembership@gmail.com

Kevin Mann (VP Events)
mannkm@aol.com
770-856-1056



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2024 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 \$65.00.

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 2024 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.



1970 Jaguar E-Type 4.2 FHC

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1970 Etype \$102,000

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



For Sale: 1974 Jaguar E-Type V12 OTS

Contact me for more information

1974 Etype \$83,000

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



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