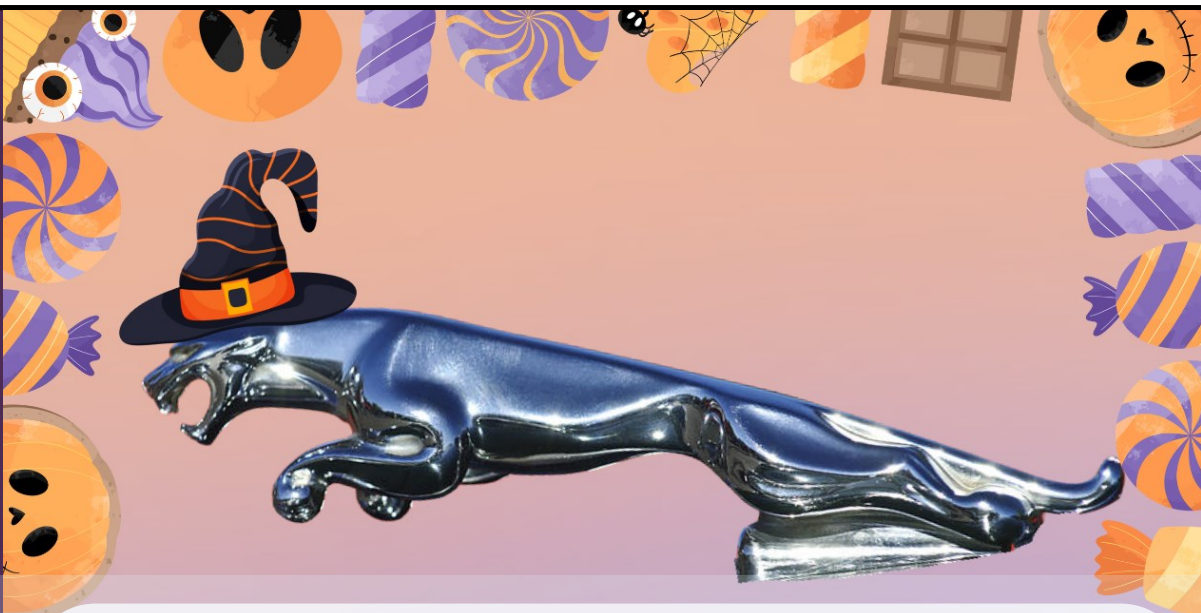




The Litter Box

The Official Magazine of The Carolina Jaguar Club
October Edition 2025

JCNA S.E. Region Club #21
www.carolinajaguarclub.com

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To Do List

1. Don't Forget to Reserve Rooms for the December Holiday Event!
2. Renew '25 Membership
3. Enjoy the cool weather!

From The President

John Stewart

Happy Halloween to all of you. I hope you all are enjoying a great fall. This is one of my favorite times of the year.



I have heard great reviews of September's event, JCNA's International Jaguar Festival held at the Savoy Automobile Museum in Cartersville Georgia. The car show was huge and our own Chief Judge Steve Thomas helped organize the judging for the event, doing an excellent job as he always does. Steve reported that there were 80 cars on the field with 50 being judged. I am also anxious to hear stories from those who attend our annual road trip earlier this month. The drive was centered in Nashville and include a trip to the Grand Ole Opry.

Our November event will be our annual election meeting. We will vote on officers for 2026. By this time, you should have received two emails from the club. The first is a reminder to register for the November 14th meeting which will start with a tour of the Hendrick Motorsports Complex. This is a chance to see the inner working of one of the best-known racing organizations in the United States. You may think of Hendricks only in terms of NACAR, but did you know they had an entry in the 2023 24 Hours of Le Mans?

Our tour will be followed by lunch at the nearby Speedway Club at the Charlotte Motor Speedway. If you have never seen this space, it is well worth the trip to Charlotte.

The second email outlines the election procedures. For those attending the meeting in person, ballots will be distributed for in person voting at the meeting. If you cannot be there in person, you can download the ballots using the links in the email. The ballots contain instruction on how to submit your ballot to a member of the Nominating Committee either by email or regular mail. There are two ballots, one for next year's officers and a second for minor changes in the bylaws. The bylaw change allows the option of using electronic voting in the future. This is intended only to provide additional flexibility to our voting process should we ever need it.

Don't forget that the Holiday Party in Edenton is coming up December 11-13. I hope to see all of you at the meeting in Charlotte.

2025 Officers and Committee Chairs

President	John Stewart
VP Events	Kevin Mann
Secretary	John Fryday
Treasurer	Rick Wotring
Membership Co-Chairs	Kevin Willis Nancy Willis
Concours Co-Chairs	Karoline O'Rourke John O'Rourke
Newsletter Editors	Kyle Rapp Shannon Dupont
Web Master	Brad Merlie
Social Media	Barb Merlie
Chief Judge	Steve Thomas
Past President	Eric Dunn

Editorial Contributions

Letters to the editor, technical advice and inquiries, articles and photographs are welcome. Submissions should be received by the 12th of each month for the next issue and may be edited for style and/or space. Opinions expressed are not necessarily those of CJC, Inc. All submissions are considered property of CJC, Inc., and may be reproduced by JCNA affiliates with proper credit.

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803-283-0789, or e-mail request to:
cjceditor@aol.com.

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2025 Carolina Jaguar Club Membership Application

You can easily register online by going to <https://carolinajaguarclub.com/product/membership/>

If using the form below, please print clearly

First Name: _____ Last Name: _____

Email address: _____

Spouse/Partner Name: _____

Spouse/Partner Email: _____

(Optional, but please provide if you wish to receive your own copy of the newsletter.)

New Member ☐ Renewal ☐ - JCNA Number: _____

For new members, and renewals who have moved in the last year, provide your home address:

Address: _____

City/State/Zip: _____

Telephone _____ Cell ☐ Home ☐ Work ☐

Please List the Jaguar Cars You Currently Own (optional):

Annual membership dues for the Carolina Jaguar Club, Inc., are \$75.00.

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 2025 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.



Event Calendar

Official CJC Meetings in Bold



Nov 14th — November Officer Elections (Pg 6)

Dec 11th - 13th — December Holiday Event, Edenton, NC. (pg 7)

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NOVEMBER OFFICER ELECTIONS

WHEN: Friday November 14th

WHERE: Hendrick Motorsports and Speedway Club - Charlotte NC

EVENT SCHEDULE:

Hendrick Motorsports Complex - 10 am - Noon. Please plan to arrive before 10 am.

Location: 4400 Papa Joe Hendrick Blvd, Charlotte, NC 28262

We will tour the Motorsports Museum for 1 hour and also tour the Heritage Center, where Rick Hendrick's Private Collection is on display. We will be divided into 2 groups - one group will tour the Motorsports Museum at 10am and the Heritage Center about 11am. The second group will tour in reverse order.

Please note the Heritage Museum (and Private Collection) is optional - at a cost of \$25 per person, to be donated to Rick's favorite charity. Pre-register and pay on the CJC website.

Speedway Club - 1 pm (about 2 miles away) at 5555 Concord Pkwy South Concord NC 28027 on the 6th floor. We will have a NY style deli buffet, to be served in a segregated area of the restaurant, reserved for our lunch and meeting. Cost for lunch will be \$35.06 per person, also to be paid when you pre-register on the CJC website.

Please contact Kein Mann with questions - (770) 856-1056 or mannkm@aol.com





2025 HOLIDAY EVENT

WHEN: December 11 - 13

WHERE: Edenton NC

EVENT SCHEDULE:

Thurs 12/11 – Drive to Edenton. Check in at Hampton Inn – 115 Hampton Drive. We have 18 rooms held until 11/1 at special rate of \$195.57 + 11.75% tax (9 Kings and 9 double queens). Call to reserve your room (252) 482-3500 and mention Carolina Jaguar Club.

Please plan to arrive by 4pm. 5-8 pm – Cocktail hour Cash Bar followed by Group Dinner at Herringbones in private room (self-pay but Club provides hors d'oeuvres)

Friday 12/12 - Tickets for both tours can be purchased on CJC website when you register for the event. Only 40 tickets for each tour, so register early! 10:30 or 11:30 am – 20 tickets for each time for Guided Trolley Tour showcasing the beautiful homes, buildings and waterfront of North Carolina's first Colonial capital, established in the early 1700s. Discounted to \$10/pp. Read more at: [hgps://ehcnc.org/836-2/trolley/](https://ehcnc.org/836-2/trolley/)

4 pm – 8 pm - Christmas Candlelight Tour - a self-guided evening walking tour that visits decorated private homes and public sites in historic Edenton. Read more at: <https://ehcnc.org/events/christmas/> Discounted to \$42.50/pp

After the Candlelight Tour, enjoy dinner on your own or join us for light snacks in our hospitality suite at the Hampton.

Saturday 12/13 – Breakfast on your own and return home or extend your stay and see what else Inner and Outer Banks has to offer.

Please contact Steve Thomas with questions – (919) 906-6802



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Some Assembly Required - Factory Tour of SNG Barratt



As some of you may know, SNG Barratt is a major supplier of parts for all manner of Jaguar cars. SNG Barratt was established in 1982 by Stephen Barratt. He was an avid enthusiast of classic cars, Jaguar in particular. He saw a need for quality replacement and repair parts for older Jaguar cars, no longer a priority of Jaguar the company. 43 years later, SNG Barratt has grown to a worldwide business that supplies thousands of bespoke parts for Jaguar and Daimler cars. SNG Barratt was recently absorbed, along with Moss Motors and Rimmer Brothers, by Radial Equity Partners. It is not official yet but I suspect that SNG Barratt will retain its identity as the preferred partner to supply parts for Jaguar cars.

When I started the restoration of my first E-Type, back in 2005, SNG Barratt quickly became my go-to supplier for restoration parts. For my most recent restoration of a 1963 E-Type FHC (which came to me in boxes) they were again my go-to source for parts. I've spent a lot of money with them. By and large, their parts are first rate in quality and when there are shortcomings, they are always prompt in rectifying the situation. As the years have gone by, they have developed a significant in-house manufacturing capability for the parts they sell. Let's face it, restoration parts for classic Jaguars do not really warrant high volume manufacturing methods, where the



Image 2: SNG Fixture

high cost of automation is offset by millions of parts produced and sold. For many of the parts SNG Barratt sells, they make them the old fashioned way-one at a time.

During my recent trip to the UK, I arranged for a tour of their facility in Bridgnorth, near Wolverhampton. I was met by Julian Parker, who is the Product Manager for the Lucas line of parts. Lucas made a lot of parts for British cars in the day but at some point they ceased to be active. SNG Barratt has purchased the rights to produce exact replicas of classic Lucas parts. They have much of the Lucas technical documentation and a significant amount of the manufacturing molds, jigs, fixtures, etc. Julian has spearheaded the effort to expand SNG's catalog of genuine Lucas parts.

The facility in Bridgnorth includes sales, warehousing, shipment, manufacturing, and quality control. SNG Barratt also has sales offices in Europe and the

(Continued on page 10)

(Continued from page 9)



Image 3: Gas Fixture

US. I was mainly interested in seeing the manufacturing effort. So my tour began.

As you might expect, I saw metal forming, welding, casting of metal and plastics, electrical component fabrication, and final assembly. It is a very industrial setup, just on a somewhat smaller scale compared to most “factories”. There is also a substantial R&D and testing component to the facility. For instance, they have just released a new bespoke fuel injection setup for the XK line of engines. I popped into their QC department, where I heard some of the same jargon that I was used to in my nuclear power career. SNG Barratt is ISO 9001 certified.

I took a fair number of pictures but I encourage you to check out the [SNG Barratt Youtube](#) channel. In particular, take a look at the short documentary “[Unforgotten Legacy](#)”, which does a nice job of capturing the spirit of the “shop floor” at SNG. Another



Image 4: Welding

worthwhile video is “[40 Years of SNG Barratt](#)”.

After we finished our tour of SNG Barratt, Julian took me down the road to Jenvey Dynamics. Jenvey Dynamics is a small manufacturer of fuel injection and carburation products for specialty and race prepared engines. They worked with SNG to develop the above mentioned fuel injection system for the XK engine. At their facility, I saw aluminum casting, welding, and 5-axis numerical machining of parts required to assembly their line of throttle bodies, manifolds, and inlet systems. Again, a small shop with lots going on.

I know when I was younger, the term “cottage industry” was a phrase that most likely invoked folks sitting in their houses making shoes and spinning yarn to weave into clothing. I think firms like SNG Barratt and Jenvey are the modern cottage industries of this world. People coming to work and producing a product, with pride in the results of their labors. It was great to see!

(Continued from page 12)

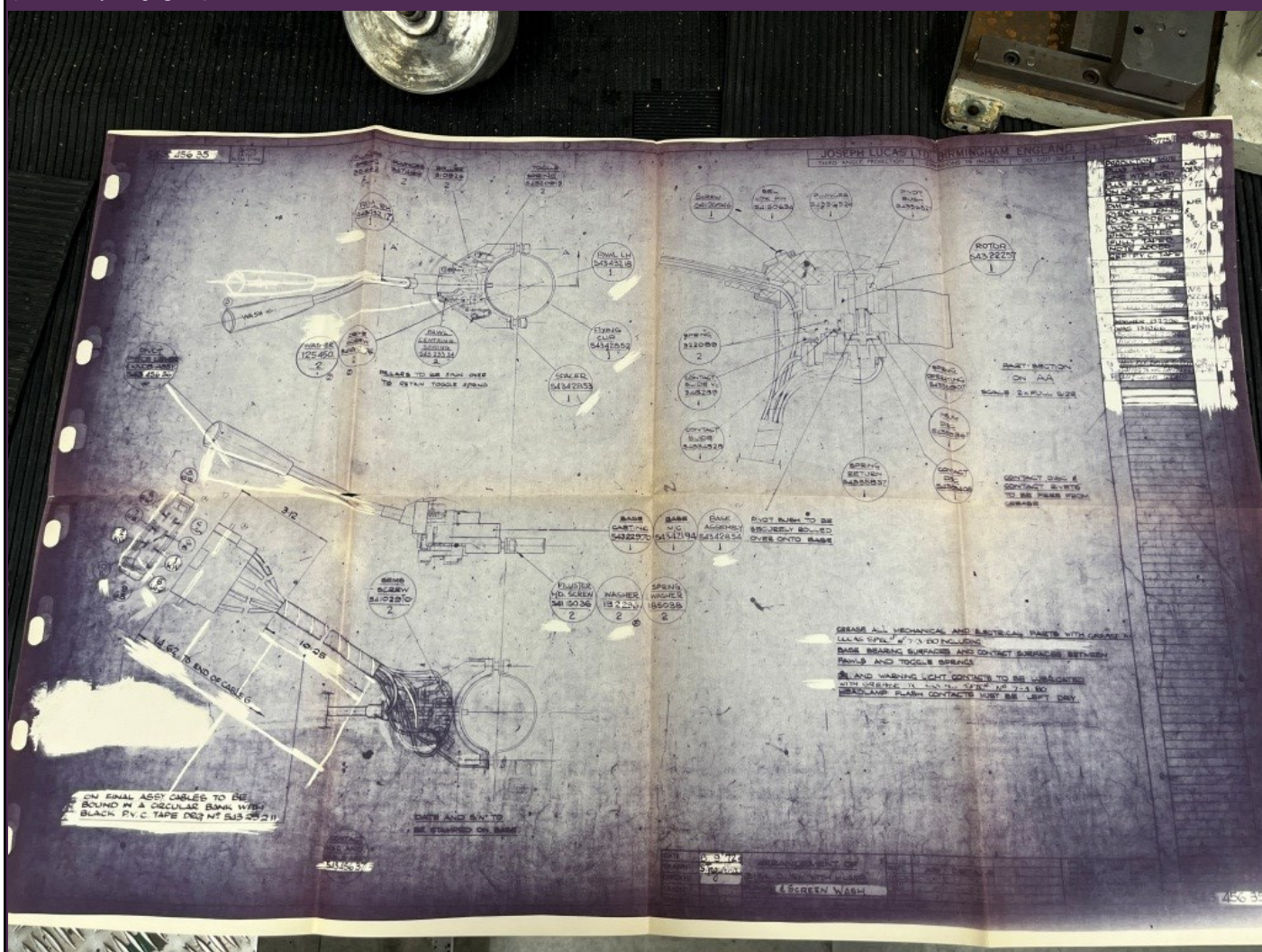


Image 5: Turn Signal Drawing

Harvey is a dedicated DIY enthusiast. All of his Some Assembly Required articles can be found at his website, www.Newhillgarage.com



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The XK Corner (#17)

The XK Corner (aka “TXC” for short) has been the place to share questions, answers, problems, solutions, and everything else about your 1996-2015 Jaguar XK8, XK, or XKR. For this final month under current management, TXC features a Phillip Reid exclusive, with a deep dive into sales and production data, leading to a surprise conclusion on the last models of the Jaguar X100 series. Finally, after an unbroken 17-month run with TXC installments, Graytr is relinquishing stewardship of TXC due to a case of creeping octogenarianism. Hopefully TXC will continue in some guise in other capable hands.

Is the “Rare” 2006 Victory Edition actually a value? - by Phillip Reid

I now own a 2006 XK8 “Victory Edition” convertible, which I bought in February 2025 after closely following X100 sales on Bring a Trailer for four years (though I did not end up getting mine on there). Having gotten the impression that Victory Edition X100 prices on the big online auction site were not that high, I decided to crunch some numbers to see how VE prices stacked up against all the X100 offerings on BaT for the entire period during which Victory Editions had been up for auction: November 2019 to the present. In the process, I gathered price history more broadly, and will share that here; I hope it proves useful to those contemplating a purchase, and be somewhat interesting to current owners.

Bring a Trailer (“BaT”) is a useful venue for this sort of thing, as it’s one of the rare sources of actual selling prices, as opposed to asking/list prices, which do not tell you what someone actually paid for the car. The one important difference, to my mind, between BaT and the dealer sales market is that, if you sell a car “No Reserve” on BaT, you’re obligated to let it go for the highest bid, even if it’s not your lucky day and that highest bid is far lower than you think the car is worth. On the other hand, when two or three prospective buyers combine drinking alcohol and bidding on a car, the last few minutes of any such auction can turn into a bidding war and drive the selling price beyond what a dealer would let the car go for. So, over many sales, it probably roughly equals out.

The Victory Edition X100

First: some nomenclature and production background. The Victory Edition was a trim package, offered for the final model year of the X100, in all four variants (XK8 coupe and convertible, and XKR coupe and convertible). It was only offered in North America, but the same options were offered as the “4.2-S” version in other markets. The VE and S version offered four distinct colors (but you could also choose between “most” of the standard colors). So, if the car is in Copper Black Metallic (a gorgeous metallic brown), Frost Blue Metallic, Bay Blue Metallic, or Satin Silver Metallic, and it’s a North American car, it’s a VE.

The package also included a distinctive “white badge” version of the growler emblem on the bonnet, special polished sill plates, an elm veneer for the XK8 instead of the standard walnut, carbon fiber interior trim for the XKR, embossed floor mats trimmed in leather, upgraded soft-grain leather on the seats, center console, and door card inserts, a leather steering wheel instead of the standard wood-and-leather, and a leather-covered shift knob instead of the standard wood. Special contrasting colors were used on the upper door cards and dash, and the seats had a horizontal stitching pattern rather than vertical, with contrasting stitching. The cars were fully-loaded, with the only options being satellite navigation (on the XK8; it was standard on the XKR), and adaptive cruise control.

Standard were the 320-watt Alpine sound system, memory seats, power-folding side mirrors, Bluetooth phone connectivity, HID self-leveling headlights, chrome 19” Atlas wheels for the XK8 and 20” BBS wheels for the XKR. The R also got red calipers and cross-drilled Brembo brakes. The package was \$3,000 on the XK8 and \$5,500 on the XKR (because the XKR included navigation, which was \$2,400 as a stand-alone option on the XK8. The only other stand-alone option, for all the variants, was the latest version of Jaguar’s Radar-based Adaptive Cruise Control. You could also get a Handling Package on the XKR Coupe (in all markets), which had silver calipers with the cross-drilled Brembos, revised settings for the CATS active dampers, re-tuned power steering, revised rate coil springs, and rollbars. That was \$3,000.

Though initial advertising claimed only 1,050 VEs were to be produced, the final number of VEs (per latest Jaguar Heritage Trust data) stood at 1,119. To put that in helpful perspective, only 3,455 X100s of all variants were made in 2005, with the last one finished on 27 May 2005 (Ref.1). That final XKR was the last ever Jaguar sports model built at Browns Lane in Coventry. All X100s sold in North America as “2006” model year cars were actually built in the spring of 2005.

It was common for Jaguar to export about half of the output of any model to North America. That would translate to roughly 1,700 X100s from 2005, 1,119 of which would have been VEs. So, I suspect that *most* X100s sold as 2006 cars in North America were VEs. The BaT data certainly do not disprove that hypothesis. Damian, who runs the YouTube channel “Modurol,” calculated—using serial numbers—that 603 standard 2006 models were built, and only 298 of those were exported to North America. So, the standard 2006 was indeed rarer than the Victory Edition. As Damian notes, this reinforces the value proposition of the VE (Ref.2).

Original sticker prices for VE XK8s started at \$73,495 and \$88,495 for XKRs. Convertibles were \$5,000 more than coupes.

Recent pricing history on BaT

The used-car market has fluctuated over the past six years, rising during the pandemic and falling again, but not to pre-pandemic levels. I will not try to factor out those fluctuations.

I have chosen to include auctions in which the highest bid did not win the car, thanks to a set reserve. My reasoning is that that number is what the car would have sold for in a no-reserve auction.

In the time period considered, BaT sold 306 X100s of all variants and model years (1997—2006). Of those, 198 were XK8s, and 108 were XKRs. The average selling price for an XK8 was \$13,858.01, and for an XKR, \$18,820.78. That’s a 30.3% average price difference, as compared to only a 16.3% difference at sticker. The market clearly appreciates the XKR and puts a premium on it.

For the XK8, the lowest price was \$3,700 for a ’99 coupe with 116K miles, and the highest was \$37,250 for an ’06 convertible (not a VE) with 7K miles. For the XKR, the bottom was \$6,500 for a 2000 convertible with 86K miles, and the highest was \$52,000 for an ’04 Portfolio convertible with 9K miles. (That car was an outlier; the next most expensive XKR was a 2002 coupe with 3K miles at \$40,077, and no other XKRs went over \$36,000.)

If we zoom in on the 2006 model year, we can separate the VE cars from the “standard” ones and compare them. Since we already know that 2006 X100s were rare, we shouldn’t be surprised to find only 25—17 of which were VEs, lending some credence to my guess that VEs represent the majority of ’06 X100s sold in North America. (I included my car in this sample, even though I bought it from a dealer.)

The average price of an XK8 VE was \$17,544.64. That’s a 23.5% premium on the ’06 VE over the average for all model years. For the XKR VE, the average price was \$18,231.67. That gives us only a 3.8% premium for the XKR over the XK8, but we are looking at a small data sample here, and the average mileage of the VE XK8s happens to be lower than that of the VE XKRs—56,091 versus 61,667. Right or wrong (and frequently wrong), the market’s number-one price criterion is mileage. (The mileage range for the VEs was large: 23—102K.)

For the non-VE ’06s—an even smaller data sample—we have an average XK8 price of \$23,460—approaching double that of the average XK8 price overall. For the XKR, it’s \$33,250—about the same relation to the overall XKR average. However, there are only two non-VE XKRs, and their average mileage is only 14K. The average mileage for the non-VE XK8s was only 30,833. So, the percentage price difference between non-VE XK8s and XKRs is 34.5%, more than double what it was at sticker, but only about four points more than the difference for the entire X100 sample of 306 cars. Again, the market puts a premium on the XKR beyond the one Jaguar put on it when they were new.

(Continued on page 15)

Considering “value”

One could get the impression, then, that '06 models are, in general, more expensive than other options, given the average-price comparisons. But of the seven XKR's that sold in the \$30Ks, only one was an '06. The most expensive was an '04 and the next an '02.

For the XK8, the most expensive car was indeed an '06—but not a VE. The next most expensive, at \$35,000, was an '03, followed by a '97 at \$32,500.

It would seem that, overall, X100 prices on BaT are determined by 1) mileage; 2) condition; 3) history (ownership, where the car has lived, service performed); and 4) who's actually present in the auction—is there a conscientious seller who answers questions promptly and accurately? Do the right buyers show up for the final few minutes?

All other things being equal (which they almost never are), the cheapest X100s on the list tend to be early XK8s. But, these are cars likely to be cheaper to buy than to own; usually, there is no evidence that important big-ticket work items have been done, such as convertible top hydraulics and timing chains and tensioners. Cars selling below about \$13,000 are likely going to need several thousand dollars' worth of work to make them enjoyable and reliable over the medium term.

Because of that, I think the late-model cars are usually a better value. Jaguar improved these cars in lots of ways as the years went by, as is typical of a long production run. Sure, you'll have aficionados of an early version for aesthetic reasons, and for those folks, a later model won't do. But for those who like them all, there's a lot to be said for a late-model example. And, if you're looking for a great GT cruiser and the extra power of the XKR isn't compelling to you, you can usually save a few (or more) grand by going with an XK8. (You'll also likely have a more comfy ride and your fuel bill won't be quite as high.) We've seen that the R does fetch a significant premium over an 8 in similar condition.

Back to the “Victory Edition” and final thoughts

My numbers suggest that the Victory Edition, unlike

the XKR, does not command a special premium. That, to me, makes it a good value proposition. It is a loaded, final-year car, with just about everything a later sporty luxury car would have. It has distinctive styling touches that set it apart not just from other 2006s, but from all other X100s in North America. As with so many last-year models, when the manufacturer is willing to throw a bunch of options on as standard to boost waning sales, you get a lot for your money.

I will add that I have yet to see a photo set for a VE with tatty seats. The soft-grain (semi-aniline) leather seems to hold up very well—most look new. My car is no exception. It does not tend to crack. And it feels really nice to the touch. These cars are supposed to be a sensuous experience; this sort of thing matters here.

As for future “collectability,” I won't hazard a guess. I will say that the special colors are not common at all; there were 74 imported in my color (Bay Blue), so you certainly aren't likely to see a twin at a show.

So, if you see a VE advertised for sale, with verbiage like “rare” and “special,” don't be put off if you're seeking value in your X100 purchase. The car may very well be a good buy.

=====

Ref.1. Nigel Thorley, *You and Your Jaguar XK8: Buying, Enjoying, Maintaining, Modifying* (Yeovil UK: 2006), 147. Though widely shared, the production numbers and dates originate with the Jaguar Daimler Heritage Trust in Coventry.

Ref.2. “Jaguar XK8/XKR Victory Limited Edition - Part 1 “MY2006 Specification in detail” V196 4.2S X100,” *Moduro!*, accessed 25 July 2025, <https://www.youtube.com/watch?v=4l8tOU56DYg&t=482s>

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Mark@jaguarsouth.com



Stock photo not actual car (photos to come)

2013 Jag XJL 5.0 sedan

66000 miles

Black with tan interior.

Photos and details coming

Stock photo below not actual car



1967 Jag E-Type 4.2 OTS Restoration project

More detail contact Mark Lovello at 864-395-2933

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This XJR offers the exhilarating performance of a supercharged V8, paired with timeless styling and unmatched comfort.

Price Reduced to \$16,900 for quick sale.

Contact:

Mark Lovello

Phone: 864-395-2933

Email: mark@jaguarsouth.com



FOR SALE

Beautifully presented and preserved 2004 XKR convertible “portfolio edition” with only 25,500 miles. Garage kept.

Pictures speak for themselves.

Only 200 portfolio edition XKRs produced- 100 in Jupiter red, 100 in Coronado blue.

The portfolio edition XKR has some tasteful options that set it apart;

- Vivid coronado blue paint. (paint code JJS)
- Sapele wood dash
- Recaro seats in a black and blue two tone
- BBS 20 inch “Montreal” wheels- tires have 80% tread, 255/35/20 front, 285/30/20 rear.

If you have been looking for a limited edition XKR with low miles in excellent condition, this may be it. EVERYTHING works!

Drives and handles as a Jaguar should. \$\$ spent on the suspension. Nothing to do but get in and drive.

In preparation for the sale, the vehicle underwent a full “pre purchase inspection” by Jaguar specialists, Discovery Automotive in Cary NC. It also has a clean CARFAX, clean history, and clear title.

The car is located in Fuquay (just south of Raleigh) NC.

Genuine offers over \$22,000 considered.

Please contact Arek on 470-313-8252



1967 Jaguar E-Type — Offered by Karen Meyer (widow of Chuck Meyer — CJC member who passed in 2023)



This car is on display at **Kernersville Auto Museum**
Contact: Jim Taylor jtaylor28@triad.rr.com

CJC is visiting there on June 21st so you can “kick the tires”
Karen’s asking price is \$110,000

Stock Number
P7849

Classified

For Sale: 2000 Jaguar XK8 Convertible – Carnival Red – Only 37,881 Miles

This stunning 2000 Jaguar XK8 Convertible is finished in Carnival Red with a tan leather interior and matching tan convertible top. A true head-turner with timeless British elegance and smooth V8 performance.

Only 37,881 original miles

Two-owner vehicle

Always a South Carolina car – no northern winters

Meticulously maintained with service records included

Garage-kept and in beautiful condition throughout

Price: \$16,500

For more information or to schedule a viewing, contact:

Contact Mark Lovello Jaguar South 864-395-2933

Don't miss your chance to own a well-preserved classic Jaguar convertible.

For Sale: 2010 Jaguar XFR 5.0 Supercharged Sedan – Polaris White – 110K Miles

Experience refined power and luxury in this 2010 Jaguar XFR, finished in elegant Polaris White with a tan leather interior. Powered by Jaguar's impressive 5.0L supercharged V8, this performance sedan delivers a thrilling drive while maintaining classic British sophistication.

Lady driven and well cared for

South Carolina car – clean and rust-free

Smooth, powerful, and comfortable

Pictures available upon request

Contact Mark Lovello – Jaguar South at 864-395-2933

Price available upon request

rare opportunity to own a true performance Jaguar in excellent condition.

For Sale: 1969 Jaguar E-Type 4.2L 2+2 Coupe Body Shell – Rust Free

Available now is a 1969 Jaguar E-Type Series II 4.2 2+2 Coupe body shell, perfect for restoration or a custom build. This is a rust-free, damage-free shell that has been in long-term dry storage, preserving its integrity and originality. Clean, solid metal throughout. No rust or accident damage

Stored indoors in dry conditions for many years.

Excellent foundation for a high-quality restoration.

Contact Mark Lovello – Jaguar South at 864-395-2933

Pictures available upon request