



THE LITTER BOX

the official magazine of the Carolina Jaguar Club

March 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
- Send feedback on upcoming events to Kevin Mann (see "Event Calendar," p. 8)
- Update your member profile on the website (see p. 25)
- Submit historical material on the CJC (see p. 25)
- Contribute to "Leapers and Growlers" (new feature—see p. 42)
- Support our advertisers when you can, and **help us find new ones!**



From the President

Denis Connaghan



Our CJC year started off with a wonderful event on February 21st, a visit to the McCandless Museum in Burlington. Unfortunately, I could not make it, but at our Mix and Mingle at Starmount Forest Country Club this past weekend, people were still reliving the tour and the stories behind the McCandless Collection.

The Mix and Mingle is always a great opportunity, and this past weekend did not disappoint. We had 58 of our old, no reference to age, friends, and 3 new member couples attend. The day started with the judge's training run by Steve Thomas, an essential part of our preparation for our Concours in July. We are fortunate to have Steve's leadership and a deep bench of members who are seasoned Jaguar judges to handle the judging at our Concours.

Nancy and Kevin Willis did a magnificent job organizing the Mix and Mingle. Starmount Forest Country Club again delivered great service and wonderful food. During Nancy's remarks, she highlighted the involvement of our members in planning, supervising and participating in our events. Without such team efforts we would not have the successful events that we all enjoy.

The success of our Concours in July relies on the volunteer efforts of our membership. Shortly you will be hearing from Karoline O'Rourke as the registration for the Concours opens and she continues to look for volunteers for the many activities and tasks the success of the Concours relies on.

(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)

We have a busy few months coming with events and planning for the summer. From April 17th through 19th there is "The Gathering" at Shelton Vineyards, a great all-British car show hosted by the Triumph Club. I will be heading to Mexico City in April for the JCNA Annual General Meeting. As we look to summer, registration is open for our June 20th visit to Morehead Planetarium. Around April 1st, registration for our Concours at the Switzerland Inn will open.

The registration for the Sandhills Motoring Expo, May 22 – 24, is open now and closing April 15th. To remind you, Jaguar is the featured marque for the event this year.

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*)

This is a full weekend of events. Please check [here](#) for registration and information about the schedule of the weekend's events, including Sunday's Concours in the Village. There's a "Contact" page if you have questions.

Cheers, 

LITTER BOX disclaimer:

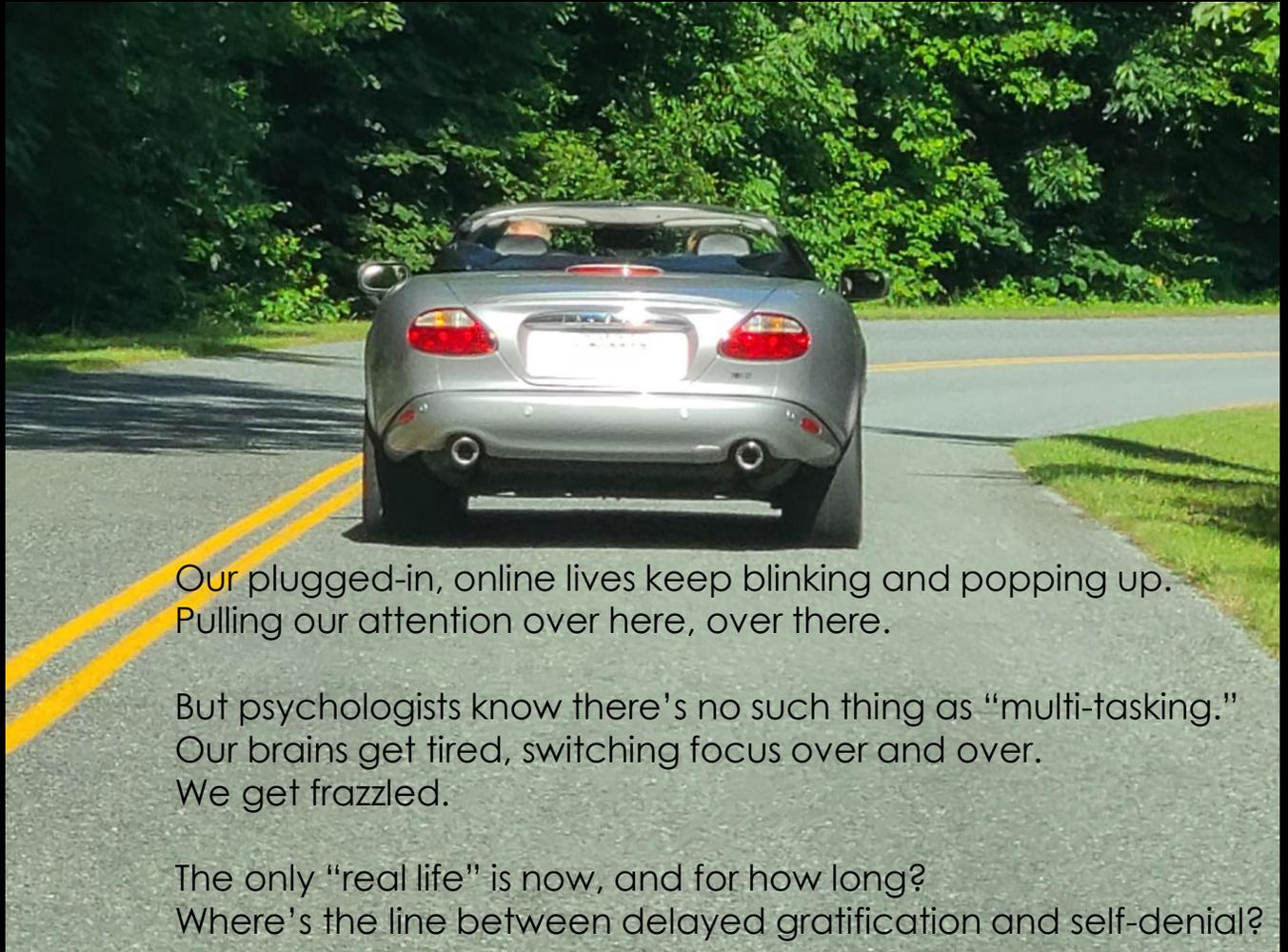
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Jaguar posted three new 30-second ads today, all explicitly connecting "Copy Nothing" to the marque's history of bold innovation. The spots feature several iconic models from the past along with the Type 00 concept, whose real-world counterpart is still under wraps until later this year. Click on one of the images below to watch that clip on YouTube.



Distractions in all directions?
Rediscover straight ahead.



Our plugged-in, online lives keep blinking and popping up.
Pulling our attention over here, over there.

But psychologists know there's no such thing as "multi-tasking."
Our brains get tired, switching focus over and over.
We get frazzled.

The only "real life" is now, and for how long?
Where's the line between delayed gratification and self-denial?

If you can afford it, get a Jaguar XK8.
And if you can afford an ordinary car, you can afford it.



JAGUAR



Designed and made with one focus:
Going down the road, with maximum pleasure.

Poise, grace, and refined power.

Relaxing, but engaging. Elegant, not shouty.
The best of old-school luxury and modern engineering.

The cure for the common car.




JAGUAR

CJC Membership Report

Fellow Jaguar Members,

We hope you have enjoyed some warmer weather lately and had a chance to exercise your Jaguar(s) on a warm day. We are gearing up for the Mix and Mingle this Saturday. Nancy has selected a number of fun door prizes we will be giving away during the event and look forward to seeing more than 62 members at the event. We especially look forward to meeting our new members attending this event.



We would like to thank Herb McCandless for sharing his outstanding car collection with us last month. Herb provided commentary on each car in the collection (including several 001-VIN cars) and shared stories of being a top NHRA driver in the 1960s and early 1970s. This was a once-in-a-lifetime experience, especially if you are a fan of MOPAR.

We continue growing and hope to have others join us in our 2026 adventures. We currently have 164 memberships, representing more than 300 individuals.

Concours Call to Action!!!

We need a number of CJC members to volunteer during our 2026 Concours in Little Switzerland. If you will be attending, we are asking you to volunteer for 1-2 hours during the weekend to make for a successful event. We are especially interested in first-time volunteers! The jobs are easy and you will get to meet and interact with fellow Club members. Our events are only successful with your participation and involvement. For our seasoned annual volunteers, a very sincere Thank You!!!

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 with no dates are tentative

Events in **bold** are official CJC events

- 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](#)
- 30 May Cape Fear British Car Show, Wilmington NC—[note date change \(was 6 Jun\)](#)—see p. 20
- 6 Jun Delaware Valley Concours d'Elegance, Fort Washington PA
—see p. 21
- 11-14 Jun Highlands Motoring Festival, Highlands NC—see p. 23
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. 24
- 21 Aug NC Museum of Natural History and lunch, Raleigh NC—info [here](#)**

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

Additional “non-official” local events



Best of Britain Car Show - Sunday, March 29th from 11am - 3pm on the beautiful campus of Winthrop University at 510 Myrtle Drive, Rock Hill, SC 29730. “King of Fire” Pizza Truck will be on site with their delicious fired pizzas as a lunch option. Visitors will have the opportunity to vote for their favorites in a number of classes and awards will be presented.

If you are an owner and interested in participating, please feel free to email Kevin Fielden at shiftgateevents@gmail.com with your name and the following related to your vehicle - year/make/model/exterior/interior. Registration is \$30 per vehicle payable after registration is accepted.

Open House at home of Jack Griffith PhD – Professor at UNC and British car collector. Saturday 4/4 from 1-4 pm at 7515 Kennebec Dr. Chapel Hill NC 27517. I am told this is a fabulous collection.

Car & Boat Show at Safe Harbor Peninsula Yacht Club – Sunday 4/25 from 8am to 1 pm at 18501 Harbor Light Blvd, Cornelius NC 28031. Judged categories and awards. Pre-register to show car at pycfleetcommittee.com and pay \$25 cash on site. For more info contact ericbdana@gmail.com.

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





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



Saturday, 28 March, 11-3

[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 Concurso concours and festivities.
- 
Sunday, April 19th. Gran Concurso 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

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: mteike@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

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

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:

Austin-Healey	Mini
100/4	Pre-2002
100/6, 3000 Mk I	Post-2002
3000 Mk II, Mk III	Morgan
Sprite	Morris
Bentley/Rolls-Royce	Sunbeam
Jaguar	Sunbeam Alpine
XK 120, 140, 150	Sunbeam Tiger
E-Type	Sunbeam Modified
Sedan Pre-68	Rootes Group
Sedan Post-68	Special Interest
XJS	Triumph
XK, XK8	TR2/3/3A/3B
F	TR4/4A
Classic Land Rover	TR250/5
Lotus	TR6 '69-'73
MG	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
	TVR

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. Steve is also the contact if you wish to be a vendor at the Car Show.

Registration Form

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



TCOC use only

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

Name(s) : _____

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 = _____

[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**

2026 T-Shirt Image



TOTAL = _____

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 _____

No refunds after April 10

Signature _____ Date _____

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 or the club's website at

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 –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.



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

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.





2026 Cape Fear British Car Show

May 30th, 2026

Wilmington, NC

Show information page [here](#); note date change from 6 Jun to 30 May; some PR may still display the old date, as it was just changed 9 Mar.

The Delaware Valley Jaguar Club has personally invited
our Club members to their

Jaguar Concours d'Elegance **Saturday June 6, 2026**



Join Us for the Delaware Valley Jaguar Club Concours d'Elegance!

The Delaware Valley Jaguar Club (DVJC) warmly invites members of our neighboring Jaguar clubs to participate in our **JCNA-sanctioned Concours d'Elegance** on **June 6, 2026**.

Held in conjunction with the **annual Cars and Motorcycles of England, Ales and Petals Celebration** and hosted by the **Friends of Hope Lodge**, this event offers something for everyone—including special activities for children. With **over 1,200 spectators** and more than **50 stunning Jaguars** on display, it promises to be a fantastic day for enthusiasts and families alike.

The DVJC has a **limited number of openings** available for visiting entries in **all JCNA-judged and display categories**. Don't miss your chance to compete for **category trophies**, including Champion, Driven, Preservation, Special Divisions, and Longest Distance Traveled.

Full details and **registration**: <https://delvaljaguarclub.com/events/dvjc-concours-delegance-4/>

Special Accommodations:

-  Ample space for **trailerred Jaguars**
-  Arrangements with a **nearby hotel** for overnight guests and tow rigs (space is limited— register early!)
-  A great opportunity to judge with a different club to the same JCNA standards. If you would like to participate as a judge and are already JCNA-certified, please contact me before May 6, 2026.

For any additional information, please contact our **Concours Chairman** at
Concours@Delvalleyjaguar.com



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

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



**The Carolina Jaguar Club “Head to the Mountains!”
2026 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 in Little Switzerland, North Carolina.

Set along the Blue Ridge Parkway with breathtaking mountain views, the Switzerland Inn provides the perfect setting for a memorable weekend of Jaguars, camaraderie, and celebration.

Registration and additional event details will be available soon.
Online 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

Already Made a Reservation?

If you have already booked your room, please take a moment to confirm your reservation with the Switzerland Inn and verify that your room selection is correct.

Ensuring that your reservation details are accurate now will help avoid any surprises when you arrive and will assist the Inn in properly managing our group block

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.

We look forward to seeing you in the mountains!

Karoline & John O’Rourke
2026 Concours Chairs



HELP US FINISH THE MEMBERS-ONLY SECTION



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!



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Tech Tips: Preventing Cooling System Failures

By Bob Sepe (ref. to a '94 XJ6 Vanden Plas)

The cooling system is composed of a radiator, cooling fan, and coolant reservoir. Coolant circulates from the motor through the radiator and back. Admittedly, there is a bit more plumbing I don't intend to address.

The Achilles heel of older systems is the fan controller [FC] which is programmed to engage the fan motor at a temperature greater than 195°F. Why so hot? Allegedly to reduce emissions. In my experience the FC dies, the motor overheats, coolant erupts and the motor overheats, the head warps, necessitating a "head-job."

To check the FC, use a scan tool to read the voltage at the FC; it should be 7.5 VDC. If "open" or zero voltage, the FC is faulty. You can replace "just the FC" with a donor from the salvage yard. Understand, the fan motors themselves seldom fail. Checking the fan motor is simple. Strip away some insulation from the ground wire before it enters the FC from the fan motor and run a jumper to ground. The fan motor will roar to life, if it is good.

I've experienced too many fan controller failures which led to motor overheating and breakdowns. I solved this problem by building a "reliable" fan controller for less than \$25.

(continued on next page)

Tossing the factory FC to the curb, I replaced it with a 120-amp 12VDC relay, a 12-volt programmable temperature controller [150°F to 225°F].

My first controller was strictly mechanical. A 175° sensor is switched to ground and turns the cooling fan on/off. The new upgrade uses a programmable controller which can be set to any temperature.

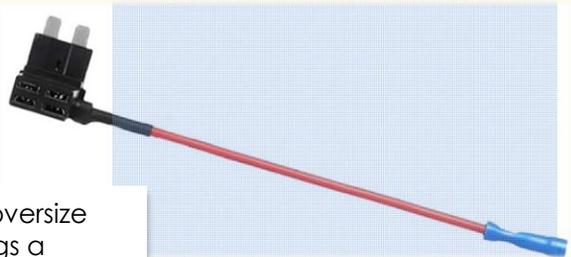
Both controllers are powered from the engine management circuit to turn the cooling fan off (otherwise it'd deplete the battery in 30 seconds), thus preserving the vehicle's battery from electron depletion.

To make your own, acquire the following:

[Temperature Controller](#)

[Relay](#)

[A Small Dual-Port Add-a-Circuit Fuse Single Wire Tap](#)



The relay is continuous-duty and oversize for this application. As such it brings a conservative safety margin. It is unlikely to quit when most needed. The cooling fan can draw upwards of 30 amperes. Use eye crimp lugs to make the connections.

Make certain the tap matches the fuse type in the fuse box. Piggyback it to an engine management circuit with a 3-amp or 5-amp fuse.

Notes: Use 8-gauge stranded wire to make connections from the relay to the fan and fan to ground. I cut the power wires either side of the fan controller, removed the controller and extended those wires to connect to ground and the relay.

The factory controller maintains B+ power directly to the fan. The controller switches the B- which is counterintuitive. My design switches B+. Ignore the thin communication wire as it is not used.

The thermistor probe can be affixed to the top of the radiator or the coolant supply line to the motor. The probe must maintain tight physical contact with the surface. Do not use insulating tape or insulating epoxy.

Consider changing the thermostat to a 175°, 180° or 185° thermostat. The cooler the motor operates in summer, the longer it will last. In cold climates, consider setting the temperature controller at 190° in winter. All ICE motors have a temperature sweet spot; expect to hunt for it.

The fan will operate at full speed. Variable speed requires a different controller and sophisticated circuitry.

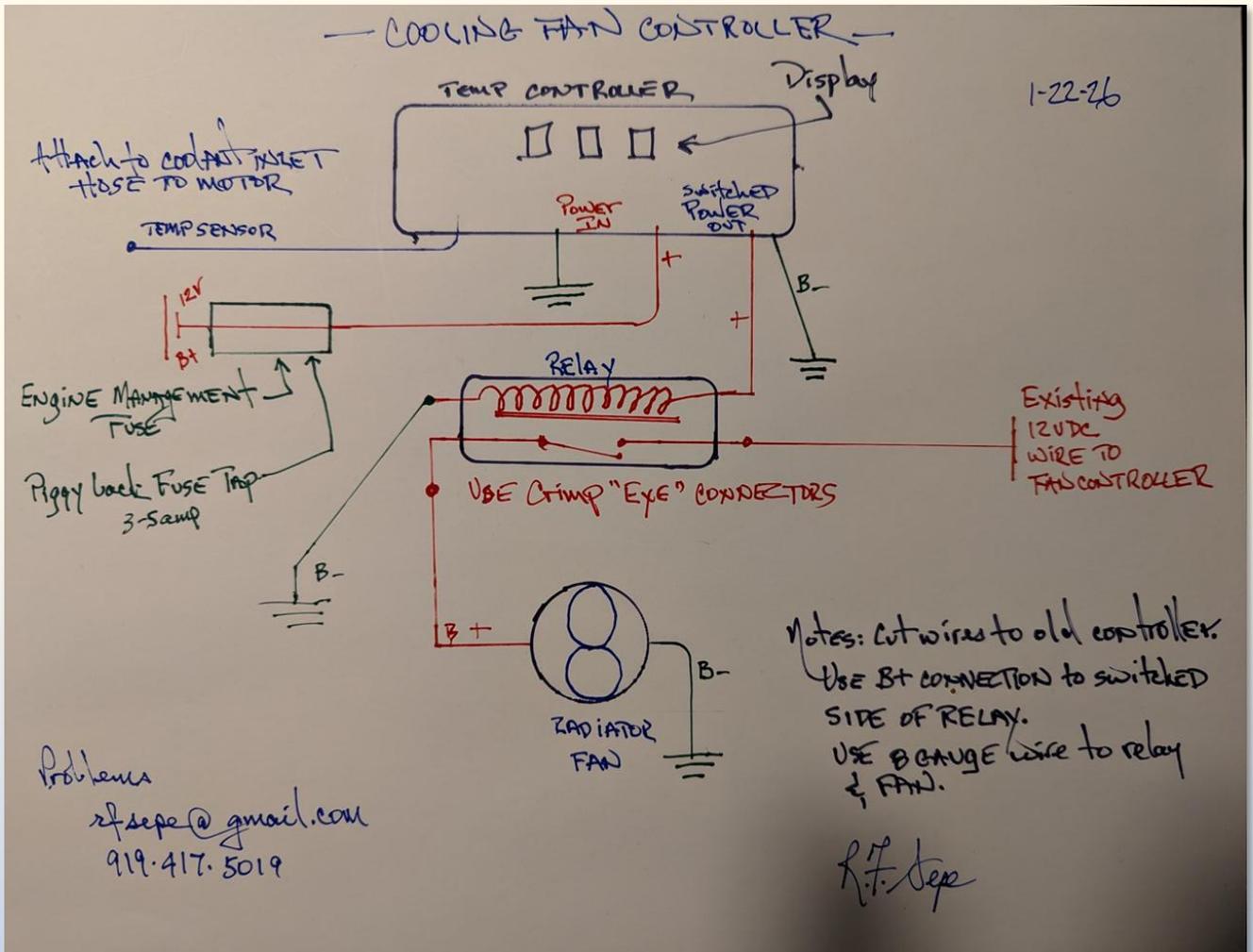
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Keep a sharp eye on the temperature gauge.

The circuit diagram is included. Uncertainties can be referred directly to me. Installation photos available. This system can be used on any ICE machine with an electric radiator cooling fan.



Bob lives in Cary, NC. Contact him at rfsepe@gmail.com or 919-417-5019 for a response to your concerns.





Contact us: 833-418-1693

6710 E. Independence Blvd Charlotte, North Carolina 28212



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New 2026 Discovery Sport Landmark Edition

1 miles

Info

Drive Line: AWD

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Stock # T74949

CPO Pre-Owned 2023 Range Rover Sport SE



Certified Pre-Owned 2023 Range Rover Sport SE

\$69,900 Market Price

14,059 miles Hybrid

Firenze Red Metallic Exterior

Ebony Interior
Stock # T23069A



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LAND ROVER CHARLOTTE



CLICK TO SEE INVENTORY

Some Assembly Required by Harvey Ferris

What I Learned While Installing "Helmet" Type Battery Leads

My 1963 E-type FHC would have been delivered from the factory with a Lucas battery that was connected with Lucas "helmet" type battery connectors. I bought my entire wiring harness from Rhode Island Wiring and, being authentic, it came with short leads for the negative and positive battery terminals. Note that this car is a positive-ground car. Although many find it useful to convert their cars to negative ground, for authenticity purposes mine has remained a positive-ground car. In this case, the heavy wiring connector to the negative post on the battery is a traditional stranded round copper cable, encased in black insulation, leading to a heavy terminal on the starter solenoid. The positive post on the battery uses a flat braided cable that is not insulated and is most likely galvanized copper, as it has a dull silver color. It connects to a bolt on the outside of the driver's footwell bulkhead.

I have been through several battery options on this car. But first, some background, from the Factory Fit section of the excellent website forum.etypeuk.com.

(continued on next page)



Some Assembly Required

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The battery used on the 3.8 E-Type was a MILAM cased Lucas FRV 11/7A, 9 5/8" x 7 5/8" x 5 5/8", 57Ah capacity, tar topped with separate Lucas branded black filler caps and six exposed round copper cored lead 'links' connecting the cells. The battery had Lucas lettering moulded on the side in black (not white or the 1970's red and gold logo sticker!) and the filler plugs were black to Jaguar specification. Lucas did supply other batteries with red-coloured plugs (made them easy to find when you dropped one) but not on the E-Type; probably an aesthetic decision by Sir William! It sat on a moulded ribbed battery tray made of black Bakelite with a spout for a rubber drain tube in the lower rear corner. Under the Lucas 'helmet' type battery connectors there were anti-corrosion felt washers, green for the negative post and dark red for the positive post. The Parker-Kalon self-tapping screws holding down the helmet connectors to each terminal post were slot-head (documented by a Lucas bulletin). Every Lucas battery was supplied with printed instructions beneath one of the plugs detailing maintenance instructions and specific gravity. Cars for export were fitted with Lucas FRVZ 11/7A 'dry charged' battery which required filling at the final destination - the instruction label was therefore printed in red. A fully charged battery should have an SG of between 1270 and 1290.

After being less than satisfied with the durability of several period-correct-looking batteries that I had previously purchased, I read the rules for JCNA concours competition and here is what I found.

6. Batteries and Battery Compartment

a. Inspection

Entrants should be asked to remove the cosmetic or protective covers from the batteries. (Battery covers which are screw fastened or clamped to the battery or its hold-down should not be removed.) Judge the general area, the battery configuration, its style, cover, the positions and type of its terminals, the visible cables, the battery hold-down and the battery cable ends.

Note 1: Configuration refers to maintaining the original type and placement of battery terminals. "Size" was expressly deleted from the rule.

Note 2: XK 140 and XK 150 batteries are not judged because of their location in the wheel wells.

b. Battery Brand

Lucas and other batteries that were original equipment are considered expendable and may be replaced with a battery of any brand provided it is in the same location and orientation and has the same voltage and configuration as the original.

c. Battery Style

Fluted or cylindrical sided (Gates-Optima style) batteries are non-authentic.

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Some Assembly Required

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Reading this "set me free" to use a more modern battery. What I wound up with is Interstate battery MT-25. This battery fits within the available space pretty well. The positive and negative battery terminals are in the correct position. But there is always a "but". The standard rectangular battery hold down bracket sold by SNG is slightly longer than this battery. Frankly, I had run across this problem with my previous period-look batteries. I don't know—maybe someone sells a bracket that fits, but what I wound up doing was to reduce the width of the bracket by cutting, welding, grinding, and painting. I know most of you won't want to do that but that is what I did. That said, if you stick with the stock bracket, the battery would still be secure, it would just look a little funny. SNG is pretty good about engineering their parts to be true to the original, so I suspect the bracket they sell is sized for one of the original Lucas batteries described in the Factory Fit article above. There is a reason why I call this series *Some Assembly Required!*

I had experienced some electrical "gremlins" with this whole setup before, in that every once in a while, the starter would be balky. Just often enough to be annoying and cause me to carry a supplemental battery jump pack around with me. To digress, these are modern marvels. About the size of a 6" Subway sandwich, they will give you extra starting boost when you least expect to need it. But I digress! So I wanted a modern battery. Nothing fancy, just a standard lead-acid battery. The Interstate battery fit the bill.

I removed the stickers and I sprayed the caps with black paint. It is innocuous and looks perfect. Note that the Factory Fit discussion does not consider the red and gold Lucas stickers as authentic. As noted above, the JCNA rules are silent regarding this issue.

Due to the electrical gremlins, I really wanted the connections to the battery to be as solid as possible. One issue with the helmet-style caps is that there isn't much clamping action. A small screw through the top of the connector is all you get. And here is the rub. No batteries that I know of come with the battery post already drilled for this small screw. That is up to you. I consulted the wisdom of the Jag-Lovers forum on how to tap the battery post for this screw. Here is what I came up with. I removed both the positive and negative battery leads from the car. This is very easy. With the battery removed, both connections are at hand. I cleaned and deburred the helmet connectors and test-fit them on the battery. A caution: on one period-correct battery I had previously acquired, the post on the battery resulted in a loose fit of the helmet. As I recall, I had to remove material from the top of the post to get a good fit. After confirming that I had a good fitment of the connectors, I installed the helmet connectors on each battery post. I set the battery on the platform for my drill press. The holes in my caps were not exactly centered on the post! So you want to "clock" your wires/cap in the same direction as it will be on the car. I started with a shallow cut using a drill bit the same size as the the hole in the connector, just to establish a center. Not a center of the post

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necessarily but a center of the hole in the cap. Then I used a drill bit that was just a little bit smaller than the screw to drill the post on the battery. I used cutting fluid. This drilling operation generated some chips but the drill did not pull down and jam. So that went well. Also, by having the cap in place, the hole was lined up properly. By the way, the size of the drill you want to use is somewhat critical. If you look at any screw thread from the side, there are two diameters at the threads. There is the diameter at the OD of the threads and the diameter at the "root" or bottom of the threads. When installing, say, a sheet-metal or wood screw, you generally pick a drill bit that is smaller than the root diameter. The screw cuts its way into the material the first time you install it. As pointed out by a Jag-Lovers expert, the lead post behaves a little differently. It doesn't want to be cut. Rather, the lead is displaced to match the profile of the screw thread. It sounds like splitting hairs but you kind of want the diameter of the drill bit to be halfway between the OD and root diameter of the screw. This is actually pretty important. Too small of a bit and you will never get the screw installed the first time. Too big and insufficient threads are formed. I hope that doesn't keep you awake at night but it is key to the next step.

Getting the screw to cut its initial threads was still a challenge. I ran the screw in a little bit at a time, and then removed it to clean it off. As noted above, it does not really cut and generate chips; it just deforms the lead. I used cutting fluid. As it got close to the required insertion, turning the screw got pretty hard. Fortunately, nothing snapped but I was really on guard not to twist it too hard. Once I got the screw in the initial time, it ran in and out pretty well, especially with the cutting fluid on it. Blow the hole out with compressed air as you go and just wipe some cutting fluid on the screw. Don't fill the hole with cutting fluid or you may get a small "hydro lock".

So the battery is installed and the starter cranks. Remember, I'm the guy with the balky starter so I was pleased that that issue did not rear its head, at least for now. I added a dedicated cable from the battery ground to the block, which I think is the silver bullet. We'll see.

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



PARTS FOR CLASSIC & MODERN JAGUARS



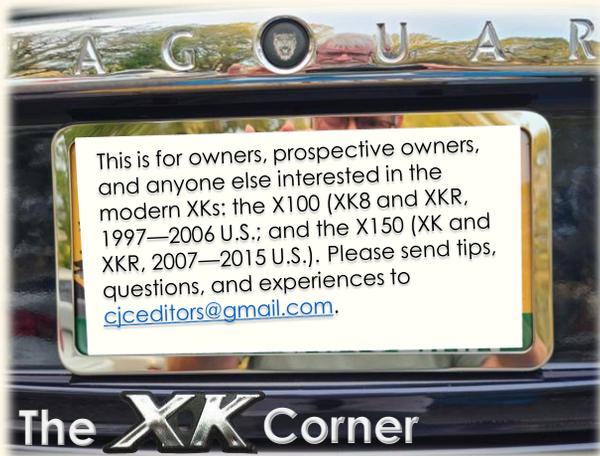
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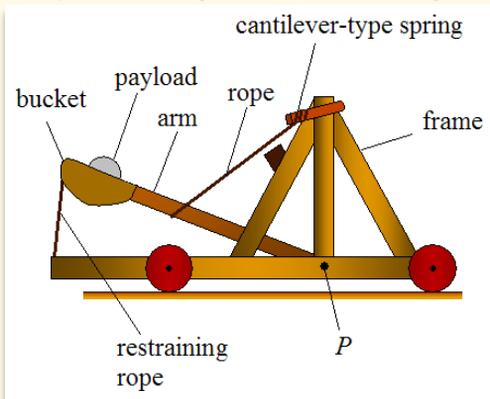
March 26

THE LITTER BOX

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The cup holder (Ford-era XK/XJ)



By Rpanjwani3 - Own work, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=18552281>

If you have an X100, or an **XJ from the same period**, you have the cup holder at the front of your center armrest that was apparently inspired by James Bond movies. The idea is that the slightest pressure on the release button causes the cup holder to spring open with the force of a small catapult. I don't recall such a caution in my Owner's Handbook, but it might have been wise to warn owners not to place any sharp object on the cover of this contraption, as they might find it suddenly and firmly embedded in their dash veneer. I wonder if the designers wanted to make absolutely certain that the driver, whose eyes were, it was hoped, firmly fixed on the road ahead, knew beyond a shadow of a doubt that the cup holder had indeed deployed, even if said driver was a bit hard of hearing, and that, yes, the cup holder would now

accept their tiny little drink cup as a grudging concession to the uncouth habits of the Yanks.

However. Built in to the design was the near-certainty that, at some point somewhere between taking delivery and a few years into ownership, continued use of the cupholder would result in one or both of the small plastic pivot-pin retainers breaking, given that the spring force to which they were repeatedly subjected is more appropriate for a shock absorber, and then the cupholder would remain open, as if to say, RIGHT, FINE, YOU WANT TO DRINK IN YOUR CAR, HERE IS YOUR CUP HOLDER.

For the 2000 model year, Jaguar replaced the plastic pivot pins with metal hinges. They were probably tired of the warranty replacements (there is a TSB on this). Not to be completely thwarted, however, our mischievous cup holder designers retained the hair-trigger latch, so that a slightly loose screw between trim panel (the leather-covered bit) and mechanism would be sufficient to release the spring when going over a bump. Or just because the driver got into the car and glanced in that general direction. Both of which happened to your editor this morning. I could hear the cup holder designers snickering.

I tightened the screws underneath the trim piece; there are five Torx screws. It seems to have helped. If you have the older one, there are epoxy, plastic-welding, and add-metal DIY solutions out there, as well as new mechanisms available for \$150—180.

It would probably be sensible to put your other hand on the front of the thing when opening it, just to mitigate the more-than-adequate spring force from putting such a repeated shock load on the pivots or hinges. But where's the fun in that?

And where's the fun in a too-easy successful first attempt at fixing your aging Jaguar? I figured out the real problem was that the lower two screws could no longer be tightened; there was a gap there. Tune in next month to find out if I was able to fix the cata-cupholder ...

(continued from previous page)



John Dee

@2thegarage · 32 subscribers · 3 videos

2 the Garage is a channel for everyone who enjoys playing in their Garage. John though n...more

tothegarage.co.uk and 3 more links

Subscribed ▾

Important notice for the X100 owners' community:

On or around 2 March, John Dee's YouTube channel, To The Garage, was hijacked by low-life scammers. John got in touch with YouTube and shortly thereafter, they shut the channel down. It is unlikely that the channel will be recovered, though he hasn't given up all hope yet. If it is not, hundreds of how-to videos on the X100 will be lost permanently. As I fervently hope for those responsible to suffer untimely and unpleasant demise, I can also deliver the good news that John is back up and running with a new channel, "2 the garge." If you haven't seen it yet, head over there—just **click on the image above** and it'll take you—and subscribe. This will help get the word out on the platform. The other X100 YouTubers we know and love are broadcasting his new intro video too. Badged links to those channels are on John's new channel's landing page.

John's [website](#), with all its valuable X100 reference content, was not affected.





From the editor

TO DROP THE TOP OR NOT—THAT IS THE QUESTION ...

Signs of spring waking up that convertible daydream? Here's where to go with that

If you've never owned a convertible, but you like Jaguars, there's a good chance you've at least thought about one. As the first azaleas start to bloom here on the Carolina coast, some folks who haven't thought about it all winter may find thoughts of an open road and an open sky drifting into their heads. (For those in the mountains, it may take a few more weeks, but y'all have the great roads, so it evens out.)

I'm on my second convertible. I love them, which means I'm fine with the pro/con balance sheet. But I've also seen people post on the forums that they've recently bought a Jaguar convertible and are already looking to pass it along because they've realized that convertibles aren't for them.

I'm not here to rain on your soft-grain leather, but I hope what I offer here may help you avoid paying that much for the wrong choice.

The benefits: when the drop is tops

The big one is obvious: the option to drive with the top down. You feel that much more connected to what's around you. You can see the trees and the sky. You feel the wind on your skin and in your hair. The warmth of the sun. It's invigorating without causing an adrenalin rush which—sorry, track warriors—some of us don't enjoy.

The second pro, especially when compared to most coupes, is visibility and a sense of openness inside the car. Coupes can be cozy to say the least, and rearward visibility is somewhat restricted. The convertible's cabin is no bigger, but it feels bigger, and rearward visibility is excellent—with the top down, at least.

As for top-up visibility, that varies. In my Honda S2000, it wasn't great. In my Jaguar XK8, I think it's excellent. It has a nice-size rear windshield, and, thanks to the rear quarter-windows, the visibility around where the C-pillars would be in a hardtop



is not bad at all. So, that will vary model to model, and is something to take note of when test-driving.

And that brings up the tight connection between the convertible aspect of the car and what the designers were going for. A basic sports roadster like the S2000 (or the Mazda Miata, or their British antecedents) was intended to be driven top-down most of the time. The top is there for necessity—for when it rains, primarily. The top is usually a single layer of fabric stretched over a frame. It provides close to zero noise abatement. In fact, I always thought my S2000 was louder with the top up than the top down. These tops also make you feel much more closed-in than they might on a luxury GT.

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When I sold my S2000 (which I loved), I resolved that, if I ever bought another convertible, I would only do it if there were far less of a compromise involved—if I enjoyed the car just as much with the top up as with the top down. So, a have-your-car-and-drive-it-too type deal. With the XK8, I got that. The top is fully-insulated, with a soft headliner. It goes up and down with the press of a button (as did the one on the S2000). With the top up, the car is almost as quiet as our Lexus GX, which we call “the armored cloud.” Wind noise is unnoticeable unless the wind is coming from a very specific direction at a specific speed, in which case there will be a slight whistle at the top of the windward A-pillar. It doesn’t bother me.

So I would say that, even if you have a pretty serious itch for a drop-top, take a real drive in the specific car you’re looking into before you make any commitment. If you like the open-top part of it but there’s something else you don’t care for—maybe too much buffeting inside the cabin, too claustrophobic with the top up, or something else—try a different convertible. You may find those issues much less apparent in another model. (To note: slight squeaking over bumps where the top mates to the windshield bar can sometimes be eliminated with a little grease—ask experienced owners.)

One more consideration related to openness: it is easier to get stuff in and out of the back-seat area of a two-door convertible than a two-door coupe. This might especially matter if you’re thinking about putting child car seats back there. And then putting children in them, and taking them back out.

The cost: what price open-air motoring?

As for cons, I’ll start with what I consider two *faux* cons, and then get into the “real” ones—although perhaps they’re better-thought-of as costs rather than cons. Everything has a cost. No exceptions.

The first “faux” con is structural rigidity. To an engineer with instruments, or a professional test or racing driver pushing a car hard around a track or on twisty roads in a manner that would be quasi-suicidal for most of us, the difference between the structural rigidity of most convertibles and their coupe counterparts is obvious. But modern well-engineered convertibles are rigid enough that this is not going to be an issue for those of us driving on real roads at normal speeds. If you’re looking at a true classic, built before, say, the 1990s, then perhaps pay attention to this when test-driving. But I seriously doubt it will be an issue for you.

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The real cost of a convertible is—well, cost. First, they generally cost more to buy. That's because they're more complex to engineer and equip. For depreciated cars, this may make little difference in the purchase price, but it's worth comparing the convertible model to the coupe model of whatever car you're looking at. They also cost more to maintain and repair—or they can, at least. An owner needs to be prepared for that possibility. Rear windshields can delaminate. (This can be repairable; see “The XK Corner” in the Feb. issue.) Tops can get wear-holes in them. So can the headliners. Remember: all this stuff moves, and over the life of the car, it can move hundreds of times.

As with every other aspect of the car, though, if the top system was well-designed and well-built, it can be remarkably robust and long-lived—especially if the car is protected from the sun, but that applies to everything about every car. Modern luxury convertible soft tops can last indefinitely with basic care. The best-made modern convertible tops have generously-sized heated glass windshields, but a lot of older cars have flexible plastic material there, which can haze to zero-visibility, crack, or tear. Know what to expect with one of these going into it.

Luxury convertibles like modern Jaguars use a combination of electrical and hydraulic components to operate the top. That's another set of components that may need repair or replacement. The hydraulic hoses on our XK8s/XKRs need to be replaced at the age the cars are now. To do that right is around \$2,000. I expected it, so I didn't cry when I had to do mine.

The most a coupe is likely to need, on the other hand, is a \$500 headliner replacement.

So, talk to owners, read forum threads, and have a good idea what you may be on the hook for in terms of upkeep. This'll help you make the right choice.

Finally, there's the “bother factor.” You never have to put the top up or down on a hardtop. If it starts raining, you turn on your lights and wipers. The top can't fail to go up or fail to go down. It can't leak hydraulic fluid onto your seat. Or head. You don't have to think about whether you're ok with leaving the top down when you park somewhere. Or to remember to lock the glovebox. Or remember your hat and sunscreen for road trips.

As for detailing, though, I actually find a convertible a bit easier than a hardtop, just because I don't have to polish and wax the top. Cleaning and treating a modern soft top are easy, and they dry quickly.

The weather is real

Be realistic about the weather. How much will you actually want to go top-down, given the climate where you live? Hint: you won't want to do it when it's really hot or really cold. Sure, it's nice to put on your leather jacket, leather hat, and leather driving gloves, point the heater vents at the steering wheel, and take a drive with temps on the cool side. But, for me, if I need the AC, the top is up. It's also up if it's really windy, so think about the frequency of high winds where you are.

Here in the Carolinas, we generally have plenty of convertible-friendly weather.

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When I see someone driving their convertible around town with the top up on a sunny day when it's 70 degrees, I wonder why they own a convertible, especially when I consider that the British propensity for owning convertibles is by no means in line with the reality of their climate. Perhaps this is a manifestation of perpetual optimism on their part. They'll certainly be out there on that one sunny day ...

So, if you think you want one, drive one—or more than one. And try the coupe too, if there is one. Get a handle on the likely expenses, and any issues likely to pop up. Then you'll be well-equipped to make the drop-or-not call. And if it's a yes, give us a wave and a thumbs-up out there.



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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 XJB 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.

1951 XK120 Roadster Dennis White, owner

My family's history with this Roadster began in 1963 when my uncle, Commodore Gover, purchased it following his Naval retirement. After his passing a few years later, the car sat exposed with no top for several years. In 1969 when I was 15 my father, who owned at various times multiple cool cars and boats, acquired the car. Over the next year and a lot of sweat equity doing body and mechanical work, he and I brought the car back to its full running condition. It proved to be a great learning experience as well as providing a teenager with an awesome car. In the 1980s my father began a meticulous full restoration but passed away before its completion. To honor what he started, I commissioned a professional, frame-off restoration by XKS Unlimited in San Luis Obispo, completed between 2005 and 2008. I have tried to keep the car 'Period Correct' but



undertook some modifications to minimize the problems I encountered in the 60's and 70's. (Exhaust manifold flange cracks, rust and dirt in the fuel tank, overheating...) I also did some performance upgrades, as the car - while fast for the era - was underpowered by today's standards. (e.g., 0-60 in 10+ seconds) Today, I try to

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LEAPERS AND GROWLERS

Model of the Month
Member-owner feature



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take the car out for a drive of 40 – 50 miles at least once a month (except in the winter as it never had a heater – a true sports car). I am fortunate to live only a few miles from the Blue Ridge Parkway. While it is a lot of fun to drive, especially at speed, I think we forget what it was like to drive cars in that era. Since I grew up with the car I don't think as much about it, but driving is different. There is no power steering, and you must contend with a large turning radius coupled with a heavy feel at slower speeds and very long hood. Parking or maneuvering is a workout. Add to that no power brakes, manual transmission, a tight cockpit, and keeping an eye on the gauges for surprises and it all makes for a rather physical experience. You definitely don't text and drive. And the top does not go up and down quickly or easily. Plan ahead. While the car is reliable, I always carry a small tool kit with me for surprises that do occasionally occur.

The car was completed on October 6, 1950, and arrived in the US in January of 1951. It retains its original 3.4-liter double overhead cam engine which holds 16 quarts of oil. The vehicle features aluminum doors, bonnet, and boot, a 102-inch wheelbase, and weighs approximately 2,750 pounds. The XK-120 was first introduced in 1948, predating the Corvette by 5 years, and was marketed as the fastest production car in the world with a top speed of 120 mph. And yes, it will go faster than 120 mph. It just takes a long straightaway to get there.



*Thanks Dennis.
So cool that this
car is still on the
road.*

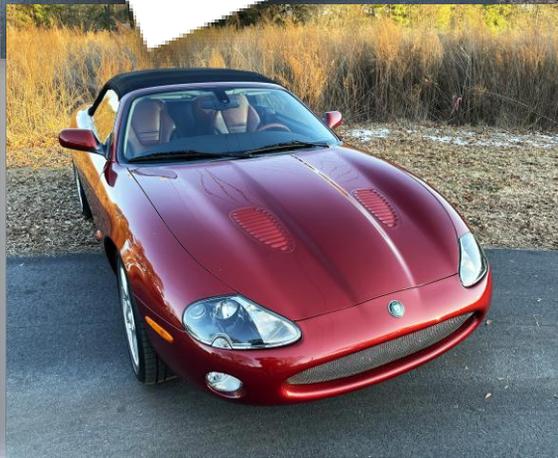
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2001 XK8 Convertible, Anthracite over Warm Charcoal, 120,000 miles, books and records. \$7,500. Contact Mark Lovello, Jaguar South, at 864-395-2933.

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



1969 Jaguar E-Type 4.2 2+2 Coupe Body Shell—Rust-free

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.

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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.

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.

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

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Remember: non-commercial classified ads are free to CJC members, so if you have something Jaguar-related to sell or trade, let us know!





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