



THE LITTER BOX

the official magazine of the Carolina Jaguar Club

April 2026 edition

JCNA S.E. Region Club #21

www.carolinajaguarclub.com



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✓ To-do list ...

- Register for the Concours—see p. 20
- Volunteer for the Concours—see pp. 21—2
- Respond to Fall Road Trip gauge of interest—see p. 39
- Send info on shops to John Stewart at jstewart3@nc.rr.com
- Send feedback on upcoming events to Kevin Mann (see “Event Calendar,” p. 9)
- Update your member profile on the website (see p. 23)
- Submit historical material on the CJC (see p. 23)
- Contribute to “Leapers and Growlers” (new feature—see p. 37)
- Support our advertisers when you can, and **help us find new ones!**



From the President

Denis Connaghan

Members and friends:



Our President, Denis Connaghan, is currently in Mexico City representing us at the JCNA Annual General Meeting. We have heard from him, and he will have much to report to you next month. This time, though, we're letting him off the hook for the usual message so that he can focus on the goings-on down there. He'll be back in the May issue.

—Editor

The Jaguar Enthusiasts Club in the UK got to drive the new Jaguar recently on the test track. To watch the video, click on the image below.



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.

2026 Officers and Committee Chairs

President	Denis Connaghan
VP Events	Kevin Mann
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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

Bob Tullius, 1930—2026

Motorsports Hall-of-Famer and Jaguar racing driver Robert Charles “Bob” Tullius died on the 16th of last month, at age 95. As one of our members observed, it is remarkable for a career racing driver to live to 95.

Tullius founded Group 44, Inc., his racing team, in 1965, named for his own racing number. The team’s green-and-white livery would become a staple of the amateur and professional racetrack for decades. In 1984, Group 44 entered two Jaguar XJR-5s in the 24 Hours of Le Mans endurance race—the first time Jaguar had been to Le Mans in 27 years.

Group 44 raced until 1990, winning 14 national SCCA championships and three Trans Am titles, among over 300 victories.

Tullius was inducted into the Sebring Hall of Fame, SCCA Hall of Fame, British Sports Car Hall of Fame, Motorsports Hall of Fame, and the Trans-Am Series Hall of Fame.

He was an avid aviator and WWII warbird enthusiast. He owned and flew a P51-D Mustang, flown in the war by Capt. Donald Emerson, a 21-year-old ace killed on Christmas Day, 1944. He donated the plane to the RAF Museum in London.

Tullius had a daughter, and a son who died at 62 in 2021.



<https://commons.wikimedia.org/wiki/File:BobTulliusJaguarConvertible.jpg>

Royal Broil, CC BY-SA 2.0
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<https://commons.wikimedia.org/wiki/File:BillAdamJaguar.jpg>

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EURO '26 AUTO FESTIVAL



Hartness Estate, Greenville SC, 10—11 April – John Fryday sent us these pictures from this weekend's multi-marque show.



EURO '26

AUTO FESTIVAL



If you've got photos from an event you'd like to share in *The Litter Box*, please email the Editor at cjceditors@gmail.com.



The XJ-S.
If she was good enough for Sinatra,
she's good enough for you.



1989 XJ-S V-12 in British Racing Green,
originally owned by Frank Sinatra, a
wedding present from his fourth and final
wife. Shown here as auctioned at Barrett-
Jackson in 2016. Sold recently by Christie's
for \$178,500.

Mere mortals such as we may acquire a
fine example not owned by Sinatra for
\$20,000—\$30,000.



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 British Car Show at Shelton Vineyards this Saturday. Nancy's XK is covered in pollen, but it should be spectacular weather and time with great Jaguar friends! We especially look forward to meeting our new members attending this event.



We continue growing and hope to have others join us in our 2026 adventures. We currently have 167 memberships, representing more than 310 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, PLEASE sign up to volunteer for 1-2 hours during the weekend to make for a successful event. For those members who always volunteer to make the event successful, THANK YOU! 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



(Nancy's car not covered in pollen)

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

- 18 Apr** **British Car Gathering, Shelton Vineyards, Dobson NC—see p. 11**
Registration is **day-of-show only; online registration is closed**
- 16 May Triangle Classic British Car Show, Raleigh NC—see p. 14
Registration is **open now**
- 22-24 May Sandhills Motoring Festival, Pinehurst NC**
Register for events [here](#)
- 30 May Cape Fear British Car Show, Wilmington NC—**note date change (was 6 Jun)**—see p. 15
- 6 Jun Delaware Valley Concours d'Elegance, Fort Washington PA—see p. 17
- 11-14 Jun Highlands Motoring Festival, Highlands NC—see p. 19
Registration is **open now**
- 20 Jun Morehead Planetarium and lunch, Carrboro NC—info [here](#)**
Register [here](#)
- 16-19 Jul Concours D'Elegance 2026, Switzerland Inn, Little Switzerland NC—see p. 20**
- 22 Aug NC Museum of Natural History and lunch, Raleigh NC—info [here](#);**
note date correction; previous ed. had 21 Aug which is incorrect

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



X150s at the annual British Motor Club of the Cape Fear Memorial Picnic, Saturday 11 April, Longleaf Park, Wilmington

Additional “non-official” local events



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.

22nd Annual Car Show at River Landing – Saturday 5/9 from 10 am – 1 pm. 1575 John Knox Drive, Colfax NC – free Contact Martha Loftin 336-389-4050

Winston-Salem Cars & Coffee – Saturday 7/11 from 8:30 am – 10:30 am. At Truist Stadium 951 Ballpark Way, Winston-Salem NC – free. Contact Marc Scatelle at schatelle@pm.me

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



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.

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]

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 _____

No refunds after April 10

Registration Form

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

Name(s) : _____

Car 1: Year _____ Make _____ Model _____

Car 2: Year _____ Make _____ Model _____

Which car you'll use: Car 1 or Car 2

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



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

WAKE TECH
North Campus



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

FOOD
BANK

OF CENTRAL
& EASTERN
NORTH
CAROLINA

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



2026 Cape Fear British Car Show

May 30th, 2026

Wilmington, NC





About The British Motor Club of the Cape Fear:

In 1998 a solid core of around fifteen people founded the club and chose the first slate of officers. The club has grown slowly, but steadily since then with a current membership of in excess of a hundred dedicated and enthusiastic members and their families.

Club meetings are held on the third Thursday of each month.

Saturday, May 30th, 2026
26th Annual British Car Show

The British Motor Club of the Cape Fear (BMCCF) is once again proudly partnering with the **Scottish Society of Wilmington** and the **Port City Highland Games** benefiting **paws4vets assistance dog placement program**. **paws4vets** provides customized assistance dogs to veterans, service members, and their dependents.

Each car show registration **includes one complimentary pass to the Port City Highland Games** (\$20.00 Value). *Additional Highlands Games' passes are available in advance or at the gate.* Don't miss the Pipe Bands, Heavy Athletics, Dancing, Food, Beer, and Merchandise!

50/50 Raffle
Free guest parking
Car show is free for the public to attend
Dash plaques for the first 100 cars registered

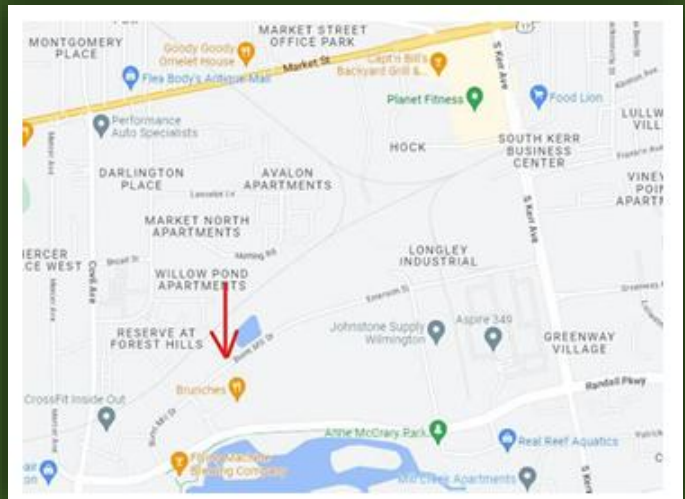
Event Agenda:

Saturday, May 30th, 2026

- 9 AM - 11 AM: Registration & Check-in
- 11 AM - 2 PM: Cars on Display
- Noon: Voting Ends
- 1:15 PM: Pipe Band & 50/50 Raffle
- 1:30 PM: Awards
- 2 PM: End of Show
- 3 PM: All Cars Removed

Show Location:

3600 Burnt Mill Dr.
Wilmington, NC 28403



Click [here](#) for information and registration link.

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



16—19 July, 2026
THE SWITZERLAND INN, LITTLE SWITZERLAND NC

CALLING ALL CATS! APRIL 2026 CONCOURS UPDATE

REGISTRATION IS OPEN!

We are pleased to announce that registration is now open for the 2026 Carolina Jaguar Club "Head for the Mountains" Concours d'Elegance, taking place July 16–19, 2026 at the scenic Switzerland Inn along the Blue Ridge Parkway. This premier event is officially sanctioned by the [Jaguar Clubs of North America](#) and continues to attract strong participation each year.

Join fellow enthusiasts for a memorable weekend set against the breathtaking backdrop of the Blue Ridge Mountains. Enjoy curated scenic drives, camaraderie with fellow Jaguar owners, and the opportunity to highlight or admire some of the finest automobiles in the marque's heritage. Whether you are entering a vehicle or attending as a guest, the Switzerland Inn offers the perfect setting for an exceptional concours experience.

Early Concours registration is strongly encouraged to secure your place in this distinguished celebration of automotive excellence.

CONCOURS REGISTRATION HERE

REGISTRATION DETAILS

- Registration is open online
- Judged cars require JCNA membership
- Display class available – JAGUARS ONLY

REGISTRATION CLOSES JUNE 15, 2026
No registrations accepted at the event.

HAVE YOU BOOKED YOUR ROOM?

If you have already reserved your room, please take a moment to confirm your reservation and room choice directly with our host property the Switzerland Inn.

If you have not yet booked, we strongly recommend you doing so soon, as the Inn fills up quickly.

Switzerland Inn - 📞 (828) 385-4500

🐾 PET POLICY

- No pets on the field during judging
- Please clean up after them
- Help keep the grounds pristine

👋 VOLUNTEERS NEEDED

Volunteering is a terrific way to support the event while enjoying the camaraderie of fellow enthusiasts. You will meet new people, connect with JCNA members, and help welcome others who share our passion for British Cats.

Every role is essential to keeping the event organized and enjoyable. Whether you can help for an hour or the entire day, your time truly makes a difference—and no experience is needed.

Help us deliver a first-class event by signing up for any of these roles:

- Registration
- Field Marshals
- Runners
- Setup
- ... and many more!

HOW TO VOLUNTEER

Interested in volunteering? Sign up online!

[2026 CJC CONCOURS VOLUNTEER REGISTRATION HERE](#)

Or send email to:

concours@carolinajaguarclub.com

Even a 2-hour shift helps tremendously!

WEEKEND HIGHLIGHTS

Thursday

- Arrival & informal gathering

Friday

- Scenic mountain drive/Road Rally
- Kick Off Party on Terrace
- Dinner Buffet at the Chalet Restaurant

Saturday – Concours – THE BIG DAY

- Judging & display field
- People's Choice voting
- Awards Dinner

Sunday

- Farewell departures

Thank you in advance—your dedication and enthusiasm are what make our community so special.

We look forward to seeing you on the field!

Karoline and John O'Rourke,
Concours Chairs:

concours@carolinajaguarclub.com



HELP US MAKE PARKING SMOOTHER AT THIS YEAR'S JAGUAR CONCOURS

Last year's Jaguar Concours in Little Switzerland was a wonderful day, and we are grateful to everyone who made the effort to attend. Behind the scenes, however, parking proved to be more challenging than we anticipated. We began with numbered spaces in the parking lot, then transitioned to parking on the lawn. Because cars had to pass through a narrow gateway to reach the field—and with no dedicated volunteers to guide the process—things moved more slowly than we would have liked and were occasionally confusing for our guests.

This year, we would love to improve that experience so everyone can arrive relaxed and ready to enjoy the show. With just a small team of friendly volunteers helping for short shifts, we can keep traffic flowing smoothly, guide drivers into place, and avoid last year's bottlenecks.

We are hoping to have about 12 volunteers who would be willing to lend a hand for about one hour each on the morning of judging day. The role is simple—greeting fellow enthusiasts, helping direct cars into the parking grid, and making the day easier for everyone. No heavy lifting, no rushing—just calm coordination and friendly faces.

If you're able to help for even a short time, it would make a tremendous difference and be deeply appreciated. Your assistance will help ensure a smoother, more enjoyable Concours for all of us this year.

Thank you for considering—your support is what makes this event special.

To volunteer, email Jeff Fausak at jfausak@gmail.com.




HELP US FINISH THE MEMBERS-ONLY SECTION

- urs ▾
- 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
- 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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*spotted in the wild last weekend,
Cary NC—photo by Ben Trawick*



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Some Assembly Required

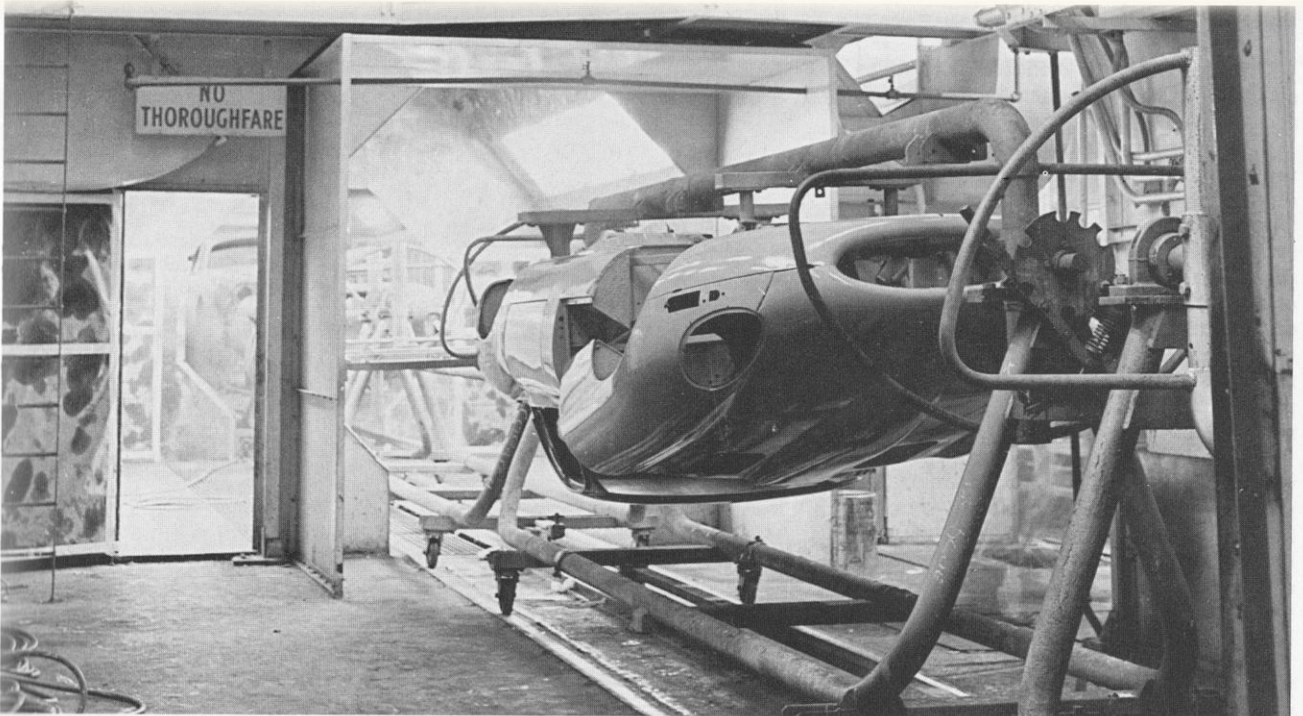
by Harvey Ferris

How was my E-Type painted?

When restoring or just engaging in long term upkeep of an E-Type, it's common to wonder how the car was originally painted. You may be interested in touching up small stone chips, repainting a panel due to collision damage, or doing a whole-body paint job. The answer to "how was the car painted?" may become important to how you proceed.

First of all, there is a very good chance that your 60-year old-E-Type is not carrying its original paint. 60 years is a long time for an automotive paint job to survive, especially in light of the methods and materials used in the 60's. Let's see what we know of the history of the painting process used by Jaguar on the E-Type, and also on its sedans, from the same period.

(continued on next page)



The completed bodyshells were carried through the painting area on what were known as 'Tip Trolleys' and, as can clearly be seen, their construction allowed the bodies to be revolved and locked in any position. (Jaguar Cars)

production was desperately slow with a lot of cars built or partly completed requiring finishing later'.

Richard Hassan states there was a particular problem on the left-hand drive cars, with regard to the throttle. Due to the shape of the bellhousing it was difficult to locate the throttle

March and August. No right-hand drive Fixed Heads at all were despatched until August and only a trickle of Roadsters escaped and these were mainly for racing.

There is no doubt that Abbey Panels played a very major role in getting the E-type into production. Tony Loades, present Managing

Some Assembly Required

(continued from previous page)

The completed body is then taken on a mechanical conveyor to the Paint Shop. During its passage along this conveyor various joints in the body are metal finished and the whole of the external contour is checked prior to painting.

On arriving at the Paint Shop the body shell, together with its bonnet and sub-frame, is taken through the phosphating plant in order to clean the metal thoroughly prior to the painting operations. It then passes through the underbody dip to ensure that the whole of the underside of the body is protected against rusting. This is followed by the application of two coats of primer which, after baking, is followed by the application of sound deadening compound. The body is then mounted in a rotary transporter for its passage through the Paint Shop where it is flatted and given a sealer coat followed by two final coats of synthetic enamel. The painted body is then subjected to a detailed and minute inspection on specially lighted tracks after which it is passed to the assembly track.

I got the above from the always-helpful forum.etypeuk.com, where it is listed as coming from the Press Pack handed out by Jaguar in March 1961. As you can see, the steps were phosphating, underbody dip, two coats of primer, a sealer coat, and two coats of synthetic enamel. There are a couple of points here that I find interesting. Regarding the underbody dipping process, I have seen photos of the body shell being dipped. Only maybe the lower 25% of the shell was dipped. Nowadays, most car bodies are totally dipped. I suspect Jaguar only dipped the lower part because that is where the bulk of the enclosed, inaccessible sections of the monocoque structure were. Most importantly, this included the sills on both sides of the cockpit. These are the main strengthening elements of the monocoque. Because they are enclosed sections assembled from raw steel, the only way to apply a rust prevention coating was to dip them in a tank of chemical coating. As I looked at the bare body shell of my '63 coupe, it became clear to me that various holes and drainage channels were incorporated in the design in order to allow the chemicals to run out of the car as it exited the dip tank.

Of course, of great interest is what paint was used on the exterior. The Press Pack mentions Synthetic Enamel. I'm going to turn to a member of the Jag-Lovers forum who offered this explanation.

Enamel as a paint type is a very loose definition. For my purposes, I regard an enamel paint as one that hardens via both solvent evaporation and chemical reaction. A lacquer ("cellulose" to the English) dries purely via evaporation of the carrier solvent. Prior to 1930 automotive "enamels" were mostly made of naturally occurring substances. Then alkyd resin, a synthetic substance, was used in enamel paint, hence the term "synthetic enamel." As an enamel, it will dry when the carrier solvent evaporates but won't fully harden for literally months while the molecules in the resin bond to each other. This being unacceptable for mass production, a heat-baking process speeds the linking of the paint molecules so the paint can be fully hardened after the baking process is complete (minutes to an hour). Around the mid-to late 60's acrylic resin was used in formulating enamel paint. Acrylic is more durable than alkyd enamel.

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Some Assembly Required

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So one would expect that the early E-Types were painted with alkyd enamel and the later cars were painted with acrylic enamel. This probably only becomes pertinent if you are literally trying to restore your car using genuine period-correct paint products. Good luck trying to find these products in Jaguar colors. That said, at the big box stores I commonly see Rustoleum enamel paint in quarts and gallons. On their website, it is listed as an oil-modified alkyd resin-based paint. It comes in a small selection of primary colors. As a matter of fact, I was trying to get a color match for the existing color on my headlight buckets, commonly called "sugar scoops". After much trial and error mixing small batches of Rustoleum enamel paints, I was able to get a decent match. I recall using a lot of silver and small amounts of black, blue, and green.

Although probably not applicable to the E-Type, at some point, OEMs turned to urethane-based products. There is a good chance that if your car received a re-paint in the 80's or 90's, some version of enamel paints modified with urethane might have been used. Here is what I found on Jag-Lovers.

Paints then get more complicated, with the introduction of urethane resins. These 2 component or 2K systems use an organic polyhydric alcohol (a "polyol") reacted with an isocyanate to form a polyurethane. Tough, flexible and insoluble once cured by the chemical urethane reaction. The isocyanate so- called part B can also be added to alkyd enamels and acrylics to gain faster curing and better physical properties. This gives rise to further confusion in naming such as acrylic enamel, acrylic urethane and urethane acrylic among other names invented by various paint companies and not necessarily meaning the same things to all people.

If you think that your car still carries original paint and you are interested in touch-up, you may be able to get by with small dabs of modern enamel paint applied with a small pointed brush to the chip area. It would probably pass muster from a distance. One problem is that the original paint is going to be faded from its original glory. Using new paint to match faded old paint is a complication which I have not explored. And if your car was painted with an opalescent color (one of those sparkly colors obtained by adding flakes to the paint) making a match would be extra difficult. But even cars painted much more recently do suffer from aging and fading of the paint, so that is just part of the challenge of maintaining older cars.

So there you have it. Automotive paint has gone through a lot of iterations over the decades. If you are ever removing the paint from an old car, it can be a little bit like an archeological dig. Proceed with care.

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

PARTS FOR CLASSIC & MODERN JAGUARS



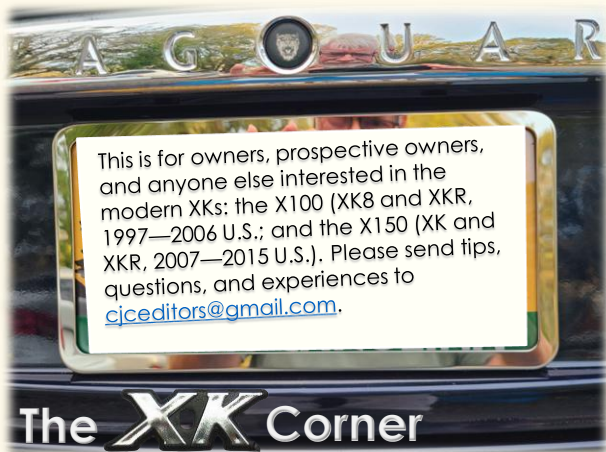
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THE LITTER BOX

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Valve cover lettering differences (X100)

From looking at pictures of several cars, including mine, I noted Jaguar deleted the "JAGUAR" lettering completely from the left-bank valve cover for the final-year (2006 U.S.) models of X100. For 2004 and 2005 cars, it's on there, with no white paint—just raised lettering. For 2003, the first MY in the U.S. for the 4.2-L AJ-34 engine, it's on there *with* the white paint. All of the 4.0-L AJ-26 and AJ-27 engines (1996/7—2002) had white lettering that included "V8" after "JAGUAR."

I concede that this is almost completely useless information, but it's fun trivia for those of us who enjoy that sort of thing.



2005 XK8—raised lettering, no paint



2004 XK8—same as 2005



2003 XK8—white lettering



2006 XK8—no lettering

2002 XK8 (4.0-L)—white lettering with "V8"



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Fixing the cata-cupholder

Last month, I noted that my cupholder would spring open if you breathed on it or waved your hand in its general direction. Like a primitive driver-alert system, perhaps. Designed deep in Q's lair at M16 circa 1969.

It also didn't sit as tight as it should; it stuck out just a bit.

The leather-covered curved piece that forms the front of the center console with the cupholder closed is attached to the moving mechanism by five Torx screws—three along the inner top edge, and two below the cupholder rings. Those last two are received by two small molded-in barrel-shaped receptacles. On mine, these had given up, and that meant the lower part of the cover was a bit loose. The screws are sheet-metal type, and their threads are wide and they cut. That weakens the plastic, and eventually it crumbles.

I don't "work on cars," but I accepted before I bought this one that I would need to fix this-and-that piece of interior plastic that broke. That stuff gets more brittle with age, and it's going to happen. And there's no point in replacing a piece with a piece just as old. It'll give up too. And cost too much.

I've had no luck with epoxies. Devcon Plastic Weld is a waste of time for me. I tried it here, and it didn't work. I hope I've learned this lesson enough not to try again.

The only thing that works for me is plastic welding. I learned the basic idea from John Dee on [ToTheGarage](#) from his video on repairing the sun visor lid. I've used it several times. I use a sharp, narrow point on my soldering iron.



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Once I took the cover off, which was easy and safe, I had two tasks: re-attach the top center tab that had broken off, and replace the "barrel" receptacles for the lower screws.

These things are tiny, though (see photos). The evil part of plastic welding is you have to use plastic that will bond to the original. I like to use black cable ties as my "solder," but they wouldn't stick to this. The black bottom part of a take-out food container would. John recommends using shavings of the original plastic from unseen places as your "solder," which makes the best sense, but will only work if you don't need much. If you can figure out a non-destructive way to do that, it's best for sure.

I got one of the barrels reattached and reinforced and it looked ok. The other one turned into a hopeless goobered mess. I started trying to think of a workaround. I looked up and saw a jar of wire nuts. I ended up using a cut-down wire nut with the right-size hole drilled in the top and I sanded the base of it (with the metal insert in it) with 60-grit to the right height. I snipped off the remnants of the original barrel, sanded that a bit, and wiped everything with alcohol. I didn't know if the wire nut plastic would stick, but it did. So I reinforced it with the bits I'd cut off. It's a fiddly fussy time-consuming process. Probably took me three hours to finish. That's about what my upper back is telling me anyway. I had no idea if it would hold screws.

The cover did fit back on the assembly fine, which was encouraging. I got all the screws in except the one that went into the wire-nut replacement barrel; the holes didn't quite line up. A small driver-drill with the right bit, used very carefully, got a new hole started. (These screws have their

sharp ends cut off; they won't self-tap.) You can lift the spring-loaded cup rings up out of the way for access.

Got that one in and tightened them all carefully. Everything seemed to work fine, and the hair-trigger "feature" seemed to be blessedly absent. It holds firmly now.

The \$64,000 question is, of course, will it hold over time? All's well after six weeks ...



(continued from previous page)



To The Garage

@tothegarage · 32.8K subscribers · 721 videos

To The Garage, Follows John, creating fixing and experimenting in his garage. ...more

tothegarage.co.uk/services-1 and 2 more links

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To The Garage is back!

Unexpected good news: as I reported last month, To The Garage was hacked by dirtbags and it seemed unlikely Google would be able to recover it for John. He started a second channel, and that second channel (2 The Garage) still exists. He's asking for viewer ideas for what to do with it. But Google was able to recover the original account, and it looks as though most of the videos (hundreds of them) are still there. John is working on getting everything back up the way it was as much as possible, and he has adopted multiple security protocols suggested by Damian (Modurol.) so that this doesn't happen again.

So—the massive library of how-to and informational videos on the X100 series is now available to us again. Cause to celebrate! Watch John's "we're back!" video [here](#), and leave him a comment—and share your ideas for what to do with the second channel. He's been through it with this!





From the editor

WHY SHOW YOUR CAR?

"... the Jaguar beauty needs to draw them in, not keep them at arm's-length, and that's up to us."

What are the motivations for showing cars? For those of us who enjoy it—for whatever reasons—how do we help ensure that we get to keep doing it—which means, how do we interest other people in it?

If you're going to show your car, you're proud of it. Showing it is a way to celebrate owning it.

So is taking it out for a drive in the country, and so is detailing it yourself, but showing is a way to share it with other people.

That pride can take different forms, and fuel different motivations for showing. At one end of the show field is the owner who desires to show off something exclusive, rarely-seen, very difficult to obtain, exceptionally valuable. These are "Wow!" cars. Their owners have the means to buy them, restore them or have them restored, and maintain them. These cars routinely win trophies and plaques from judges or popular vote.

Then there is the traditional Championship-Division Concours car. This may not be super-rare, and it may or may not be seriously expensive, but its owner has taken great pains to ensure that it is in showroom condition throughout. Sometimes, "great pains" means years of meticulous restoration work they did themselves. That owner is looking to score that last thousandth of a point and win the class and maybe the whole division; this is a competitive sport to them. These cars tend to circulate among collectors; they cost considerably more than nice "driver's" examples of the same car, and lose value if not kept in Concours condition—which means not driving them much.

For those who do drive their cars, but enjoy entering judged shows, there's "Driven" Division. These cars do not compete for scores with "Championship" cars, many of which arrive at the show in a covered trailer pulled by a big pickup. They're judged by the same book, though—just

not under the bonnet or boot lid—and scored the same way. For those new to car shows, whose cars are not flawless, "Driven" is a good way to try out entering a judged show. It's also a good way to learn something about a car you've recently bought and are still getting to know. You may like it, catch the bug, and keep doing it—if you score really high, the judges may suggest you enter "Championship" next time. Or, like me, you may learn that it's not for you. No harm done.

And in that case, there's "Display Only," which, at a sanctioned, judged show like our Concours, allows owners to show their cars to each other and to visitors without being judged. This seems a rather popular option at our event; I'll be doing that this year. It's really the same thing as entering a local non-sanctioned, multi-marque show, which I very much enjoy. It's close to showing up for a "meet"—a gathering of cars and owners with no judging or awards at all—and those are popular these days; you might be surprised at how big your local Cars and Coffee meet is on any given first-Saturday-of-the-month—I was.



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Those attending the show are allowed to vote for their favorite car in the “Display Only” group, based on whatever criteria they may have. (They’re also allowed a “People’s Choice” Best-in-Show vote.) Criteria here aren’t spelled out in a rule book for an even playing field, but I’ve noticed that winners seem to have quite a bit of “character” to them. A nice treat for the owners who get these.

Regardless of how you think you want to do it, I think the best answer to the question of “how do we interest other people in it?” is “be approachable.” It’s great to catch up with other member-owners we see every year, but we need to be mindful of welcoming unfamiliar faces, people who aren’t “on the inside,” who may be waiting to see whether we’re friendly and open or cliquish and self-contained. I’m not the most sociable person at all, but I feel comfortable at shows because I figure everyone there is at least somewhat interested in the cars, and that means I don’t have to be shy about being friendly, asking questions, and, I hope, answering some. Our Jaguars are gorgeous cars; they were designed and made to be striking—to look, and be, special. That can be intimidating to the uninitiated; the Jaguar beauty needs to draw them in, not keep them at arm’s-length, and that’s up to us.

To me, the biggest motivation for attending a show is to meet and talk to other people who love cars—especially the same cars I do. Ultimately, I own my XK8 because I saw one up-close at a small local car show in Maryland about seven years ago, and I listened to the owner, and it stuck with me. My hope is that showing my Jaguar makes it seem “real” to people who may not have ever seen one of these, or if so, only from a distance. Here, they’re encouraged to get close, to

ask questions. I would let someone who’s really interested sit in my car, where they could imagine driving it. I’m grateful to CJC owners who let me do that at past shows, before I had my own Jaguar. We all know that, no matter how good the photography or videography, the real thing always wins. I want other people to appreciate these cars enough to go out and buy them, enjoy them, and take care of them for future enjoyment. I want people who might assume they are out of reach to learn that they are actually attainable, and that well-loved ones represent excellent value-for-money.

So, whether you’re in possession of a collector car and want to get in the mix with your peers, or a car you love to drive and take great care of who wants to see how well you can do with the judges, or want to show—and talk about—your car to other owners and the public without the judging part, there’s a place for you and your car at shows near you—including our CJC Concours d’Elegance in Little Switzerland in July. We’d love for you to register; the more variety we get, the better the show will be. But don’t wait too long; we don’t have unlimited show space. Hope to see you in the mountains for that fine weather and those beautiful views—of the scenery and of the Jaguars.





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.

2002 S-Type 4.0, owned by Phil Gevertz

It's the color that drew us to our S-Type. 20 years ago, we found the car for sale at Weaver Brothers Volvo in Raleigh. Although we were familiar with the S-Type and had driven several examples, we thought it was too small.

So we took a chance and bought this one, as this was the 4.0 (V8) and had all the options except for Navigation. The car had 54,000 miles.

Over the years, we have shown it at many Jaguar Concours events. It has always scored high in its class, receiving a first in 2021. Today it looks as good as it did in 2006 - the car doesn't age and now stands out among a sea of gray/black/white SUVs. It's been a delight (mostly) to own and driving it is a pleasure—easiest car to drive, and handles fantastically.



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LEAPERS AND GROWLERS

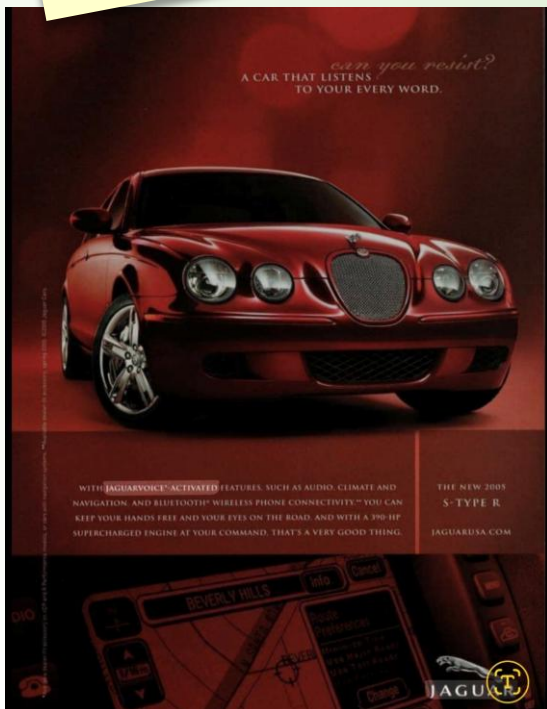
Model of the Month
Member-owner feature



(continued from previous page)

It will be 25 years old next year and will qualify to show at AACA events. It now has 116,000+ miles. It's been a joy—not the stigma associated with high cost and unreliability. Ignition coils were the worst problem; since those were sorted out, it's been trouble-free. Just annual oil changes. Some people have reported squeaks and rattles in the cabin, but it seems some do and some don't. Other than a crack in the trim strip above my defrosteres, the interior is good.

The S-Type, in production from 1999 to 2007, was Jaguar's mid-size sedan in the Ford era. They have 3.0L V6s, 4.0L V8s, and 4.2L V8s. You could get a supercharged "R" version with the 4.2L V8 from 2002 on. Some V6s could be had with a manual.



Thanks Phil. Yes—a Jaguar sedan does indeed stand out in a “sea of gray/white/black SUVs.” S-Types are underappreciated and the market reflects that, so if it tickles your fancy, go check prices for nice ones!



Cape Fear Cats

a town & country fall road trip on the coast

Carolina Jaguar Club
week of 18—25 October 2026
Base: Wilmington NC

Preliminary Gauge of Interest
Members please help us out with a quick reply

Jim Crowell and your Editor are planning a fall coastal getaway, with driving, dining, doing stuff, and downtime.

Late October on the Cape Fear Coast is tops—usually dry and pleasant, with highs in the low 70s and lows in the high 50s and low 60s. The crowds are gone, but everything's open.

Please take just a moment to let us know if you think you'd be interested in being part of this, so that we have at least some idea of what size group to plan for.

This will really help us when we talk to restaurants and points of interest in the next few weeks!

Send a quick email to cjceditors@gmail.com with "yes to fall road trip" in the subject line and that's it!



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