



THE LITTER BOX

the official magazine of the Carolina Jaguar Club

December 2025 edition

JCNA S.E. Region Club #21

www.carolinajaguarclub.com

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✓ To-do list ...

- ☐ Send info on shops to John Stewart at jstewart3@nc.rr.com
- ☐ Renew your membership ASAP if you haven't yet (see p. 4)
- ☐ Send feedback on upcoming events to Kevin Mann (see "Event Calendar," p. 6)
- ☐ Update your member profile on the website (see p. 9)
- ☐ Submit historical material on the CJC (see p. 9)
- ☐ Support our advertisers when you can!
- ☐ Enjoy the holidays!



From the President

John Stewart



Well, the holidays are upon us, and I wish you all a wonderful December. I just got back from Edenton where the Club held our annual Holiday Party. Edenton takes out all the stops for its Christmas celebrations; the decorations were amazing and we got to tour some of the beautiful old homes that were all decked out for the season. There was also a fabulous trolley ride with a great presentation of Edenton's 300-plus year history. Great food and good spirits (both the liquid and the human kinds) made it an event to remember.

The Club has no event for January, but the Board will meet to get plans in place for an exciting 2026. As you know, I will step down as President and Denis Connaghan will take over January 1. I know the Club will be in good hands and will continue to provide great experiences for our members.

I wanted to note one other change on the Board. Kyle Rapp and Shannon Dupont, who have served this past year as coeditors of *The Litter Box*, are relocating to New York and had to step down. We want to thank them for their stewardship of *The Litter Box*. They did a great job. Phillip Reid, an accomplished author and Club member from Wilmington, has graciously agreed to take over the editorship. We are truly grateful.

(continued on next page)

2025 Officers and Committee Chairs

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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.

Advertising Rates

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(910) 325-3171

or email request to:

cjceditors@gmail.com

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Stepping down from the Presidency is bittersweet. The Board and the members have been so supportive for the last two years, and many friendships have been strengthened. I will still serve on the Board as Past President, so you aren't completely rid of me yet.

Merry Christmas to all,

John

LITTER BOX disclaimer:

The editor reserves the right to edit all material submitted. The Carolina Jaguar Club, its officers, THE LITTER BOX editors and contributors, expressly disclaim any warranty or endorsement of any of the services or products contained in any advertisement or mentioned in any article. The opinions expressed by contributors are their own and not necessarily those of the Carolina Jaguar Club, its officers, directors, publisher, or the editors of this publication.



Trolley ride (left) and home tour (below), Edenton, 13 Dec.



CJC Membership Report

Fellow Jaguar Members,

We had a great time in Edenton, North Carolina with 36 other members of the Carolina Jaguar Club. We saw a number of historic houses and learned about the history of Edenton on our Trolley tour. We also had a great meal at the only waterfront restaurant in Edenton, The Herringbone.



The highlight of the Holiday Party was a tour of historic homes decorated for Christmas. Many of the homes were from the late 1700s to mid 1800s and were beautiful. We want to recognize Steve Thomas for making the arrangements and setting up the hospitality room for the members! Steve, we really appreciate you!

Now to urgent business.....

Your membership in the Jaguar Club of North America (JCNA) and the Carolina Jaguar Club (CJC) expire on December 31, 2025

We have had a few early birds already register, but we still need to hear from the other 180 or so members. For those of you who have renewed for 2026, a big THANK YOU!!!

Please remit your 2026 dues of \$75.00 as soon as possible! We are happy to report the dues have not increased from 2025. The dues cover both memberships for one low cost (CJC and JCNA).

The most efficient way to register is via our online process on our website. This is a safe, fast and secure method that will ensure your payment is not lost/delayed/stolen from the mail system. You can click anywhere on the form on the next page, and it will take you straight to the renewal page.

We still accept payment via mail, if you prefer. We now have more than 90% using the online method and Nancy and I appreciate it, as it is MUCH easier for us to process on your behalf.

Please don't delay in making your payment. We look forward to another exciting year in 2026!

Happy and safe motoring,

Kevin and Nancy Willis
CJC Membership Co-Chairs

2026 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 2026 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

Events with no dates are tentative



Jan	no club event
Feb	McCandless Museum & lunch, Burlington NC
Mar	Mix & Mingle + Judges Training, Starmount CC, Greensboro NC
Apr	British Car Gathering, Shelton Vineyards, Dobson NC
14-19 Apr	JCNA Annual General Meeting, Mexico City, Mexico
22-24 May	Sandhills Motoring Festival, Pinehurst NC
11-14 Jun	Highlands Motoring Festival, Highlands NC
16-19 Jul	Concours D'Elegance 2026, Switzerland Inn, Little Switzerland NC
Aug	NC Museum of Natural History or NASCAR Museum--?
Sep	Autumn in the Mountains, Mills River NC
Oct	Annual CJC Road Trip, Nashville TN

Please send suggestions to Kevin Mann at mannkm@aol.com

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Happy Carolina Holidays from the CJC!



We hope you and your friends and families enjoy a restful break and some memorable time together. If any of you are lucky enough to find a Jaguar with a bow and your name on it, do let us know so we can help you celebrate!

We're planning another fun year of events, so let us have your two cents on those. And remember: this is YOUR club newsletter, so let us know what you and your Jaguar(s) are up to!



[Home](#) ▾ [Things Jaguar](#) ▾ [Sponsors](#) [Jaguar Club of North America](#) **Members Only** ▾

At the November board meeting, our webmaster and social media officer updated the Board on website progress, especially on the new Members Only area. As of a month ago, about 20% of our members have entered the Members Only area and signed up to use it. If you haven't yet, you'll want to; they're working on useful exclusive content for it, featuring:

- ☐ A directory of member-recommended mechanics, shops of all kinds, parts dealers, and other services for our Jaguars; please send your contributions to John Stewart at jstewart3@nc.rr.com
- ☐ A history of the CJC; members are asked submit photos, memories, dates, any kind of scrapbook, or any other information you may have on the CJC over the years. You may do this directly by clicking on the "Members Only" tab on the main page (see image above), then selecting "Submit Historical Material" from the drop-down list; this will take you to a page where you can submit several types of information.
- ☐ A membership directory for member use only, which we will keep up to date. Please log in and check that your information is complete and accurate. You can update it yourself using "Update My Profile"—see below (you must log in to see this menu).



Member Portal

Members
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These features will add value to CJC membership so spread the word! Thanks to all those working to make these happen!



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Some Assembly Required

by Harvey Ferris

Cheney Clamps

Jaguar used a specific coolant hose clamp on the E-Type, commonly referred to as a Cheney clamp. Prolific Jaguar historian David Jones says "Cheney was a U.K. based OEM of Double Grip worm-drive hose clamps used on 50s-60s Jaguars." These are generally considered to be the only Authentic clamp which can be used on an E-Type for showing in the Champion class. The JCNA Series 1 E-Type Judging Guide states "Hose Clamps – Cheney and Regent - round screw - band slots not cut through - cadmium-plated". (So every time I read something, I see something new. There is possibly a Regent brand of clamp out there that is also authentic? Has anyone ever seen one?)



Cheney clamp with logo



Cheney clamp screw head



Cheney clamp slots



Jubilee screw head

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Some Assembly Required

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On my 63 E-Type FHC restoration, I thus used Cheney clamps on all the coolant hoses. As noted in the judging guide, they can be visually identified as having a round head on the "screw" that engages the worm drive to tighten the clamp. The screw head is single slot. Many "improved" clamp designs used a hex head for the screw head and in some cases a Phillips slot. If you look carefully on the body of the worm drive, you can see the Cheney logo. As a counterpoint, I have included a picture of a Jubilee clamp, which is very similar but has the hex head.

My boxes of parts did not include any Cheney clamps. I eventually turned to E-Type mechanic extraordinaire Dick Maury, who had Cheney clamps listed on his Ebay store Maurys Market. I called Dick at one point and asked if he was at risk of running out of these clamps. Interestingly, he said he had a big bucket full of them that he had pulled off cars back in the day. I think the inference was that there were better clamps out there and getting the OEM clamps off the cars was a wise preventive maintenance decision.

Well, I am now beginning to see the wisdom in his actions. Understand, my car is a garage queen. It is rarely driven, although I try to start it up every few weeks. I let it idle for 10 minutes or so to get the engine warmed up. The other day, after this modest bit of automotive exercise, I came out later to find a puddle of what turned out to be coolant under the car. This is not the first time. During initial startup and shakedown, I had multiple coolant leaks. All were resolved by tightening the Cheney clamp at the offending connection. In one case, down on the odd shaped hose coming off the bottom of the water pump, I added a second modern clamp because the Cheney clamp just wouldn't tighten sufficiently. In its defense, the coolant hose I had to use was not a good fit on the water pump outlet casting. It needed a significant amount of squishing to get it to seal. Note that a lot of modern metal coolant hose connections have an external bead formed into them, which dramatically improves the seal of the hose. Anyway, I pulled out my now much used coolant system pressurizing pump and identified the leak as coming from the hose that goes from the firewall to the heater box. Note that Jaguar ran hard metal hoses in the interior of the car from one side of the engine compartment to the other. These are infamously difficult to access after the fact if a repair is needed. Fortunately, my car has all new stainless pipes but they never did and still do not have a bead rolled into the end of the pipe. As such, the connection is vulnerable to leaks. Whatever, mine was leaking. I actually had to partially remove the heater box to get at the offending clamp and tighten it up. Even worse, I found that a substantial amount of coolant had made its way into the interior driver's side footwell. My own little flood event. I pulled the carpets and the jute padding for cleaning and drying. BTW jute has an extraordinary capacity to absorb water.

(continued on next page)

Some Assembly Required

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I took the carpet and the jute to my laundry sink and repeatably rinsed them in hot water until I was satisfied that the coolant had been flushed out. The carpets air-dried in less than 24 hours. The jute, casually laid in the bottom of the sink, was still wet 2 days later. I then hung them outside for another 2 days. They are finally beginning to feel dry. So a word of warning. If you ever get your footwells wet, be proactive about removing any carpet padding, especially the authentic jute material, and get it good and dried out.

This is an exasperating problem. The Cheney clamps are required in order to get a good score at a concours judging. And they seem to hold up, until they don't. I suspect part of the problem is that we have to replate the old clamps with cadmium or zinc and the grooves that engage the worm drive lose some of their definition. And one needs to keep an eye on their degree of tightness. This is a delicate balance, as I am sure you could overtighten them if you are not careful. BTW it has been reported that a reproduction Cheney clamp is being marketed by one of our parts suppliers. Feedback on the forums is that it is not very good.

So that is my sad story of the day. A first world problem, to be sure. One of the joys of old car ownership!

Previous Some Assembly Required and other Jaguar-related articles can be found on Harvey's website: www.newhillgarage.com.



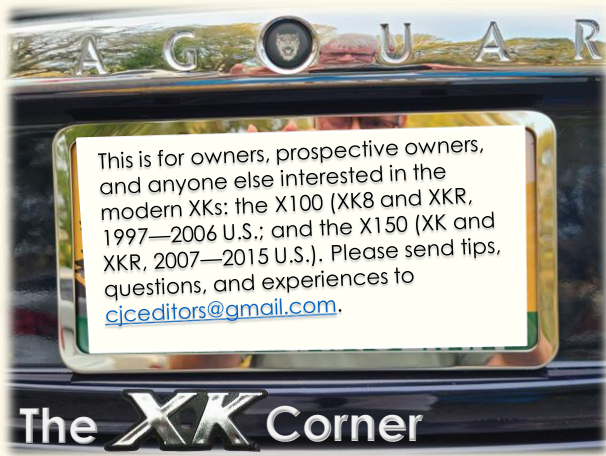
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For 2003, the X100 was the oldest model in Jaguar's range. Introduced in 1996, it preceded the all-aluminum X350 XJ, introduced for 2003, by seven years; the mid-size S-Type sedan, introduced in 1999, by three years; and the X-Type compact sedan (and, later, estate), introduced in 2001, by five years. The X100 had a mid-cycle refresh in 2001, but the 2003 changes would be more substantial; Jaguar claimed that 880 parts were new, out of a total of 2,400.

The biggest change was a new powertrain—the AJ34 4.2L engine and ZF 6HP26 6-speed automatic transmission. But there was a lot more, and some of the new features were derived from, or along with, those for the S-Type and X-Type, both newer cars, and both sharing some components with parent company Ford's own products. Ford's money made the X100 possible; its money and its existing technology made the S-Type and X-Type possible—and with a shorter development phase than was typical for a design-from-scratch.

So, it was interesting to see, in the service guide provided to dealers for the 2003 MY, the new features for the older car incorporated from or shared with the newer ones—yet more useful sharing of technology. I'll list them here:

Panic Brake Assist—shared with the 2003 S-Type;

Dynamic Stability Control system—shared with the 2003 S-Type;

ZF 6HP26 6-speed automatic transmission—shared with the 2003 S-Type;

New throttle cable, linkage, and throttle body, new injectors, and new variable inlet valve camshaft—similar to those on the 2003 S-Type AJ33 engine;

New auxiliary air control flap for supercharged ("R") engine—shared with the 2003 S-Type R

Return-less fuel delivery system—similar to those already installed on X-Type and S-Type;

Fuel pump control by ECM—same principle as the one already on the X-Type;

Immobilizer system—new Passive Anti-Theft System component with some operation and architecture shared with 2003 S-Type and X-Type;

Rear-view mirror compass—new for 2003, same concept as on 2000—2002 S-Type;

The older platform surely imposed limitations on how much the refreshed models could take from their newer stablemates. The only example from the technical guide is that the new HID headlight leveling system on the X100 was more basic than that on the S-Type and X-Type, whose systems incorporated brake pedal and speed inputs. The X100 already had an optional satnav system, and it would eventually get Bluetooth for its final year, but it never had an integrated touch-screen infotainment system like the other cars (including the flagship XJ). Jaguar never re-designed the dash or center console layouts or architecture, which those of us who love the X100 appreciate—it's one of the characteristics that helps make it a "modern classic." But it certainly benefited "under the skin" from what Jaguar (and Ford) were up to with other models.

Questions about the XK/XK8/XKR? Helpful hints? Send 'em in and we'll post 'em here!



From the editor

WARNING: FEATURES OVERLOAD!

I don't want to sound like a crotchety aging "good old days" sort of person here; that's tiresome. But I can't help but think, when I watch reviews of new cars—especially luxury cars—that automakers are in a runaway "arms race" with screen-accessed feature content that nobody needs—actually, let me re-phrase that, because my car has plenty of features nobody needs but are quite nice to have: new luxury cars (and a lot of upper-tier mainstream cars) have features that are difficult for me to imagine anyone actually bothering to use.

Do you need seventeen different ambient-lighting colors to choose from?

Do you need seventeen different ways to customize your digital gauge cluster? For that matter, do you need a digital gauge cluster?

Do you want to go into screen menus to adjust your heated seats? (Note: I didn't ask whether you needed heated seats. The answer is "yes.")

I like luxury features. I enjoy how my XK8 just does little things that need to be done when they need to be done without my having to do it—like dimming the rearview mirror, turning the headlights on at dusk, turning the headlights on when the wipers come on, adjusting the climate control to a set temp. Memory seat, mirror, and steering-column positions. My XK8 has one "drive mode": luxury cruiser. (You can adjust the ride by swapping tires.) It does, though, offer easy semi-manual transmission control, which is quite helpful on mountain roads, and can be used for a little extra fun when the mood strikes.

The satnav system on the XK8 was always optional, even on fully-loaded iterations. They knew that not all of their customers would want it.

And the satnav screen in my car is just that, and no more. It doesn't take up half the dash, but it has the same functionality as the one in my Lexus. Whose screen also doesn't take up half the dash.

Now, it's cheaper for automakers to incorporate most functions into a touchscreen than it is to offer buttons and knobs for them. So, they do. With backup cameras now mandatory, they have to put in a screen anyway. My XK8 has rear parking sensors, which is great, but they won't detect a small child on the driveway. Backup cameras are good, especially since cars now tend to be bigger and have worse visibility.

And stretching a screen across the dash is wowie-zowie but it doesn't cost them that much.

But one day, the screen will inform the owner that the software is "no longer supported."

I wonder if, in the future, today's cars will be "de-featured" to some extent to keep them operating with reasonable economy. Sort of like how people buy 20-year-old Mercedes SLs (and 20-year-old Jaguar XJs) and swap out the electronic air suspensions for traditional coilovers.

Come to think of it: we're almost always wrong when we assume change is linear. My wife's 2018 Acura has much less built-in infotainment content than her 2012 did, because Acura knew that in 2018 most drivers would just use their phones paired with Apple CarPlay or Android Auto, so there was no sense spending the money to put in content almost no one would use.

Turning car cabins into aircraft cockpits sets up a raft of potential distractions of the sort that pilots have time to pay attention to but drivers do not. Pilots are also rigorously trained. Drivers are not.

We'll see if "screen fatigue" sets in and moves feature content in another direction—toward 2006 2.0?

Phillip Reid

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CLASSIFIEDS

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.

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Pictures available upon request

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

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Pictures available upon request

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1967 E-Type 4.2 OTS restoration project. Contact Mark Lovello, Jaguar South, at 864-395-2933.

2001 XK8 Convertible, Anthracite over Warm Charcoal, 120,000 miles, books and records. \$7,500. Contact Mark Lovello, Jaguar South, at 864-395-2933.



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