



THE LITTER BOX

the official magazine of the Carolina Jaguar Club

January 2026 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)
- ☐ Put some events on your calendar (see "Upcoming Events," p. 6)
- ☐ Update your member profile on the website (see p. 17)
- ☐ Submit historical material on the CJC (see p. 17)
- ☐ Contribute to "Leapers and Growlers" (new feature—see p. 28)
- ☐ Support our advertisers when you can!



From the President

Denis Connaghan



I hope everyone had a wonderful holiday season, and that the 2026 New Year has kicked off well for you. I am very appreciative of the encouragement and support I have received from our members and Board as I take on the role as your President. I especially want to thank John Stewart who, as Past President, is a wonderful resource providing guidance to me.

This past weekend the Board held its annual planning session and are very fortunate to have such experienced and committed Board members. Kevin and Nancy Willis reported that our 2025 year-end membership was 205. We have almost 150 renewals for 2026 and I encourage those who, during the holiday activities and excitement, may have overlooked renewing, to please renew your membership before the end of January. Kevin Mann has, once again, done an excellent job soliciting input and scheduling an initial set of monthly events through July.

During our meeting we discussed the substantive feedback from last year's Concours in Little Switzerland. This feedback will impact a number of improvements to be implemented this year. Because volunteers are critical to the success of our Concours, it is never too early to consider volunteering. Karoline O'Rourke will be reaching out to our members shortly with a number of volunteer opportunities.

(continued on next page)

2026 Officers and Committee Chairs

President	Denis Connaghan
VP Events	Kevin Mann
Secretary	John Fryday
Treasurer	Rick Wotring
Membership	Kevin Willis
Co-Chairs	Nancy Willis
Concours	Karoline O'Rourke
Co-Chairs	John O'Rourke
Newsletter	
Editor	Phillip Reid
Webmaster	Brad Merlie
Social Media	Barb Merlie
Chief Judge	Steve Thomas
Past President	John Stewart

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

Non-commercial classified ads are free to members, \$15.00 per issue for non-members. For commercial rates and policy, contact the editor at:

(910) 325-3171

or email request to:

cjceditors@gmail.com

(continued from previous page)

The last few years have seen a number of changes regarding the Jaguar brand, with some of these raising questions about the future of the marque. With these changes to Jaguar it has been encouraging to see that for 2026 three east coast events have named Jaguar as a featured marque. Those events are:

- Sandhills Motoring Expo, May 22nd – 24th
- Highlands Motoring Festival, June 11th – 14th
- Pittsburgh Vintage Grand Prix, July 17th – 19th

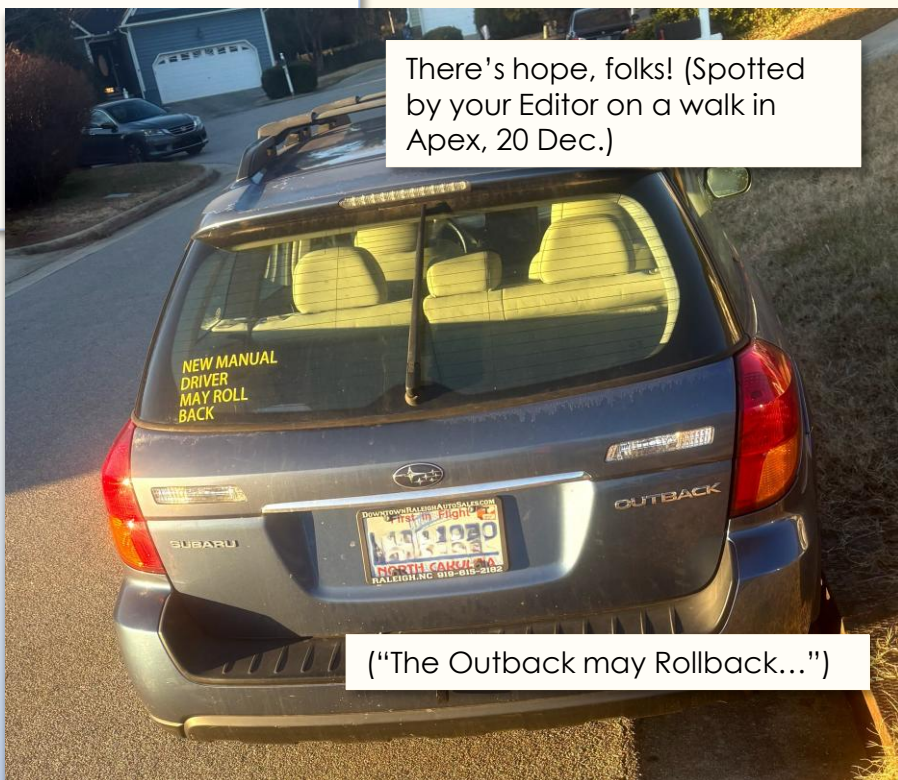
It is wonderful to see these events recognize the important role that Jaguar has played in the evolution and development of both road and racing cars.

Cheers,

Denis

LITTER BOX disclaimer:

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There's hope, folks! (Spotted by your Editor on a walk in Apex, 20 Dec.)

("The Outback may Rollback...")

CJC Membership Report

Our hard-working Membership Chairs, Kevin and Nancy Willis, are busy trying to bring in membership renewals for 2026 that haven't been paid yet. They would like to remind everyone that **2025 membership in the Jaguar Club of North America (JCNA) and the Carolina Jaguar Club (CJC) expired on December 31, 2025**



For those of you who have renewed for 2026, a big THANK YOU!!!

For those who have not: January 31st is the grace-period cut-off.

For those who haven't yet, 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; Kevin and Nancy appreciate it, as it is MUCH easier for them to process on your behalf.

Finally, they'd like to report that, as of our Board planning meeting on the 10th, we have 205 members. We are in the top tier of membership numbers for JCNA-affiliated Clubs. Let's keep it that way, and we look forward to seeing you at upcoming events in 2026!



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 in **red** are tentative; events in **bold** are official CJC events



- 21 Feb** **McCandless Museum & lunch, Burlington NC**
- 14 Mar** **New Member Mix & Mingle + Judges Training, Starmount CC, Greensboro NC**—click [here](#) for info
- 18 Apr** **British Car Gathering, Shelton Vineyards, Dobson NC**—click [here](#) for info
- 13-20 Apr** **JCNA Annual General Meeting, Mexico City, Mexico**—click [here](#) for info
- 16 May** **Triangle British Classic Car Show, Raleigh NC**—click [here](#) for info
- 22-24 May** **Sandhills Motoring Expo, Pinehurst NC**—click [here](#) for info
- 6 Jun** **Cape Fear British Car Show, Wilmington NC**
- 11-14 Jun** **Highlands Motoring Festival, Highlands NC**—click [here](#) for info
- Jun** **Official CJC event TBA**
- 16-19 Jul** **Concours D'Elegance 2026, Switzerland Inn, Little Switzerland NC**
- Please send suggestions to Kevin Mann at mannkm@aol.com**

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OFFICIAL FEBRUARY EVENT – McCandless Collection

WHAT – Tour of McCandless Museum – a collection of vintage cars, signs, clocks, and “automobilia”. Link: <https://www.mccandlesscollection.com/>
Admission is free, but you are welcome to make donation onsite.

WHERE - 1452 Industry Dr, Burlington, NC 27215.

WHEN – Saturday February 21st at 10 am. (Tentative Date)

LUNCH - at 1 pm – Steve’s Smokehouse & Deli 331 W Harden St, Graham, NC 27253 – 2.5 miles away (self pay)

No website registration required.



Kevin Mann (VP Events)

mannkm@aol.com

770-856-1056



OFFICIAL May Event – Sandhills Motoring Expo

WHAT – 3 day Motoring Festival – options are a Block Party/Cookout, Road Rally, Cars ‘n Coffee at the Airport, Artisan Tour, and Hangar Soiree (also at the airport), along with a Sunday concours. For more info and detailed schedule please visit <https://www.sandhillsmotoringexpo.com/>.

WHERE – Pinehurst NC

WHEN – Memorial Day Weekend – May 22-24, 2026

REGISTRATION – Concours registration is open now. Event registration will be open soon. Hotel info and Concours application also available at the weblink above.

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



A Celebration of the Automobile
Memorial Day Weekend, May 22–24, 2026
Pinehurst, NC

Concours in the Village

The Sunday Concours in the Village is the Sandhills Motoring Expo's premier event. Set against the beautiful historic Village of Pinehurst, over 120 unique and hand picked automobiles line the streets, along with special display cars. The Concours runs from 9am until 3pm and is open to the general public for spectating.

About Sandhills Motoring Expo

The Sandhills Motoring Expo is an annual event taking place every Memorial Day Weekend in Pinehurst, North Carolina. The Expo features a variety of activities and attractions tailored to automotive enthusiasts of all ages and interests.



HAGERTY.



Events

Block Party

Welcoming all entrants and sponsors for a special car display, cocktails, and a cookout.

Road Rally

Take on the back roads of the local countryside on this exciting journey.

Airplanes & Automobiles

A Cars & Coffee style event at the Airport, with airplanes in flight!

Artisan Tour

Showcasing local artisans with a mix of car culture and a judged car show.

Hangar Soiree

The Soiree at the Moore County Airport features fine dining and finer automobiles.

Visit us Online:

www.sandhillsmotoringexpo.com





Sandhills Motoring Expo 2026 - A Celebration of the Automobile
Location: Village of Pinehurst C the Sandhills Region, North Carolina
Dates: Friday, May 22 to Sunday, May 24, 2026

About the Expo

The Sandhills Motoring Expo is an annual event taking place every Memorial Day Weekend in Pinehurst, North Carolina, that celebrates automotive culture and craftsmanship. Held in and around the Sandhills region of North Carolina, the Expo features a variety of activities and attractions tailored to automotive enthusiasts of all ages and interests. Our events include social events and dinners, a Road Rally through the countryside, Airplanes and Automobiles, an Artisan Tour featuring local sculptors, painters, and other craftsmen, and a Soiree at the Moore County Airport. The Expo's signature event is the Sunday Concours in the Village which showcases a diverse array of vehicles, ranging from classic and vintage to modern and exotics.

Schedule of Events

Friday, May 22, 2026

10:00 am-2:00 pm |Motoring Through Moore (Pine Crest Inn)

Motoring Through Moore is the official Friday morning kickoff to the Sandhills Motoring Expo, featuring a scenic 90-minute driving tour through the historic towns, horse country, and golf landscapes of southern Moore County, ending with a hosted lunch at the Pine Crest Inn.

4:30 pm-6:00 pm |Hagerty Cocktail Party (Pine Crest Inn)

The Hagerty Cocktail Party gets the evening rolling with a special, invite-only cocktail party, featuring delectable bites, adult beverages, and a welcome as they help usher in and celebrate the commencement of the Sandhills Motoring Expo.

6:00 pm-9:00 pm |Block Party (Pine Crest Inn)

The Expo welcomes all entrants and sponsors Friday evening for an informal car show featuring special display cars, cocktails, a cookout, and a live band in the Expo Pavilion Tent at the Pine Crest Inn.

Saturday, May 23, 2026

8:00 am-11:00 am |Airplanes C Automobiles (Moore County Airport)

Join us for a Cars and Coffee style event “On The Ramp” at the Moore County Airport. Enjoy the camaraderie of fellow automobile enthusiasts and airplanes taking flight!

8:00 am-1:00 pm |Road Rally (Pine Crest Inn)

Expo Entrants takes on the back roads of the local area with the Road Rally. The Rally courses through the Sandhills area, providing challenging questions, and a tour of the countryside while competing for the title of Rally Champion.

9:00 am-2:00 pm |Artisan Tour

Join us for the Artisan Tour at Ben Owen Pottery in Seagrove, NC, a captivating destination just a 45-minute drive from the Village of Pinehurst, followed by a judged car show and luncheon.

6:00 pm-9:00 pm |Hangar Soirée (Moore County Airport)

Saturday evening features the Expo Hangar Soiree at the Moore County Airport’s Main Hangar along with a catered dinner by Elliott’s on Linden, exotic cars, and airplanes on display. Come celebrate the Expo in style!

Sunday, May 24, 2026

8:30 am-4:00 pm |Concours in the Village (Village of Pinehurst)

Set against the historic and picturesque backdrop of Pinehurst, our signature event hosts over 125 judged show field automobiles, along with special sponsor and vendor displays. This event is open to the public at no charge for spectating.

Opening Ceremonies begin at 8:30am with the main show starting at 9:00am

Awards Show Times

- 1:30pm Special Awards
- 2:00pm Sandhills Awards

- 2:30pm Best in Class Awards
- 3:00pm Best in Show Awards

Hotel G Lodging Options

Host Hotel: Pine Crest Inn - 50 Dogwood Road, Pinehurst, NC 28374. Phone: 910-295-6121. Located centrally in the Village of Pinehurst with historic charm and full service.

Official Expo Partner Hotels (via McPeake Hotels, minutes from Pinehurst):

TownePlace Suites by Marriott Aberdeen - 205 Columbus Drive, Aberdeen, NC 28315. Phone: 910-246-5080.

Hilton Garden Inn C Suites Aberdeen - 155 S Hill Rd., Aberdeen, NC 28315. Phone: 910-692-0801.

Hampton Inn Aberdeen - 200 Columbus Drive, Aberdeen, NC 28315. Phone: 910-693-4330.

Make your reservations starting in January, 202C and reference “Sandhills Motoring Expo” to receive the special room rate.





ALTERNATE CLUB EVENT – HIGHLANDS MOTORING FESTIVAL

WHAT: Fabulous 3-4 day weekend in a picturesque mountain town with classic car shows, social events, quaint shops, and nice restraints. Featured marque is Jaguar versus Corvette - British versus American.

WHERE: Highlands NC – off Hwy 64 West in Macon County - SW mountains

WHEN: Thursday June 11-Sunday June 14 2026 Come on Thursday if you want to participate in the scenic drive on Friday. Otherwise come on Friday for the car shows, parade, dinner party etc. (see event schedule)

WHERE to STAY: We have reserved a room block of 15 rooms at the Hampton Inn – 14 miles away in Sapphire Valley, due to accommodations in Highlands being scarce and expensive. Rate is \$205 per night + tax. **Call 828-743-4545 to reserve your room before 2/28 or use link <https://group.hamptoninn.com/6j7qoo>**. Only 15 rooms – please hurry ! Any cancellations must be done 72 hours prior to arrival.

REGISTER for EVENTS (see attached for details) - Friday Driving tours, Thursday happy hour, Saturday Dinner Gala, and submit your pre-1990 car for the Saturday Classics in the Park show (invitation only). **Registration opens 1/12/26 and events will sell out fast**, so please act quickly. Registration Link: www.HighlandsMotoringFestival.com

Kevin Mann (VP Events)

mannkm@aol.com

770-856-1056

(Schedule of Events on next page)

HIGHLANDS MOTORING FESTIVAL

SCHEDULE OF EVENTS

Thursday, June 11, 2026

"One Lap of the Mountains- Grande" - Group A Departure 8:30 am

"One Lap of the Mountains- Grande" - Group B Departure 9:15 am

Happy Hour with Wayne Carini 5:00-7:00pm

Friday, June 12, 2026

"One Lap of the Mountains- Speciale" Group 2 Departure 9:15 am

"One Lap of the Mountains- Speciale" Group 3 Departure 10:00 am

Main Street Parade of Classic Cars 5:30 pm to 6:30 pm

Saturday, June 13, 2026

"Classics in the Park" Judged Car Show in the Kelsey-Hutchinson Park 9:30 am to 4 pm

"HMF Dinner Party with Wayne Carini" at Wildcat Cliffs Country Club 6 pm to 9 pm

Sunday, June 14, 2026

"High Octane" Social and Car Gathering in Kelsey-Hutchinson Park. 8:30 am to 11 am.



More Info or Registration (OPENS 1/12): www.HighlandsMotoringFestival.com

Calling all Judges, Apprentices, and Volunteers!

From our Chief Judge, Mr. Steve Thomas:

We will have our meeting again this year on 14 March, from 10:00 a.m., in conjunction with the New Member Luncheon at Starmount Forest Country Club in Greensboro. Coffee, drinks, and pastries will be available. Please use the link at the bottom of the page to register.



We are looking for new Apprentices and Volunteers for our Concours event in Little Switzerland in July. The meeting will go over possible changes in the way E-Type cars are judged. The new Judge Rule Book will be sent out after our meeting.

If you cannot make the meeting, and want to judge, please let Steve know so he can send you the book. You may call him at (919) 906-6802.

All Judges will have to take the Test before they can judge any cars, and this must happen at least 90 days before the event for which they intend to judge. As with last year, if you're wanting to judge early shows and want to take the Test early, we will help you with that.

Mix & Mingle Event

Please join us on March 14th at Starmount Country Club in Greensboro for our New Members Meeting to be held in conjunction with our annual Judges Training Session.

Judges training begins at 10 am in the Star Room, led by our Chief Judge Steve Thomas (see above). Coffee, drinks and pastries will be available. See above for more information about Judges' Training.

Mix & Mingle begins at 11 AM in the banquet hall. There you'll have a chance to meet many of our new members and reconnect with others while enjoying coffee, muffins and a cash bar. The Judges' Training participants will join us at 11:30 AM, and lunch will be served at 12:30 pm.

You must register to attend one or both of these offerings and make meal selections by clicking on the link just below.

[Register for Mix & Mingle/Judges Training](#)

Interested in getting more involved with JCNA? Thought about a trip to Mexico City? You can do both!



Club Jaguar México is delighted to host the 2026 AGM
April 13-20, 2026
and welcomes all from JCNA to participate

Schedule of Events


 **Tuesday, April 14th.** Arrivals and Cocktail Reception.

 **Wednesday, April 15th.** City Tour and Mexican Style Dinner.

 **Thursday, April 16th.** Pyramids Tour or Anthropology Museum.

 **Friday, April 17th.** AGM and Awards Banquet.

 **Saturday, April 18th.** Gran Concorso concours and festivities.

 **Sunday, April 19th.** Gran Concorso Final judging and festivities. (compliments of Club Jaguar México)

For more information on the AGM in Mexico City, click [here](#).

Register early in January to take advantage of the "Early Bird" discount.

The Jaguar Club of Mexico hopes to see you in April to enjoy a great AGM, their Concours d'Elegance, and Mexico City - a beautiful city full of rich culture and delicious food.

[Register for the AGM in Mexico City!](#)



Concours d'Elegance 16—19 July, 2026 LITTLE SWITZERLAND NC

Members and friends:

Planning in earnest for the 2026 Concours, our flagship annual event, begins at the end of this month.

Early next month, we will be sending out a call for volunteers, to help us plan and run the four-day event.

The Concours is entirely volunteer-run. If you'd be willing to help, please let us know; the call-for-volunteers will tell you how to get in touch with us.

We welcome veteran members and new members and members in between.

Stay tuned!



Our webmaster and social media officer are working on the Members Only area of the CJC website. They've already gotten a lot done. If you haven't yet, you'll want to make sure you have access; 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
Home

Member
Directory

Update My
Profile

Return to
Main Site

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



Contact us: 833-418-1693

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New Final Edition F-TYPE R75 AWD Convertible

Stock # R88904



\$127,173

Navigation, All Wheel Drive, Heated and-Cooled Driver Seat, Back-Up Camera, Super-charged, Premium Sound System, Smart Device Integration, Cross-Traffic Alert. Warranty 5 yrs/60k Miles

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LAND ROVER CHARLOTTE

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\$44,790



LAND ROVER CHARLOTTE

Some Assembly Required

by Harvey Ferris

On the podium!

Last fall I wrote an article (#1?) regarding the ranking of my Champion class Jaguar E-Type FHC in the JCNA North American Standings. At that time my car was listed in first place for the C5/E1 class. C5/E1 is Series 1 Jaguar E-Types, both FHC and OTS. At that time, I advised a wait-and-see attitude, as many scores were still coming in from across the country. I think the dust has settled, so to speak. Currently my car is listed in 3rd place. A Podium Finish! My average score of 99.85 was eclipsed by what I expect are two very nice OTS (Open Two Seater) cars. The number one car is owned by Al Jacobson of the Jaguar Affiliates Group of Michigan, with an average score of 99.99667. Imagine the chagrin of Terence and Barbara Smith of the Jaguar Club of Pittsburgh, whose average score was only 99.98667! My congrats to both of these owners.

Not being one to rest on my laurels (I prefer to rest on my sofa), I have spent the last few months fussing with some nagging issues on my car. I am trying to get it ready for sale on Bring A Trailer in the spring and want it to be in top shape. (Feel free to contact me if you are interested in an advance viewing). One issue was a balky starter. I believe I have found the problem, which seems to be a poor ground connection from the body to the starter. I have added a decidedly non-original heavy cable directly from the battery cable to the block. That seems to have solved the problem. The cable is pretty much out of sight and it sure beats a car that doesn't want to reliably crank.

Cheney clamps redux ...

In my last article, I discussed Cheney clamps. As discussed in that article, this subject was on my mind as I tracked down random coolant leaks. I would like to issue a clarification on that article.

JCNA Concours rules do not specifically judge the "make" of clamps used in the engine compartment. The rules state "Hose clamps must match the original including



(continued on next page)

Some Assembly Required

(continued from previous page)

the material, the finish, the configuration of the adjustable band, and the shape and style of the adjusting screw head. All pre-1975 hose clamps must have round head, and straight-slot adjusting screws; their adjusting bands must be grooved, not perforated. (Hexheaded clamp adjusting screws did not appear until approximately 1975.) Brand name is not judged." So if you are able to find some clamps that meet these criteria, you are good to go.

Wrinkles!

There is another nagging issue that is bugging my wife, and therefore is bugging me. I wound up with some wrinkles in the vinyl upholstery that fills in the large space above the wheel wells and below the rear quarter windows and rear hatch trim. These were panels that I had fabricated myself, as the originals sent to me by my upholstery supplier were sized for a slightly newer model of my car. I do fault my supplier to some degree for missing this but as the error was found during Covid times and the supplier is located in the UK, I discussed it with them and we decided that it was something I could deal with. If you recall, trans-Atlantic shipping was crazy expensive at that time, due to lack of passenger plane traffic. Anyway, my brain got used to the wrinkles over time but again, they were a nagging issue. It is an unfortunate characteristic of vinyl that it does not shrink due to heat or moisture the way leather does. These panels are tough because they have a transition into a concave curve as they reach into the rear of the car. They also have a difficult trim situation around the quarter window opening. As I write this, I think I have it whipped. I have done several test pieces to perfect my technique. Another problem with my original pieces was perfecting the outside corners. I can recommend a fellow on YouTube, who goes by "Checaflo," who has a number of good tutorials on automotive upholstery, including outside corners done with vinyl.

On the subject of changes to the interior upholstery, it is safe to say that it can get complicated. If you have a reasonably untouched car that you are looking to restore, you can take your cues from what you have. But if you are a stickler for "how it came from the factory", you will have to do your research. My main research sources are the



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Some Assembly Required

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Spare Parts Catalogue and Jaguar Service and Spares Bulletins. Two good books are *Jaguar E-Type Six-Cylinder Originality Guide*, by Dr. Thomas Haddock and Dr. Michael Mueller; and *Original Jaguar E-Type*, by Malcom McKay. For the early FHCs, be aware in particular of the following Spare Parts Bulletins (SPBs). The P series generally addresses changes to the interior.

P.51- Introduced the heel wells in the floors (FHC and OTS), June 62.

P.55- Introduced seat belt anchors, April 62.

P.60- This is a big one, as it revised almost every part on the FHC, June 62.

P.61- Added the dished bulkheads behind the seats, June 62.

P.71- Introduced interior aluminum panels with a "cross hatch pattern", November 62.

P.78- Revised the luggage mat, April 63.

P.79- Numerous changes to the interior configuration, April 63.

P.84- Revised the grab handle, May 63.

P.86- Revised the trim on the doors, June 63.

Well, you get the idea. My car was built on January 2nd, 1963. There are over 1000 Service and Spares Bulletins for the Series 1 cars alone. I subscribe to the Coventry Foundation Bulletin Database Service. This service has been invaluable. If you have any particular questions about your restoration, feel free to contact me.

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



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WARNING: RISK OF SERIOUS PERSONAL INJURY

One of our members was in the process of removing door components to replace the door handle gasket on his 2000 XKR Convertible. He had disconnected everything, or so he thought, and left the battery connected. While he was attempting to remove the handle, the window activated. It crushed his hand and broke his wrist, pinning him to the car until EMS arrived and made a relief cut in the inside of the door to get him free. He has had surgery and is recovering. So that's how powerful that motor is. He wants to stress the importance of disconnecting the battery before messing around with any electrical components.

Our member's name is Charlie and he is asking for recommendations for a shop and a welder to fix his car. He lives in Pilot Mountain NC, so G'boro or CLT should be accessible (by flatbed tow). If you have any recommendations, please send them to cjceditors@gmail.com and I will pass them along right away.

The culprit seems to be the rod that connects the lock cylinder to the motor; it activates the window so you can roll it down or up with the key in the lock. So, if you inadvertently touch it ...

And, as chance would have it, our YouTube X100 guru from Lincolnshire, John Dee of ToTheGarage, had the same mishap while changing a lock cylinder on a door. His hand was pinned to the door for 38 minutes, but, most fortunately, he seems to have escaped serious injury. His camera was on when it happened, as he was filming the work for a video. You can watch his "cautionary tale" video here:

https://youtu.be/FRngjZ2szvY?si=w_Hf3tzoziZn3pC0

Those stubborn convertible headliner stains...

(XJ-S/XJS owners: this might be useful to you too)

Our convertible-top headliners tend to get stains on them where the C-pillar would be on a hardtop, between the rear windshield and the quarter-glass. Mine were starting to look pretty dingy, with yellow and brown areas. We're cautioned not to scrub these with much vigor, as the headliner is too delicate. I wondered if I might be able to reduce the staining with our Bissell Little Green, a portable spot/upholstery cleaner you can pick up for about \$130. We have it mostly for cleaning dog puke off the living room rug. It's simple—it uses a solution of basically cold water and laundry stain remover. The spray is trigger-actuated and so the vacuum nozzle can be used dry as well.

I put a beach towel down over the back seat and quarter-trim leather, folded the front seats and pushed them forward, and went for it. I had no trouble using the machine up there. I rested it in the rear footwell. Did a "wash" pass, then changed out the solution tank for clear water and did a "rinse" pass, which I then immediately went over "dry" to suck out the remaining moisture. Here is the wash water:

Clearly, it did something. I let it dry overnight, prepared to do the whole thing if the cleaned section was too obviously different from the rest. The next day, it looked like this:



The *XX* Corner

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It looked better than I expected. There are a couple of black "line marks" over the windshield, and it didn't remove those, but it faded them a bit. The yellow and brown are gone. And the rest of it must have been clean enough, as the clean areas were not so obviously lighter that I had to do the whole thing right now. Note: for small spots here and there, and edges over the main windows, you can use a small fabric brush with soft bristles and a solution of cold water and laundry stain remover, followed by a rinse-brush and a dab-dry.



Bissell Little Green shampoo/vac



Water sucked out of headliner...

I think I could do the whole liner in about an hour. I'd put something down over the seats for drips.



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From the editor

THE TECHNOLOGICAL COMFORT ZONE

In last month's column, I tipped my hand about where my "sweet spot" is with cars—more or less in the middle, I think, between totally mechanical on the one end and almost entirely electric-electronic on the other. I seem to be happiest with a blend of both, and I think I probably "got off the bus" somewhere around 2018, at the latest. I'm no longer intrigued by the latest thing; new cars don't interest me much anymore.

I'm in a local British car club, most of whose members own the little sports

cars of the 50s, 60s, and 70s—Triumphs, MGs, Austin-Healeys. These cars, while not as completely mechanical as a 1925 Rolls-Royce, are pretty thoroughly mechanical. Their owners love them for that. They are not Mickey-Mouse to maintain, these cars. But their owners like tinkering with their carburetors and such—and, crucially, they wanted to develop the skills to do that, and they did.

It's easy to think of a 2025 car, with its dominant center glass screen and electric motors, as a black box. And it is, if your skill set is tuned to working on a 1949 XK120. But there was a time when a 1925 Rolls-Royce was a black box to a lot of skilled people. I study the technology of sail, and a master mariner of 1800 had a skill set that would fill Encyclopedia Britannica. But a steam propulsion system would have mystified—and repelled—him.

But then, people learned the skills necessary to understand and work on them. And operate them.

My septuagenarian and octogenarian car club friends are not interested in learning glass-screen software and electric motors and batteries. I get that.

And they get a lot more satisfaction out of driving cars that they understand, and they like being responsible for the fit running condition of their cars. We all hope that, in this software-driven, glass-screen world, some people will still learn, and enjoy, mechanics.

But, what's now "classic" was once "innovative"—that 1949 XK120 is a great example. What's "innovative" now may one day become "classic." Having said that, it's also true that there was no sharp break in technology between a 1935 Jaguar and a 1949 Jaguar. If you had the skills to understand and work on the former, your learning curve for the latter was gentle. We, on the other hand, are going through a major technological divergence with our cars. There's a lot of uncertainty with that, as there always is; the present doesn't do as good a job of predicting the future for us.

The electronic modules that control most functions in my 2006 XK8's "multiplex" electrical system are not black boxes (they're actually gray) to those who know what's on a circuit board, and how to micro-solder. And those skills are widely shared. But those who can tune SU carburetors with their eyes closed aren't generally interested in those skills. So, they don't trust the grey boxes with circuit boards, because they literally take power away from them.

We live in a hyperspecialized society, but we also live in a society that, right now, is going through a crisis of societal trust—trust that's necessary for people to feel truly comfortable in a hyperspecialized society. There are lots of complicated reasons for that, that I can't get into here, but there is a comforting sense of autonomy in DIY. And pushing the envelope is not generally the most attractive choice for owners of technology who want to maintain it themselves or at least maintain it at reasonable cost, and who need it to be highly reliable.

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Members of the automotive press have now been driven around the proving grounds in the advanced-stage prototype of the new Jaguar electric sedan that's coming out in 2027. They praise it for all the usual Jaguar strengths, blended together in that special Jaguar way. It's powerful, but it's just as refined and comfortable. It handles, but not at the expense of quiet and cossetting for the occupants. It's sure to be a striking design, though it is still wearing camouflage for now.

With a thousand all-electric horsepower and over 400 miles or range (my 2006 XK8's is max. 437), and all the rest of it, it's certainly innovative. But, one day, it may become a classic. And if it does, retrospective pieces will poke fun at those who got up in arms about it at the time.

Only time will tell.

Phillip Reid





LEAPERS AND GROWLERS

Car of the Month
Member-owner feature



The idea here is to have a member contribute a short summary of their experience owning a particular Jaguar. I hope to feature one per issue.

Since so many models had long production runs and multiple variants, I'll happily feature the same model in different iterations, close together. I'm fine with same car, different, owner, though I may put some space between those (a few months). (Note: if your car is an X100- or X150-series XK/XKR, I may put it in *The XK Corner*.)

Go for balance—include the strong points, favorite things, as well as any issues or frustrations. Should be personal; framed entirely in terms of your own experience with your Jaguar. Feel free to compare to other cars you've had if you think that's relevant.

Word count of max. 500 words. Word count is easy if you're using MS Word; it should be on the bottom bar, lower left-hand corner, right next to "Page 1 of 1" or whichever page of the document you're on.

Please send at least one photo of your car. You can definitely be in the picture!

Submissions must be accompanied by first and last name which you give permission to publish with your piece.

XJS 4.0L I6 (1993) Steve Goodbred, owner

I've owned my XJS 23 years, it currently has 26,500 miles, and I have absolutely loved it! I didn't have an opportunity to see it in person or drive it before I bought it, but when it finally arrived in CA after being shipped from SC it was breathtakingly beautiful both inside and out. Even though I was taken with the looks, it was driving it with a very rare factor—a 5-speed manual—that was the icing on the cake. The inline 6-cylinder is much lighter than the V12, and handles great for a heavier car. This 1993 car has far more luxury features than any vehicle I've owned in 60 years! However nice they are, though, the downside is more things that can go wrong, and I've been to the shop a number of times to have things fixed. I've come to realize that it is the 'price' for enjoying this incredible car.

The XJS is generally reliable but it is important to have regular maintenance and find a really good shop/mechanic for repairs, or if you're mechanically inclined, get a shop manual and the XJS experience/repair book by Kirby Palm. The most expensive repair I've had is replacing the inboard brake calipers (\$6K); that can be an issue, which is why they were changed to outboard soon after 1993.

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LEAPERS AND GROWLERS

Car of the Month
Member-owner feature



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If you need to replace the earlier calipers, it requires disassembling the entire rear end!

So, for those who want a car that is unique and special, that has elegance, styling, luxury features like wood paneling, Connolly leather, Wilton wool carpets, an incredible 4-liter inline 6 or an awesome V12, the XJS offers a LOT of value for the money. However, be aware that it isn't going to be as reliable as a Honda and has a higher cost of maintenance, repairs, and parts.



Thanks Steve!
Great car!

CLASSIFIEDS

Submit classified ads to cjceditors@gmail.com. Please inform the editor as soon as possible if you no longer need the ad.

For Sale: Adamesh Stage 1 Exhaust
Slightly used, less than 1000 miles. These are the stage one pipes that eliminate the rear silencers on the 4.2 liter XKR or XK8. They have the quad trim pipes found on the 05/06 XKR.

You can keep the trim pipes you have or use these. This also fits the 4.0 XKR and XK8 except the hangers are different and not included. Gives a really great sound and changes the driving experience. They are just too loud for my old man's ears.

I paid over \$400.00 but will let them go for \$250.00. Pick up or delivery within 50 miles of my home. Sale would be final, no returns or warranty of any kind.

Jerry Cohen, jagunut1@aol.com, 704-996-9060, Lancaster, SC.



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CLASSIFIEDS

2004 XJR, Platinum over Dove (gray), \$12,500. More details soon. Contact Mark Lovello, Jaguar South, at 864-395-2933.



1995 XJS Sapphire Blue, more photos to come, \$11,500. Contact Mark Lovello, Jaguar South, at 864-395-2933.



2000 Jaguar XJ8 Sedan

Classic luxury sedan in British Racing Green with Cashmere leather interior. Fully loaded and well-cared-for.

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3-owner car

2nd owner was a Jaguar club member; vehicle was passed down within the family

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Available now; perfect for restoration or a custom build. This rust-free, damage-free shell has been in long-term, dry storage, preserving its integrity and originality. Clean, solid metal throughout.

\$5,000.00

Pictures available upon request.

Contact Mark Lovello, Jaguar South, at 864-395-2933.

CLASSIFIEDS

2010 Jaguar XFR 5.0 Supercharged Sedan, Polaris White, 110,000 miles

Experience refined power and luxury in this XFR, finished in Polaris White with 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.

2000 Jaguar XK8 Convertible Carnival Red, only 37,881 miles

This stunning Carnival Red XK8 has a tan leather interior and matching tan convertible top. A true head-turner with timeless British elegance and smooth V8 performance.

Two-owner vehicle. Always a South Carolina car; no northern winters. Meticulously maintained; service records included. Garage-kept; in beautiful condition throughout.

For more information or to schedule a viewing, contact Mark Lovello, Jaguar South, at 864-395-2933.

1967 E-Type 4.2 OTS (convertible) restoration project.

67 is considered The Most Desirable Year
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99% Complete

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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