



# THE LITTER BOX

the official magazine of the Carolina Jaguar Club

**February 2026 edition**

JCNA S.E. Region Club #21

[www.carolinajaguarclub.com](http://www.carolinajaguarclub.com)



## In this issue ...

From the President	pp. 2-3
Membership Report	p. 5
Membership Form	p. 6
Event Calendar	p. 7
Mix & Mingle/Judges Training	p. 9
AGM 2026 Mexico City	p. 11
Website Update Call for Help	p. 23
<i>Some Assembly Required</i>	pp. 26-28
<i>The XK Corner</i>	pp. 30-32
From the editor	pp. 34-36
<i>Leapers and Growlers</i>	pp. 37-38
Classified ads	pp. 40-43

## ✓ To-do list ...

- ☐ Send info on shops to John Stewart at [jstewart3@nc.rr.com](mailto:jstewart3@nc.rr.com)
- ☐ Register for upcoming events (see "Event Calendar," p. 6)
- ☐ Is your member profile up to date? (see p. 9)
- ☐ Got any historical material on the CJC? (see p. 9)
- ☐ Contribute to "Leapers and Growlers" (new feature—see p. 35)
- ☐ Support our advertisers when you can, **and help us find new ones!**



## From the President

### Denis Connaghan



Now that I am six weeks into this job, I have developed more appreciation for the wonderful work that our Board and other volunteers do to make our club one of the strongest, measured by financial strength and membership, most active, and most fun within JCNA.

Congratulations to Steve Thomas on his election as Southeast Regional Director. I am developing a better understanding of how JCNA functions. I feel Steve's addition as our Regional Director could open communication between the clubs within our region, providing opportunities for CJC to work with our fellow Southeastern clubs on collaborative events.

The weather we've had over the past several weeks has been a good excuse to relax by the fire, but that time is almost over. I have just seen Kevin Mann's packed CJC calendar for the year, and it is time to tighten the seat belt and get ready to roll. I encourage you to take advantage of what Kevin has lined up, currently 15 events through December. I am sure he will try to squeeze another one or two into 2026.

July weather is only wishful thinking at this point, but Karoline and John are working diligently to plan the 2026 Concours. As first-time Chairs in 2025, they appreciate the feedback from the members about last year's Concours. There were lessons learned by us all, which will allow us to work better with the Concours leadership in support of a successful 2026 Concours.

*(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 12<sup>th</sup> 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](mailto:cjceditors@gmail.com)

*(continued from previous page)*


I look forward to seeing many of you on March 14th at the Mix and Mingle at Starmount Country Club, Greensboro. to catch up with friends and welcome our new members to our club.

You may recall that one of our members, Bill Laney, worked with the Sandhills Motoring Club to have Jaguar classes in their 2026 Sandhills Motoring Expo, May 22 - 24. Not only did they include 2 Jaguar classes, but Jaguar will also be the Featured Marque.

**Jaguar – Vintage** – Paying tribute to the elegance and craftsmanship of Jaguar's early masterpieces through 1979.  
*(Featured Marque)*

**Jaguar – Modern** – Celebrating the contemporary design and performance of Jaguar's latest innovations from 1980 to the present. *(Featured Marque)*

Registration is now open for this wonderful event. Please check here for information about the schedule of the weekend's events, including Sunday's Concours in the Village, and the registration link.

Cheers,  


#### **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.





... "this is an XJ for the 21<sup>st</sup> century"—Jason Barlow, *Top Gear* (BBC)

... "it rides like an XJ, drifts like an F-Type"—Matt Prior, *Autocar*

... "there's a lot to be impressed with here."—Ben Barry, *Car*



photo: *Autocar*

- Jaguar engineers drove every model in the JDHT collection early in development.
- 150 prototypes built; the most advanced have 100% hardware complete, 80% software
- 1,000 bhp, 1,300 Nm, 478-mi. target range on standard test cycle
- Orders will open later this year for deliveries in 2027.

[Car video review](#)

[Autocar video review](#)

[Top Gear online review](#)





# CJC Membership Report

Fellow Jaguar Members,

We hope most of you have thawed out and are ready for some better weather! We received significant ice, then snowfall of 13". I am glad I have a snowblower, as I was very popular with the neighbors and their driveways. We will be driving the Jaguar, once the salt is washed away.



Nancy and I are very excited about the events for 2026 and our February event is one not to miss. We will be touring the McCandless Collection. This is a private collection and, a special one. March will once again be our Mix and Mingle to kick off the new year and have a session on learning about judging Jaguar cars, if you are interested. These are two great events and we hope to see you soon. Please be sure to register for these events. (See Events, p. 7.)

We have just finalized our 2026 Membership drive and we are happy to report we have 161 memberships, including associate members (members of another JCNA club that also want to participate in our events). As members, you will have access to exclusive content not available to the general public. If you forgot to renew, or want to join us, please go to our website and renew. We do not want you to miss out on all the fun in 2026!

Happy 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 in **bold**  
are official CJC events



- 21 Feb **McCandless Museum & lunch, Burlington NC—see following page**  
RSVP to Kevin Mann by **2/12**
- 14 Mar New Member Mix & Mingle + Judges Training,**  
**Starmount CC, Greensboro NC—see p. 9**
- 28 Mar Tryon Int'l Equestrian Center Multi-Club Cruise-In—see p. 10  
Free but please **register**
- 10-11 Apr EURO Auto Festival, Greenville SC—info [here](#)  
Registration is **open now**
- 13-20 Apr JCNA Annual General Meeting, Mexico City, Mexico—see p. 11**
- 18 Apr British Car Gathering, Shelton Vineyards, Dobson NC—see p. 12**  
Registration is **open now**—register online [here](#)
- 16 May Triangle Classic British Car Show, Raleigh NC—see p. 15  
Registration is **open now**
- 22-24 May Sandhills Motoring Festival, Pinehurst NC—see p. 16**  
Registration is **open now**
- 6 Jun Cape Fear British Car Show, Wilmington NC—more in March
- 11-14 Jun Highlands Motoring Festival, Highlands NC—see p. 20  
Registration is **open now**
- 20 Jun Morehead Planetarium and lunch, Carrboro NC—info [here](#)**  
Register [here](#) by 3/30
- 16-19 Jul Concours D'Elegance 2026, Switzerland Inn, Little Switzerland NC**  
**—see p. 22**
- 21 Aug NC Museum of Natural History and lunch, Raleigh NC—info [here](#)**

**Please send suggestions to Kevin Mann at [mannkm@aol.com](mailto:mannkm@aol.com)**





## 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 21<sup>st</sup> 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](mailto:mannkm@aol.com)

770-856-1056

# 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](#)





**Foothills British Car Club**  
of South Carolina



**Upstate SC & Western NC Car Clubs Cruise In**  
**March 2026**  
**11AM -3PM**  
**Tryon International Equestrian Center**  
**British-Exotic European & Classic European**



[CLICK HERE](#)





# 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!](#)

# The Gathering

April 17-19, 2026 Dobson, NC



The TCOC invites you to the 40th anniversary of **The Gathering**.

With events that include a spectacular mountain tour, a car show at Shelton Vineyards, and an exciting autocross, **The Gathering** has fun for every fan of British cars!

Featured  
marque:



## Directions to Shelton Vineyards

286 Cabernet Lane, Dobson, North Carolina 27017

### Directions From Charlotte

Take I-77 North to Exit 93 (Dobson), then follow the signs to the vineyard. (Approx. 1 ½ hours north of Charlotte.)

### Directions From Winston-Salem /Greensboro:

Take I-40 West to Highway 421 North. Take I-77 North to Exit 93 (Dobson). Follow the signs to the vineyard. We are approximately 1 hour from Winston-Salem, 1 ½ hours from Greensboro and 2 ½ hours from the Triangle area. Please note that Exit 93 is approximately 20 minutes from where Hwy 421 meets I-77.

Alternate route from Winston-Salem/ Greensboro: Take Highway 52 toward Mt. Airy. Take Pilot Mountain/Highway 268 exit and travel west on Highway 268. Approximately one mile west of intersection of Highway 268 and Highway 601 take a right onto Twin Oaks Road. Winery is approximately 5 miles.



### Directions From Blue Ridge Parkway

Take Highway 52 North (near mile marker 200) 1 mile to VA Highway 148. Turn Left onto VA Highway 148. Travel 1/2 mile to I - 77 South. Take I - 77 South to NC Exit 93(Dobson). Follow the signs to the Vineyard. (Approx. 23 miles from Fancy Gap, VA.)

Call (336) 366-4724 if you need help with directions.

## Schedule of Events

### Friday, April 17

- 1:00 - 5:00 PM Registration at the Hampton Inn & Suites, Shelton Vineyards at Dobson
- 1:00 - 4:00 PM Blue Ridge Tour, leaving from Hampton Inn, Dobson
- 6:30 PM Ladies Nite Out @ Harvest Grill Restaurant, Shelton Vineyards
- 7:00 PM British parts auction at Hampton Inn with pizza & soft drinks

### Saturday, April 18

- 8:00 AM-12:00 PM Registration at Shelton Vineyards
- 9:00 AM-3:00 PM Participants' Choice Car Show
- by 11:00 AM Bring Wrench Wracer Concours entries to bandshell
- 12:00 PM Winery Tour and Tasting
- 12:30 PM Wrench Wracing Concours balloting ends
- 1:00 PM Wrench Wracing match races at the bandshell
- 1:00 PM Car Show balloting ends
- 3:00 PM Car Show Awards Ceremony, raffle drawing
- 4:00 PM Winery Tour and Tasting
- 6:30 PM BBQ dinner at Hampton Inn, Dobson (pre-registration required)

### Sunday, April 19

- 8:00 AM-12:00 PM Autocross at Emergency Services Training Center, Surry County Community College

### Directions to Surry County Community College (for Sunday's events):

*From I-77*—Take exit 93, go east for approximately 3 miles into Dobson. South (right) 1 mile on Main Street to SCC on right.

*From US Highway 52*—Take Hwy 601 South from Mt. Airy for approximately 8 miles. Turn right at sign for Surry Community College Exit. Right at stop sign. SCC is on left approximately 1/4 mile.

*From Highway 601 South*—Follow Hwy 601 North to sign for Dobson business district. Turn left at sign for Hwy 601 Business (Dobson business district). SCC is on left approximately 1/2 mile just past Surry Central High School.



Founded in 1999, **Shelton Vineyards** is the largest family-owned estate winery in North Carolina. Located in the Yadkin Valley near Dobson and Mt. Airy, the winery features a spacious visitor center with a tasting bar and gift shop. Find out more: [www.sheltonvineyards.com](http://www.sheltonvineyards.com)

### Event Highlights

**Blue Ridge Tour:** We've mapped out a twisty route through the foothills of the Blue Ridge Mountains. The tour departs from the Hampton Inn (our host hotel) between 1:00 PM and 4:00 PM on Friday, April 17.

**Auction:** Vendors in the British car community always generously donate a variety of items for our live auction. This year, the auction will also include used items and memorabilia. If you bring an item to auction, the entire winning bid will accepted as a donation to the TCOC. The auction happens at the hotel on Friday night, with plenty of pizza and soft drinks included.

**Ladies Nite Out:** While auction takes place, the ladies have an opportunity to enjoy great friends, great food, and great wines at Shelton's Harvest Grill Restaurant. Participants can catch a ride from the Hampton Inn at 6:30 PM and then get a ride back after dinner. Seating is limited! You must register by Tuesday, April 14, by emailing Marjean Telke: [mtelke@gmail.com](mailto:mtelke@gmail.com)

**Participants' Choice Car Show:** On Saturday morning, you're invited to stroll the picturesque grounds of Shelton Vineyards as more than a dozen British marques take the show field. Balloting ends at 1:00 PM with the Awards Ceremony to follow at 3:00 PM.

**Dining Options:** The Harvest Grill, on the grounds of Shelton Vineyards, is an award-winning bistro with enclosed patio seating as well as an intimate dining room. (Reservations are suggested.) If you prefer to enjoy a picnic on the grounds, the Harvest Grill Express offers a tasty assortment of food items. Additionally, there will be several Food Trucks on site. **No outside food or beverage/No outside catering is permitted.** Catered picnic lunches can be arranged with the Harvest Grill for groups of 10 or more.

### Shelton Vineyards Wine Tours and Tastings:

**Classic Tour & Tasting:** 12:00 noon and 4:00 PM with 5 wines, 1 oz. pours for \$15 or Classic Flight: 5 wines, 2 oz. pours for \$25.

**Grand Reserve Tour & Tasting:** 12:00 noon and 4:00 PM with 5 wines, 1 oz. pours for \$30 or Reserve Flight: 5 wines, 2 oz. pours for \$38.

*Reservations must be made by April 14. Contact Martha Holt, [h.holt@sheltonvineyards.com](mailto:h.holt@sheltonvineyards.com)*

**Wrench Wracing:** This lightning-fast race requires little more than an extra tool or two and an imaginative mind. There will be both match racing and a popular vote "concours" held for wrench racers. All entries must be gravity-powered, be no longer than 9" and no wider than 4", weigh less than 2 lb., and feature a hand tool as a major

portion of their design. For more info, contact Jamie Palmer, 919-623-3955 or [tr6driver@yahoo.com](mailto:tr6driver@yahoo.com)

**Saturday Night BBQ:** Relax and trade stories after the car show with a buffet-style BBQ dinner at the Hampton Inn, 6:30 PM on Saturday. Pre-registration is required, with a max. of 120 participants.

**Autocross:** April 19 sees the return of the Gathering Autocross, starting at 8:00 AM, held at Surry County Community College on the Emergency Services Training Center driving course, 630 South Main Street, Dobson, NC



**Early Registration:** All registrations postmarked by March 15 receive \$10 off the weekend registration fee. The first 300 registrants will receive show dash plaques.

**Car Classes:** The following classes are featured in Saturday's car show:

<b>Austin-Healey</b>	<b>Mini</b>
100/4	Pre-2002
100/6, 3000 Mk I	Post-2002
3000 Mk II, Mk III	<b>Morgan</b>
Sprite	<b>Morris</b>
<b>Bentley/Rolls-Royce</b>	<b>Sunbeam</b>
<b>Jaguar</b>	Sunbeam Alpine
XK 120, 140, 150	Sunbeam Tiger
E-Type	Sunbeam Modified
Sedan Pre-68	Rootes Group
Sedan Post-68	<b>Special Interest</b>
XJS	<b>Triumph</b>
XK, XK8	TR2/3/3A/3B
F	TR4/4A
<b>Classic Land Rover</b>	TR250/5
<b>Lotus</b>	TR6 '69-'73
<b>MG</b>	TR6 '74-'76
Historic MG	TR7/8
MGA	Spitfire '63-'70
MGB MGC GT Chrome	Spitfire '71-'80
MGB MGB GT Rubber	GT6
Midget	Standard/Triumph Other
	<b>TVR</b>

Classes beyond these will be determined by pre-registration as of March 15. At least two cars must be pre-registered in a class for a 1st-place award to be given. Awards beyond 1st place will be presented in each class depending on the number of cars in a class on the day of show.

**Trailer Parking:** Free trailer parking is available in a lot adjacent to the registration area. There is also trailer parking at the Hampton Inn, weather permitting.

**Tents, Vendors:** No individual tents and awnings are allowed on the site during the show. Club tents are allowed within a designated area. If your club wants to set up a tent, contact Steve Ward at (704) 617-2180 or [SteveWardatty@gmail.com](mailto:SteveWardatty@gmail.com). Steve is also the contact if you wish to be a vendor at the Car Show.



## Hotel Information

### Hampton Inn & Suites

#### Shelton Vineyards at Dobson

150 Charlestowne Dr.

Dobson, NC 27017

(Exit 93 on I-77)

Phone: 1-336-353-9400

Rate: \$165 plus tax (AAA/AARP rate)  
Security will be provided for the parking lot at each hotel on Friday and Saturday from 11 PM to 6 AM.

### OVERFLOW HOTELS

#### Hampton Inn - Mt. Airy

(336) 789-5999

#### Holiday Inn Express - Mt. Airy

(336) 719-1731

#### Hampton Inn - Elkin/Jonesboro

(336) 835-1994

#### Fairfield Inn - Elkin

(336) 353-2008

#### Best Western - Elkin/Jonesboro

(336) 835-6000

#### Quality Inn - Elkin/Jonesboro

(336) 559-1015

*[The Triumph Club of the Carolinas reserves the right to reject a registration request for The Gathering]*

You may also  
register  
[online](#)

Make checks payable to

**Triumph Club of the Carolinas**  
and send to

**Carl Davidson**  
274 Lakeview Rd  
Mocksville, NC 27028

*You MUST sign the following waiver to participate in The Gathering*

The show is limited to British automobiles. All commercial displays will only be allowed in the vendor area. Proof of insurance is required to participate in any driving event. Tech and safety inspections are required for participation in driving events. Any car can be disqualified for safety reasons at the discretion of the Technical Inspector. I am aware of the hazards associated with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, site owners, and the Triumph Club of the Carolinas, collectively and separately, from any and all liability from personal injury or property damage incurred by me or my guests while participating in this event. I have read, understand, and agree to the terms of this release.

Signature \_\_\_\_\_ Date \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

## Registration Form

**(Save \$—get your registration postmarked by March 15th)**

Name(s) : \_\_\_\_\_

TCOC use only

Car 1: Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Car 2: Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

If entering autocross, indicate which car you'll use: Car 1 ☐ or Car 2 ☐

Autocross driver(s) : \_\_\_\_\_

Autocross car: Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip \_\_\_\_\_ Email: \_\_\_\_\_

Phone: (home) \_\_\_\_\_ (cell) \_\_\_\_\_

**Registration** (includes Blue Ridge Tour, auction, car show, autocross)

(postmarked by 3/15/26) (per car) \_\_\_\_\_ @ \$20 = \_\_\_\_\_

(postmarked after 3/15/26) (per car) \_\_\_\_\_ @ \$35 = \_\_\_\_\_

**Saturday BBQ Dinner** (Limited to 120)

(register for dinner on this form—no sales on day of show) \_\_\_\_\_ @ \$30 = \_\_\_\_\_

### Gathering T-Shirts (men's)

S \_\_\_\_\_ M \_\_\_\_\_ L \_\_\_\_\_ XL \_\_\_\_\_ XXL \_\_\_\_\_ @ \$25 = \_\_\_\_\_

### Gathering T-Shirts (women's)

S \_\_\_\_\_ M \_\_\_\_\_ L \_\_\_\_\_ XL \_\_\_\_\_ @ \$25 = \_\_\_\_\_

TOTAL = \_\_\_\_\_

### 2026 T-Shirt Image



No refunds after April 10

# **29th ANNUAL TRIANGLE BRITISH CLASSIC CAR SHOW**



**May 16, 2026  
9:00 am to 3:00 pm**

**Great Venue    Free to Spectators  
Over 125 British Cars**



**The Hendrick Center  
for Automotive Excellence  
on the campus of Wake Tech North  
6600 Louisburg Road, Raleigh, NC**

**Car Show, 50/50 Raffle, Silent Auction, Regalia**



**The Triangle British Classic is proud to support the Food Bank of Central & Eastern North Carolina with a donation from the show's proceeds and collection of canned food.**



**For more information on the event contact Dennis Taylor, Show Chairperson  
(919) 610-7166, or [dltpilot@hotmail.com](mailto:dltpilot@hotmail.com) or the club's website at**

**[ncmgcarclub.org/events](http://ncmgcarclub.org/events)**



**Sponsored by:  
The North Carolina MG Car Club  
& Hagerty**





## 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](mailto: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](https://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 is open and events will sell out fast**, so please act quickly. Registration Link: [www.HighlandsMotoringFestival.com](http://www.HighlandsMotoringFestival.com)

Kevin Mann (VP Events)

[mannkm@aol.com](mailto: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](http://www.HighlandsMotoringFestival.com)





# The Carolina Jaguar Club "Head to the Mountains!" Concours d'Elegance 16—19 July, 2026 THE SWITZERLAND INN, LITTLE SWITZERLAND NC

Join us for another spectacular gathering in the mountains as we celebrate the 2026 Carolina Jaguar Club Concours d'Elegance at the beautiful Switzerland Inn.  
Registration and additional event details will be available soon.  
Registration opens April 1, 2026.

## Book Your Rooms Now

A block of rooms has been reserved for our group at the Switzerland Inn.  
Please note that online reservations are not available for this special weekend.  
Rooms will almost certainly sell out, so we strongly encourage you to call as soon as possible to secure your accommodations.

Switzerland Inn - 📞 (828) 385-4500

## Consider Volunteering

The Concours does not happen on its own! It takes many helping hands to make an event like this a success, and we welcome your involvement.

Volunteer opportunities include:

- Judging
- Registration
- Field Setup
- Silent Auction/Wine Pull
- Runners
- Scorers
- Parking Oversight

An online volunteer sign-up page will be available when registration opens, April 1, 2026.  
For additional information please contact us at [concours@carolinajaguarclub.com](mailto:concours@carolinajaguarclub.com).

We look forward to seeing you in the mountains!

Karoline & John O'Rourke  
2026 Concours Chairs





## HELP US FINISH THE MEMBERS-ONLY SECTION

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

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](mailto: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  
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Profile

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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

6710 E. Independence Blvd Charlotte, North Carolina 28212

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# LAND ROVER CHARLOTTE

**CLICK TO SEE  
INVENTORY**



# Some Assembly Required

## by Harvey Ferris

### SNG Barratt / Moss / Rimmer Brothers Merger

I recently received a courtesy call from Tony Lee of SNG Barratt, advising me that SNG Barratt was being combined with Moss Motors and Rimmer Brothers, under an entity known as MPG. Tony's old title was General Manager, SNG USA. His new title is Director of Sales, North America, for MPG. Tony wasn't in a position to discuss the internal details of the merger and its consequences, but he did let me know that the SNG warehouse in Manchester, NH was being shut down, with the inventory being moved to Petersburg, VA. Indeed, the next day, I received an email push from SNG stating "Exciting news for our customers; SNG Barratt USA is moving from our current location in New Hampshire to our new home in Petersburg Virginia! This will give us the ability to increase our range to support you and your passion."

That is about the only thing I know for certain as of this writing. But, needing to keep our new Litter Box editor, Phillip, flush with impactful journalism, I'm going to fill in the rest of this article with speculation, some of which may actually turn out to be correct.

In the way of background, SNG Barratt is a company that originated in the UK, many years ago, with the express purpose of meeting the demand for restoration parts for Jaguars. Over the years, they have developed an in-house manufacturing capability for thousands of parts. A nice overview of their history can be found [here](#). I would note that the history of SNG Barratt has been fairly linear; solely a Jaguar parts business, their current online catalog lists parts from the earliest SS cars to the latest E-Pace.

The history of Moss Motors is more convoluted. They tell their own story [here](#). Moss started with a single guy, Al Moss, who started a business to supply parts for MG cars in the US, right after WW2. Over the ensuing decades, Moss expanded to supply parts for other British marques, such as Jaguar, Triumph and, more recently, the Mini—and the Mazda Miata. I do spot in their history the first mention of Motorsports Parts Group (MPG) in 1998. Remember MPG.

Based on the range of makes and models that Moss covers, it seems to be the Goliath in this story.

Rimmer Brothers is a firm that I am not familiar with. It appears to be a UK-market-only business. But it's backstory is familiar. Two brothers, Bill and Graham, started a business repairing and supplying parts for Triumph cars in the 70's. Over the decades, they have grown and thrived, as described [here](#). Bill and Graham sold their business to Radial Equity Partners in 2024.

That is some of the backstory. I have purchased the bulk of my E-Type restoration parts from SNG Barratt, so I have sentimental and practical reasons for wanting to see them grow and thrive.

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## *Some Assembly Required*

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So, what are we to make of these three companies, with somewhat overlapping business models, being acquired and merged by something called Radial Equity Partners?

In that regard, I turn to what AI wants to be when it grows up, which is the groupthink of the car forum that I follow the most, Jag-Lovers.com—in particular, the E-Type technical discussion forum. This is one of the most active forums that I follow, and the news of SNG's move started a very active thread, "SNG Moving to Virginia", the entirety which you can read [here](#).

GregB immediately posted "Moss Motors, SNG Barratt, and Rimmer Brothers are now one company, Motorsports Product Group. Owned by Radial Equity." Radial Equity was immediately suss'd out as a PE (private equity firm). "Private equity" may or may not be a swear word in certain corners of capitalism. BobPhx stated that "PE always makes me nervous but at least they have Jaguars on their website." He posted a link to Radial's [site](#). The firm "invests in middle-market businesses in consumer and industrial sectors, leveraging expertise and industry networks."

Quickly, the forum thread sidetracked into whether the new entity would charge sales tax. This discussion topic went on for 30 more thread entries, with one poster advocating a national Value Added Tax. If you haven't noticed, "thread drift" is a common occurrence in technical discussions about old cars by old guys!

Anyway, I was happy when VooDooDaddy wrote "Quality is key. For me, sales tax and shipping rates are simply secondary decision criteria when all other things are equal." Finally, something I could agree with! JeffS opined that "It is my understanding that this was not an outright sale and exit of previous management, but purely a merger to create scale (Rimmer, SNG and Moss), so that that new entity can have access to additional capital to grow and maintain the lights. Being on the receiving end of PE funding a good chunk of my career, mergers are now much more common than restarts - all of the above have assets, and in SNG's case, very, very nice engineering and production facilities, but a gaggle of enthusiasts always hunting and pecking for a dollar here or there in savings, isn't exactly a lucrative business model. One location for everything "x" (British cars in this case), is much more sexy and attractive to PE / their investors."

If you have a good source of opinions like a car forum, my opinion-based article almost writes itself!

A couple of historical observations: When I started restoring Jaguars back in the "oughts", one could buy parts from major concerns including SNG Barratt, Moss,

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## Some Assembly Required

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Welsh, XKs Unlimited, Terrys, and John Farrell. Those of you who've owned Jaguars since the last century probably have a longer list. To my knowledge, XKs Unlimited was absorbed by Moss, Terrys was absorbed by Engels (a European firm), and John Farrell sold his business to a UK firm that is no longer active. As discussed in my article "[Factory Tour of SNG Barratt](#)", SNG Barratt maintains in-house manufacturing and design. So, the playing field is definitely shrinking.

I would also note that, based on the bios of the three companies involved, all were started by passionate enthusiasts, who saw a need for parts and attempted to fill it. These three companies grew over the decades, probably beyond the wildest expectations of their founders. I assume they are all profitable. That said, they remain "middle market". They aren't large enough to "go public" and their founders are of an age that they may be looking to cash out. In this regard, being acquired by MPG/Equity Partners provides them a cash-out and a way forward. It is fairly obvious that when the new bean counters drill down, they will find some areas where identical parts from the same source are being sold by all three firms. A consolidation of inventory would be obvious. There will also be cases where the three firms list the same part number, but said parts are from different sources, at different quality levels and price points. This is where it gets sticky. I have learned with SNG that the term "premium aftermarket" normally gets me one of their superior in-house manufactured parts. In some cases, these parts are not available in the aftermarket at any price. SNG's ownership of the rights to reproduce Lucas parts with Lucas markings is an example. There are of course gradations between these extremes. My worry would be that the PE-dictated business model moving forward might lean a little too heavily on the "profit" side of the equation and less on the "customer satisfaction" side.

Regardless, on a personal note, SNG Barratt has always been the supplier of classic Jaguar parts that I admire the most. As my friend DickM told me when asked about SNG, "Real people (not phone trees) answer the phone, they generally know what they are talking about, they ship the correct part promptly, and when things aren't right, they work hard to make it right". It remains to be seen if that description of a well-run business will survive a PE takeover.

*Editor's note: The merger that Harvey discusses here has, for the time being at least, cost The Litter Box two of our largest advertisers, while the new organization figures out what their marketing plan will be going forward. I hope we get the new firm on board at some point, but meanwhile, I would like to appeal to readers to suggest businesses they enjoy doing business with for their Jaguars that might be interested in advertising with us. It really helps keep the Club going. Please send suggestions to Jerry Cohen at [cjceditor@aol.com](mailto:cjceditor@aol.com). (Note: Jerry's address is "editor" singular.)*

Previous Some Assembly Required and other Jaguar-related articles can be found on Harvey's website: [www.newhillgarage.com](http://www.newhillgarage.com).



# PARTS FOR CLASSIC & MODERN JAGUARS

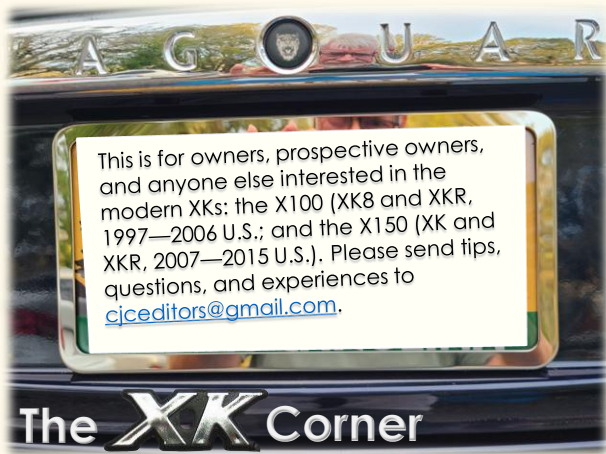


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## X100: Don't let your rear wheel arches collect dirt!

I had just finished washing my XK8—or so I thought—when I thought I'd check up behind the top lip of the rear wheel opening for any dirt. (Yes, I know—this is the incorrect order of those two things.) There's not a full wheel arch liner back there (my S2000 was the same way), so it's just a simple lip of body steel. There was caked dirt up there and then there was a dusty dirt cloud drifting down onto my shiny ~~clean~~ fender. Back out comes the hose. Not a big deal, but what is a big deal is keeping that spot—and the channel at the bottom of the front of the arch, in front of the wheel—clean. They hold dirt, and dirt holds moisture against the steel. The front channel is a bit too horizontal for gravity to keep it clean on its own. On my gravel driveway, it likes to pick up a couple pieces of gravel. I cleaned it thoroughly after I got the car and sprayed cavity wax in it. I'll do the same for that top lip area. If, like me, you use a blower for first-dry after a wash, that'll help.

## 2008 XKR Convertible top rear window fix by Jim Crowell

*If you have an X150-series XK or XKR Convertible (2007—14), your rear windshield is bonded to your soft top from the inside, holding the outside of the glass to the inside of the top—as with most modern soft-tops. (The X100-series is different; this does not apply to the earlier cars.) These windshields will start to “delaminate” eventually, and can even fall into the car if left unaddressed. Here, Jim tells you how to fix a detaching windshield yourself, with \$40 and a little time and careful work. His fix will be a long-term one.*

Less than \$40. That's what it cost me to reattach the rear glass in my 2008 XKR Convertible. Thankfully, the wires to the window defrost element remained intact. Having someone else do this work (very limited options here) was going to cost in the neighborhood of \$200 not to mention arrangements to deliver and retrieve the car.

The biggest decision involved the adhesive product itself. I decided on the adhesive that professional auto window installers use, which is a Polyurethane sealant and not Silicone. This product is available in most auto parts stores in black for around \$32 a tube. You will use less than half the tube. I found a 'generic' tube of Urethane sealant (different name, same product) on Amazon for \$13.



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This stuff is really thick and very sticky. Rubber gloves, work clothes, and a good quality caulk gun are needed. The other key part will be the suction cup clamps needed to hold things in place for the 24-hour cure time. These were also found on Amazon for \$20.



Stuff you need

## Steps:

Remove all old sealant from the glass and clean the outside of the glass for good suction cup action later.

Remove as much loose sealant as possible from the fabric top by hand.

Apply painter's tape to the window to help define where you apply the sealant. I placed a pillow on the inside rear deck to hold the window in place during this process.



You might want to also use this tape on the edge of the fabric top (I didn't) to keep from accidentally getting this nasty sealant where it doesn't belong. You won't get it off if you make a mistake.

Apply sealant. Wear rubber gloves. This stuff is a challenge. Cut the nozzle of the sealant as small as will allow you and your caulk gun to manage. Practice this squeeze on some scrap before you try it on your window.

Move the pillow (don't remove) to allow the window to move so there is space between the top and the glass to insert the nozzle of the sealant tube and carefully squeeze out a 1/4 inch bead, at most, onto the glass. Be careful to stay under the edge of the top and off your painter's tape. This is the most critical and difficult part as the sealant requires considerable squeeze effort and your reach to the middle parts of the glass can be a challenge. You need to get a continuous bead, especially on the bottom (water issues).

Clamping the window in place: Starting at one end with one clamp, lift the window in place using the painter's tape as a guide.



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Do this with several more clamps and then use the pillow on the inside rear deck to push the entire window into place. This doesn't provide the needed pressure but will hold the window in place while you place and secure all the clamps. I found the six clamps enough to do the job. I used my finger to press the top against the glass between all the clamps to ensure good contact throughout. Check the clamps after an hour or so to be sure none have come loose. If you have any squeeze-out, do not try to remove now but wait until the sealant cures.

Wait 24 hours or more, then remove clamps and tape. Carefully remove any squeeze-out with a razor knife if needed (hopefully none). You're done.

Optional final sealant bead: I carefully added a final bead and used a gloved finger to create a uniform visible bead and to help keep water from collecting at the bottom of the window. This is probably more cosmetic than functional.

*Thanks Jim! If you decide to tackle this job and want to ask Jim any questions, you can reach him at [elainejimc@gmail.com](mailto:elainejimc@gmail.com).*



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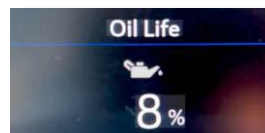
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#### A Tale from the Service Writer's Desk, by Bob Sepe

Manufacturers have eliminated vehicle oil dipsticks, a hold-over from the 1900's industrialization period, in favor of modern measurement methods which use math to calculate the remaining useful oil life, as a percentage.

Fellow drives into the service area and tells the service writer [SW] the oil life gauge is malfunctioning.



SW inquires, "how do you know this?" Driver states, he added 4-5 quarts of new oil, but the oil-life percentage remained unchanged. SW popped the hood; the engine compartment was saturated with oil, as the excess was forced out via the oil seals.

What is the consequence? Expect locking oil filler caps that can only be removed with a special tool to protect owners from themselves.

The alternative is to direct them to an EV. But then again, there is the EV inverter coolant level low warning display.



Refill with water, RV antifreeze, or mineral oil?  
It's just a matter of time before everyone will be walking or riding a horse.

*Bob Sepe has been a Club member for a few years. He started in the car business working on XK120s and XK140s, then worked for Studebaker and Renault. He writes technical and repair articles for Club magazines, and lives in Cary NC.*





From the editor

## THE CURIOUS PROCESS OF BECOMING A "CLASSIC"

It's striking how drastically the appreciation of a great car can rise and fall and rise again.

First, it's the anticipation of a new car coming out. It comes out, and it's as cool as it was built up to be, so it sells like hotcakes. There's a waiting list. The dealers get sticker and the manufacturer can be stingy with features and charge good money for every option. First-year production exceeds the manufacturer's forecast.

But, by year three, sales have dipped. Some of that is the availability of nice used examples whose depreciation is no longer brutal. In the high end of the market, the first cars are coming off lease, and being sold as CPOs, and that's a great value. But some of it is that the competition has put out at least one new rival since our car's debut, and so there's something shiny in the marketplace for the media to make buzz about and get people to chase after the latest thing.

Thus ends the "latest-thing" phase of our car's life. You can only be the latest thing once. Now, the manufacturer is doing a "mid-cycle refresh," hoping to re-focus attention on the car. If the refresh gets good reviews, it can accomplish that. Sales might rise again. The manufacturer will also likely make more feature content available for the price. They might keep the price flat rather than raise it. Meanwhile, they're already hard at work on the car's replacement.

But, after perhaps another three years, the car is reaching the end of its "first life." Keep in mind: if we pull back a bit, we realize that we're talking about a marvel of design and engineering; something anyone is seriously lucky to get to own and drive. But, not only is it no longer the "latest thing;" it's now pronounced "long in the tooth" and, at least by some, dismissed as irrelevant. Yesterday's news. The manufacturer needs to keep selling it for just a while longer, while it gets the replacement ready for market.

So, they do a "special edition," they do another "refresh" of some sort, and they add even more feature content as standard.

At this point, too, they have likely discovered and corrected every little bug that has cropped up over the production run. By any objective measure, these are usually the best examples of the car there'll ever be. They may well contain eight to ten years of improvements. If they don't screw up the "refresh," by spoiling the looks or watering down the driver engagement with weight gain and "softening," this is the one you'd want. It's a better car than the one everybody got all hyped up about.

Sales might tick up again, as production ends. But the used models are now selling well, representing a far better value, and those in the know are well-aware that the new one is about to launch. Those after the "latest thing" will wait. The automotive press may review the latest iteration, but if you go back and read these reviews of cars that are now revered, you may be surprised at how dismissive they are. How hard they put down the car for being "old" and how the manufacturer is charging too much for that (e.g. the 2005 Honda/Acura NSX, a good example of which I could only afford if I sold my house).

As the car goes out of production, it begins the phase of its life where it will continue to lose cultural capital for some time—and, concomitantly, monetary value. This is its "used car" phase of life, and this is when it will wander in the cultural wilderness, as it were. Later, if the car becomes a "classic," the people who bought the

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car during this phase of its "life" will go from being the object of curious looks to being pronounced geniuses. "You bought a '61 E-Type in 1970 and kept it?! You're a genius!" I promise you that person heard no such comment in 1970.

If the car survives this wilderness phase—if it can stand the test of time—then most of the in-the-moment criteria that determined its success or failure as a new car, and a recently-cancelled used car, will fall away. Most people will forget about it completely. But those who love great cars may not. Some of them may form a "cult following" for the car. They may then be able to "spread the word" and begin to grow enthusiasm for it. In all likelihood, the car is a serious value-for-money to those in a position to appreciate it. That helps.

The car may then enter its "reclamation" phase. This can be slow. First, prices may stop falling, and stay flat for a while. Eventually, they may start to rise. That's most likely to happen as those who lusted after the car as adolescents or young adults who couldn't possibly afford one reach the stage of life where they can. Once that process is in full swing, we get where a nice '67 Pontiac GTO costs sixty grand. (And that was years ago.) At that point, everybody declares the car a "classic."

This trend can become supercharged, especially if wealthy collectors take an interest in the car. Prices can get out of control. The market will "correct" this eventually. Meanwhile, there'll be quite a few people shaking their heads regretfully. "Shoulda bought one when I could afford it ..."

And, sometimes, the earliest cars are the most valued, even though the later ones might be better cars by any objective measure. But "objective measure" doesn't rule here. In these cases, those with cooler heads, or who aren't collecting, but looking for a great driver's car, will go for the later ones.

Most interesting to me, though, is how what's written and said about the car will change so dramatically.

I'm thinking especially of the XJ-S/XJS, which celebrated its 50th anniversary last year. The '70s-to-'90s Jaguar GT is perhaps the poster child of this whole curious process. It didn't even get to enjoy a new-car honeymoon phase. Replacing the E-Type was not an enviable task for any car, and the XJ-S was largely considered a disappointment. It, not the E-Type, was the aerodynamic champ, but it didn't look it. Most people weren't Malcolm Sayer; they didn't have the wind-tunnel test results. They just saw square-ish lines instead of sexy curves.

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Photo: Steve Goodbred

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The XJ-S had to carry the "sporting" lineage of Jaguar through the British industrial crisis of the 1970s and early 80s, and continue to soldier on as Jaguar tried to survive the crippling legacy of that. Even as Ford poured buckets of money into Jaguar, the XJ-S had to live one more life as a new car—the XJS—while they modernized plant and production and designed the XK8 and its engine from scratch. By the time the last XJS was sold new, the GT had been on the market for 21 years. It had already had more than one "life"—far more lives than most, given the fact that Jaguar couldn't afford to replace it on a normal timeline. Sales had picked up, fallen off, fallen off a cliff, picked back up, dipped, risen again.

Then the XK8 came out in '96, and the press said unkind things about the XJS. "The flabby old XJS," and such-like. Jaguar themselves needed to sell the new car, so they pointed out all the ways in which it was superior to the venerable old big GT. Manufacturers do that.

By objective measures, the XK8 was superior to the XJS.

But, eventually, those objective measures just don't matter much. You're not going to read detailed comparisons of the XJS with the XK8 nowadays. Some enthusiasts prefer one, some prefer the other. And there are enough iterations of the long-lived earlier car that some prefer this one and some prefer that one. And in the car's current marketplace, its once-daunting reputation for reliability and maintenance costs doesn't hurt it as it once did.

Jaguar built about 115,000 XJ-S/XJSs, so rare they are not. Prices, even for really nice ones, are still pretty low.

You get a lot for your money. The same is true for the XK8 and its "R" version. Those aren't rare either.

And now, you can go read reviews and watch videos extolling the qualities of both cars, and using them to put down and dismiss new cars.

Both have survived the "latest thing" phase, the "long-in-the-tooth" production phase, and the "used car" phase. Both have garnered a following of people who want to own them and take care of them and extol their virtues to others. And a support marketplace has grown up around them in response to demand.

And, while we can't predict the future of any car, this is how "classics" come to be.

*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, we'll happily feature the same model in different iterations. So, for example, we could do your 1980s XJ-S V12 and someone else's 1995 XJS with the 4-liter six. Or an XJ8 and XJR of the same year. (Note: if your car is an X100- or X150-series XK/XKR, that'll go 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.

### XJ6 Vanden Plas (1997) John Fryday, owner

*John is currently serving as our Club Secretary. He has owned cars from four other luxury brands as well as Jaguar. His XJ6 is his favorite.*

I have owned my '97 for 6 years, and am the 4th owner. I bought the car to be my daily driver in retirement, and had I known the pleasure it brings, I'd have bought one in '97!

It had 80,000 miles, but when I reached 108,000 I reluctantly bought a new car as my daily so as to not wear out the Jaguar!

The car is beautiful, and I receive many compliments on it in everyday driving--even more than my other vintage cars. Most say 'beautiful', 'sexy', or 'so pretty but I never see one of these'.



The Jaguar is solid, yet nimble, feels like a bank vault driving down the road- and closing a door sounds like that vault. Its tremendous driver visibility makes piloting it safer than most.

It has been trouble free-- I spent about \$3k upon receipt for belts, hoses, tires-- and that has been it.

The interior is a carefully crafted work of

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## LEAPERS AND GROWLERS

Model of the Month  
Member-owner feature



*(continued from previous page)*

art, adding to driving pleasure, with the best AC of any of my 3 old cars with AC.

The memory seats lost their 'memory' function, and the rear view mirror 'gel' failed so I replaced it-- minor annoyances, but otherwise a really fine car. SO GLAD I bought it!

It is a perfect real-world example of what these cars have to offer, for such reasonable outlay. This was the last with the famous straight 6, and if I managed Jaguar, there would be an updated version of this body style for sale in showrooms.



*The X300-series XJ6 was the last of the line; its short run ended with the first XJ8, launched in '97 with the new AJ-26 V8 engine. The final interpretation of the XJ40 (1986—94), it's common called the car the XJ40 should have been, had Jaguar had the resources to make the X300 back then, which they didn't; the X300 was entirely developed with Ford money, and assembled in the completely-modernized Browns Lane plant.*

*The X300 was powered by the AJ-16, introduced in 1984 as the third, and final, version of Jaguar's impressive straight-sixes, going back to the XK6 from the late '40s.*



Thanks John—lovely XJ.

"Two roads diverged in a wood ..."





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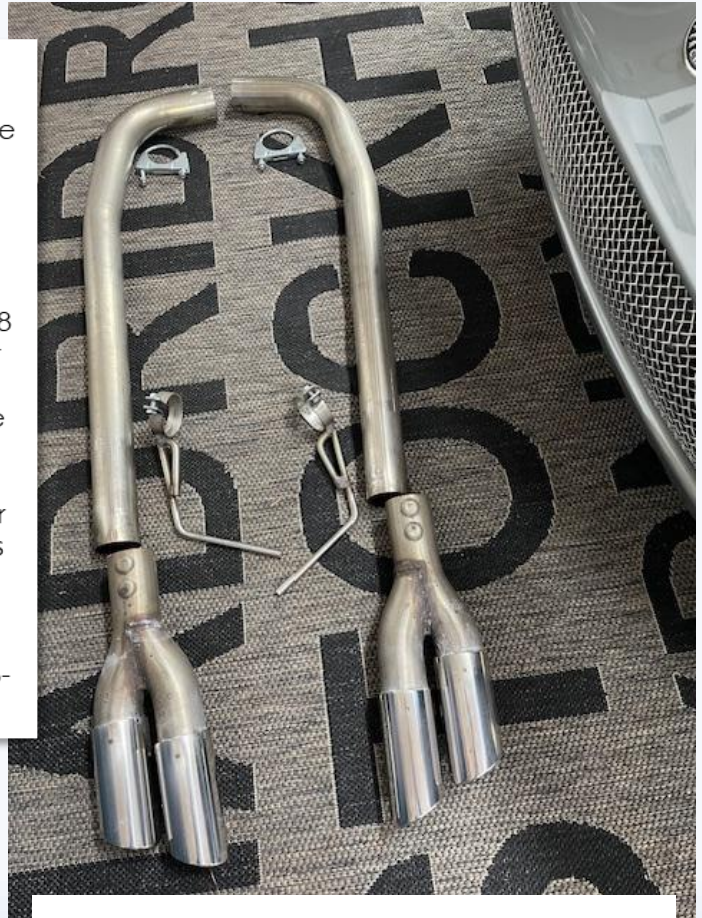
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Slightly used, less than 1000 miles. These are the stage one pipes that eliminate the rear silencers on the 4.2 liter XKR or XK8. They have the quad trim pipes found on the 05/06 XKR.

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.



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



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



# CLASSIFIEDS

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