



THE LITTER BOX

the official magazine of the Carolina Jaguar Club

May 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. 10)
- 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. 39)
- Support our advertisers when you can, and **help us find new ones!**



From the President

Denis Connaghan



Report from the AGM

While some of you were enjoying The Gathering at Shelton Vineyards, I had the opportunity to attend my first Annual General Meeting of JCNA in Mexico City. The AGM was hosted by Club Jaguar Mexico in conjunction with their 37th Concours d'Elegance, which is Mexico's premier automobile event hosting 30 clubs and over 400 cars. The Mexican club did an excellent job organizing events and activities that filled the time between the welcoming on Tuesday evening through the awards dinner Friday evening, followed by the Concours on Saturday and Sunday. Being new to the broader JCNA family I was unsure how a newbie might fit in. I found the group very welcoming and easy to mix with.

I had an opportunity to have a long chat with Mark Mayuga, the JCNA President. Mark had just completed his first year in that role. I was impressed by his interest in our club, our activities and especially in our concerns about JCNA's value to our club and our members. I believe it is fortunate that Mark was re-elected for another year as President. One topic of concern that was raised during the AGM on Friday was the declining membership of JCNA which has declined 15% over the past 8 years. Both during the formal AGM meeting, and during side discussions over 3 days, there was plenty of discussion about how clubs can both retain

(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)

their current members and attract new members, with an emphasis on clubs staying in touch with the evolving interests of their members. From the discussions in which I was engaged, it was apparent that there was an emerging sea change moving away from just the cars, and purity of competition, to where the interest in and passion for Jaguars was a catalyst for camaraderie, community activity and social engagement. Our CJC leadership has done an excellent job of establishing this balance, which likely explains why our club is one of the strongest in JCNA.

Prior to the meeting I had only heard mention of the Coventry Foundation. The presentation by George Camp was very informative. The Foundation is very committed to the heritage of Jaguar by ensuring the JCNA members have access to a plethora of books, manuals and a tool loan program. For more information explore the website: [Coventry Foundation – Home](#)

An area of concern raised in discussions was around the confusing and, apparently, failed Jaguar rebranding messaging. Although Jaguar has one of the top performing Formula e teams, there is no apparent attempt to tie that investment, performance and sporting success into their new brand messaging. The shift to only electric vehicles is a concern, as are the changes in the senior design leadership that have occurred over the past years, particularly the departures of Ian Callum and Gerry McGovern.

Looking forward we have an exciting few months of events coming up. On Memorial Day weekend the Sandhills Motoring Expo takes place in Pinehurst. We have 7 CJC

entries of the 20 total Jaguars. Let me know if you plan to be in Pinehurst. I will look to find time for an informal CJC gathering. Then in June we visit the Morehead Planetarium on June 20th. In July we are gathering at the Switzerland Inn for our 24th Annual Concours. The registration deadline is June 15th.

Cheers,



LITTER BOX disclaimer:

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A Jaguar never tries to be all things to all people.
If you get it, you get it.
And you can get one of these for a sleeper price.



The S-Type, 1999—2007.

Jaguar performance and luxury in a mid-size sedan.

Available with 4.0 and 4.2 AJ-V8 engines. NA or supercharged.

Prices for nice examples from below \$10,000

to the low \$20,000s.



CJC Membership Report

Fellow Jaguar members:

We have some great events in the next couple of months before our signature event, the CJC Concours in Little Switzerland. This is an outstanding gathering of Jaguars and individuals. Typically we have participants from 10 states and Canada (shout out to Bryan and Roberta)! This is a great event that depends on volunteers to make for a great concours. Are you attending? If so, are you volunteering for a task at the event (1-2 hour shifts are available)? If you are attending, you need to volunteer. We have a number of open positions that need to be filled soon. You can find the positions on our website. We need everyone to contribute to the success of the event. I promise, you will enjoy giving back to the CJC.

We continue growing and hope to have others join us in our 2026 adventures. We currently have 171 memberships, representing more than 330 individuals.



Nancy and I have seen the Future—OH MY!

Nancy and I spent a long weekend in Austin, Texas and enjoyed Tex-Mex, Brisket and having more than a few libations including Lone Star beer. We also saw a very interesting sight on the streets. Austin is full of Waymo self-driving cars. We wanted to share a few photos of self-driving Jaguars. We did not ride in one as we still enjoy the driving experience, not the riding experience.

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:

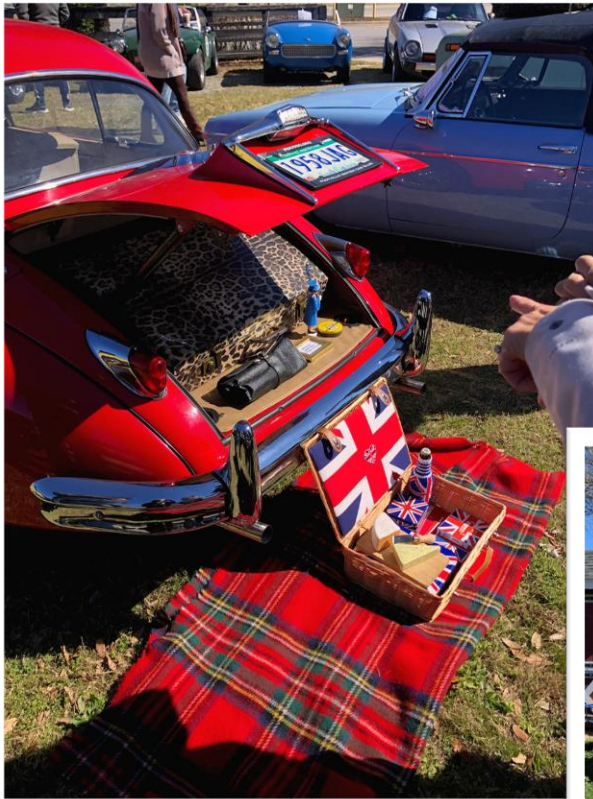
Kevin and Nancy Willis
1120 Claverton Court
Winston-Salem, NC 27104

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.

Members in the Field: Photos from recent events contributed by Kevin Frank

Kevin and his wife Pat are new to the CJC. Kevin was kind enough to send in some good photos from two recent events publicized in the *Litter Box*: Foothills British Car Club's Cruise-in at the Tryon Equestrian Center in March, where they ran into fellow members Tina and Tim Farrell; and The Gathering at Shelton Vineyards in April. Thanks Kevin! If you attend an event that has Jaguars, and want to send in some photos, please do!



(previous page: Foothills British Car Club Cruise-in at Tryon Equestrian Center; this page: The Gathering at Shelton Vineyards—photos courtesy of Kevin Frank)



Member win!

Congratulations to Jeffrey Woo for winning Shelton's Choice Award and First in Class for his 1986 XJ-S at The Gathering at Shelton Vineyards, hosted by The Triumph Club of the Carolinas, 17—19 April. Jeff He reports being "in shock when they called me up to the pavilion."





EVENT CALENDAR



Events in **bold** are official
CJC events

- 16 May Triangle Classic British Car Show, Raleigh NC—see p. 11
- 22-24 May Sandhills Motoring Festival, Pinehurst NC**
Registration is **closed**
- 30 May Cape Fear British Car Show, Wilmington NC—**note date change (was 6 Jun)**—see p. 12
- 6 Jun Delaware Valley Concours d'Elegance, Fort Washington PA
—see p. 14
- 11-14 Jun Highlands Motoring Festival, Highlands NC—see p. 15
Registration is **open now**
- 20 Jun Morehead Planetarium and lunch, Carrboro NC**—info **here**
Registration deadline has passed
- 16-19 Jul Concours D'Elegance 2026, Switzerland Inn, Little Switzerland NC**
—see p. 17
- 22 Aug NC Museum of Natural History and lunch, Raleigh NC**—see p. 20
- 26 Sep Autumn in the Mountains, Mills River NC**—see p. 21
- 25 – 31 Oct Cape Fear Road Trip, Wilmington NC**—see p. 22
- 14 Nov Officer Elections for 2027, Greensboro NC**—
at Foreign Accents, with lunch—save the date!
- 10-12 Dec CJC Holiday Excursion, Winston-Salem NC**—
reception, Tanglewood Lights Tour—save the date!

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

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



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

New this year:

"Diamonds in the Rough" class

Is your British car a daily driver or running restoration project? We want to honor patina, primer, dents, and all. Bring her out and put her on the field!

Event Agenda:

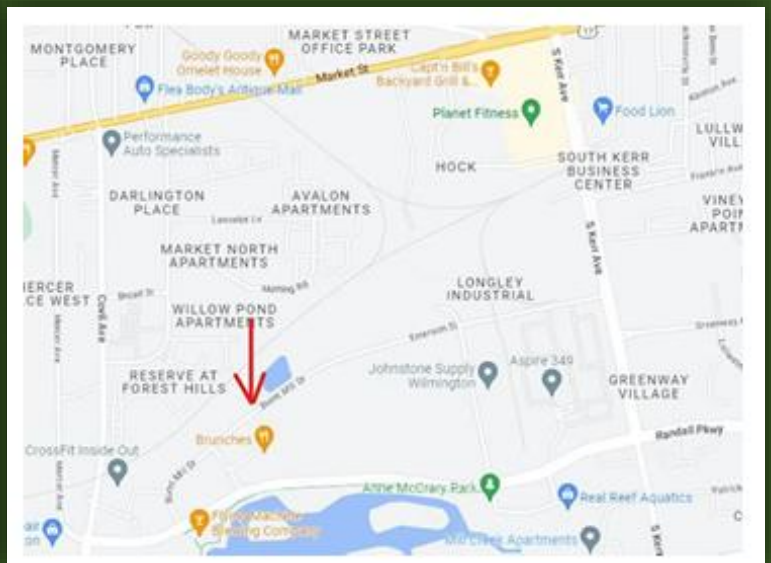
Saturday, May 30th, 2026

- 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

«Head For The Mountains»



CAROLINA JAGUAR CLUB 2026 CONCOURS D'ELEGANCE

The Mountains Are Calling All Cats!

Registration Is Open!

Registration is now officially open for the
2026 Carolina Jaguar Club Head for the Mountains Concours d'Elegance!

Join fellow Jaguar enthusiasts **July 16–19, 2026**, at the beautiful Switzerland Inn along the scenic Blue Ridge Parkway for one of the Southeast's premier Jaguar gatherings.

Sanctioned by Jaguar Clubs of North America, this celebrated annual event combines exceptional automobiles, breathtaking mountain scenery, and the camaraderie that makes the Jaguar community so extraordinary.

Whether you plan to enter a vehicle, participate in the scenic drives, volunteer during the event, or simply enjoy a memorable weekend with friends, this year's Concours promises another unforgettable **«Head for the Mountains»** experience.

(continued on next page)

Registration Is Now Open

Early registration is highly encouraged, as accommodations and event capacity are limited and interest continues to grow each year.

[Register Here - 2026 Concours Registration](#)

Important Registration Information

Online registration is now open. JCNA membership is required for judged entries. Display Class available — Jaguars only. No on-site registrations will be accepted.

Registration Deadline: June 15, 2026

Accommodations at the Switzerland Inn

If you have already reserved your accommodations, please confirm your reservation and room selection directly with the Switzerland Inn. If you have not yet booked your room, we strongly encourage you to do so soon, as accommodations traditionally fill quickly for Concours weekend.

 Switzerland Inn: **(828) 385-4500**

Volunteers Needed

Volunteers play an essential role in making our Concours weekend successful, organized, and enjoyable for everyone. Volunteering is also a wonderful opportunity to meet fellow enthusiasts, connect with JCNA members, and become part of the excitement behind the scenes.

No prior experience is necessary, and even a single two-hour shift makes a tremendous difference.

Volunteer Opportunities Include

Registration
Field Marshals
Runners
Event Setup
Hospitality
And more!

For additional information, please email:
concours@carolinajaguarclub.com

**Interested in Helping?
Volunteer sign-up [HERE!](#)**

Weekend Highlights

Thursday, July 16, 2026

- Arrival and informal gathering
- **Tech Talk on the Terrace - An Evening with Harvey Ferris**

Friday, July 17, 2026

- Scenic Road Rally
- **Cats, Cocktails & Concours**- Kickoff Party on the Terrace
- Dinner Buffet at the Chalet Restaurant
- *An Evening with the Cats* Jaguar-Inspired Welcome Dinner & “Johnny Carson” styled Experience.

Saturday, July 18, 2026 — Concours d'Elegance —

- Judging and display field
- People's Choice voting
- Awards Dinner and Presentation

Sunday, July 19, 2026

- Farewell departures

Thank you for your continued enthusiasm and support of the Carolina Jaguar Club. Your passion and dedication are what make this event — and our Jaguar community — so special.

We look forward to welcoming you to the mountains in July and seeing you on the Concours field!

Karoline and John O'Rourke
Concours Chairs
concours@carolinajaguarclub.com





OFFICIAL August Event – NC Museum of Natural Sciences

WHAT – A Museum devoted to science and nature which is the largest institution of its kind in the Southeastern United States and the state's most visited museum. For more info-

<https://naturalsciences.org/>

Museum Map https://naturalsciences.org/calendar/wp-content/uploads/2024/05/NCMNS_FloorGuide_2024.pdf

Lunch will be at your own pace at the Daily Planet Café or Acro Café onsite.

WHERE – 11 West Jones St and 121 West Jones St, Raleigh NC 27601

PARKING – Green Square Parking Deck, 120 West Edenton Street or Museum Parking Lot at 101 N Wilmington St both 0.2 mi away - \$2/ hour. Enter off Bicentennial Plaza.

WHEN – Saturday August 22, 2026 - Plan to arrive at 10 am.

COST – Admission is free, but donations are welcome.

REGISTRATION – Please register your plan to attend on CJC Website by August 15th.



Kevin Mann (VP Events)
mankm66@gmail.com 770-856-1056



OFFICIAL September Event – Autumn in the Mountains

WHAT – British Car Show with peer judging & awards

WHERE – Mills River Brewing, Banner Farm Road, Mills River, NC

Link to Nearby Hotels and B&B - Fletcher & Hendersonville.

WHEN – Saturday September 26, 2026 - Plan to arrive at 8:30-10:00 am.

REGISTRATION – Opens July 24th – Register your car with BCCWNC (\$40) and your plan to attend on CJC Website before September 1st.

Preliminary Schedule of Events for 2026:

8:30am: “Pre-Registered” participant show parking opens.

9:00am: On-site “Day-of-Show” Registration opens; event opens to the public.

9:00am: Coffee and MRB breakfast sandwiches available on the show field.

11:00am: On-site “Day-of-Show” Registration closes.

11:00am: MRB food, ice cream and beverages available on the show field.

12:00 noon: Class Voting closes.

- Peer judging for Awards.
- 1st and 2nd place Awards per class.
- “Best in Show” will also be awarded.

1:45-2:15pm: 1st and 2nd in Class plus Best in Show presentations.

2:30pm: Show Closes.

Link for more details: <https://www.bccwnc.org/autumn-in-the-mountains-car-show/>

Kevin Mann (VP Events) mankm66@gmail.com 770-856-1056





Cape Fear Road Trip

a town & country fall getaway on the coast

Carolina Jaguar Club
week of **25—31** October 2026

(note date change)

Base: Wilmington NC

Preliminary Gauge of Interest

**Members: if you haven't already,
please help us out with a quick reply**

If you've already replied, and the new dates **won't
work for you, please let us know; otherwise no
need to do anything!**

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.**



**If you haven't yet, and you're interested,
send a quick email to cjceditors@gmail.com with
"yes to fall road trip" in the subject line and that's it!**



Office of 1884
JAN 13 1955
Library of Congress




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!



Contact us: 833-418-1693

6710 E. Independence Blvd Charlotte, North Carolina 28212

Pre-Owned 2019 Jaguar XJ R-Sport

Stock # 38174A



4-Zone Climate Control, Heated & Cooled Front Bucket Seats with Massage, 18-way power front seats, powered headrests, and front seat memory, Electric Rear Window Sunblind, 360 DEGREE PARKING AID.

\$29,289

Pre-Owned 2015 Jaguar F-TYPE V8 R

Stock# S41620B



Navigation, Heated Driver Seat, Supercharged, Premium Sound System, Satellite Radio, iPod/MP3 Input, Bluetooth® , Aluminum Wheels, Keyless Start, Dual Zone A/C, Heated Seats. Rear Spoiler, MP3 Player, Keyless Entry, Steering Wheel Controls, Rear Parking Aid.

\$33,699



[CLICK TO VIEW INVENTORY](#)



LAND ROVER CHARLOTTE

Contact us: 833-418-1693

State of the art location: 6710 E. Independence Blvd Charlotte, North Carolina 28212

New 2026 Range Rover Velar S



Leather Seats, Navigation, Sunroof, Panoramic Roof, All Wheel Drive, Power Liftgate, Heated Driver Seat, Back-Up Camera, Turbocharged, Premium Sound System, Onboard Communications System, Privacy Glass, Keyless Entry, Remote Trunk Release.

\$72,586

New 2026 Range Rover Evoque S



KEY FEATURES INCLUDE
Leather Seats, Navigation, Sunroof, Panoramic Roof, All Wheel Drive, Power Liftgate, Heated Driver Seat, Back-Up Camera, Turbocharged, Premium Sound, Satellite Radio, Onboard Communications, Privacy Glass.

\$57,321



LAND ROVER CHARLOTTE

**CLICK TO SEE
INVENTORY**

Some Assembly Required

by Harvey Ferris

Spa Classic

Something a little different this month. By the time you read this, I will be in Belgium, on deck for attending the Spa Classic vintage race at the Spa-Francorchamps Circuit. As per the event promotional material: *Every spring, the Spa-Francorchamps Circuit becomes a living theater of automotive history. From May 22 to 24, 2026, the engines of a bygone era will once again roar through the Eau Rouge valley for the 14th edition of Spa-Classic, one of the must-see events on the European historic racing calendar.*

In 2025, the event attracted more than 25,000 spectators, nearly 400 competing cars, and more than 800 club cars, confirming its status as a major event of the season. On the legendary 7-kilometer track, nicknamed "the Ardennes toboggan," these machines will find a playground worthy of their caliber. Eau Rouge, Raidillon, and Les Combes remain passages that thrill purists and enhance the driving experience.



Many of you will remember that I attended the Goodwood Revival in the UK last fall. The Spa Classic promises to be a similar event, although it looks like period dress is not required. My wife and I have planned a trip through Europe for the spring of 2026. My bucket list events are the Spa Classic and the Mille Miglia Recreation (more on that in a future article). Looking at the entry list, it looks like there will be a lot of Jaguars represented. I see numerous E-Types, an XK-120, an XK-140, a Lister Jaguar Costin, a Lister Jaguar Knobbly, and an XJS. A glance at the entry list indicates that most of the cars are from the 1950's or newer, with the newest cars being from 2010. In addition to production cars, modified for racing, I see that a number of sports racing prototypes are entered. Of particular interest to me is a Group C class, which was kind of the "anything goes" class of the 80's.

Spa has a reputation of being rainy so I'm bringing my rain gear. As long as the track doesn't get too wet, it's always fun to watch the cars get sideways in the wet. I've driven a little bit on wet tracks and I frankly don't know how the drivers maintain such a brave pace in wet conditions. Maybe you just have to grow up on wet roads.

(continued on next page)

Some Assembly Required

(continued from previous page)

As with many vintage races, the cars are divided up into classes that each get on track twice a day over a 3 day weekend. It looks like the races will be from 30 minutes to 1 hour long. If it's like Goodwood, I expect these guys to race hard and put on a good show. Pit access is usually very good at vintage races. I look forward to checking out the cars up close. I will of course take some pictures but here are a few good shots from last year's race [see previous page].

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



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May 26

THE LITTER BOX

27

**LE MANS
CLASSIC
SERIES**

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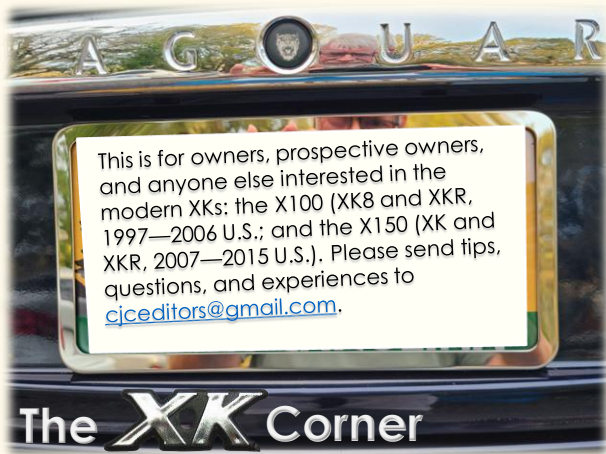
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X100 Convertible tonneau cover toggles

The X100 tonneau cover is an ingeniously simple design. It has exactly two fasteners, one in the middle of each side's front edge. And they're not those old button fasteners that rely on friction, love to seize up unless kept lubricated, and will start to rip out if you get too frustrated with them. They're Tenax—polished chrome-plated brass self-locking fasteners with a little bail on the head that you can just pull up to release and push down to fasten. This grade of hardware is what in the sailboat world I heard referred to as “jewelry.” No pull-strain is required so they should never tear the vinyl. (And yes, these are vinyl, not leather; leather wouldn't make much sense in this application.) Tenax fasteners were made in England, and Germany. From what I can gather, ours are German, which makes sense given that the whole top system was developed by Karmann.

A flap all along the front edge just tucks in to cover the front edge of the folded top liner.

In the back, there are no fasteners. The back edge has three toggles on it. These get closed in the boot lid and that holds the back edge down.

I can put the tonneau cover on my car in less than a minute.



There is, though, one simple “weakness” here that's worth heading off at the pass. The rear toggles are short lengths of clear, solid, semi-flexible plastic that pass through webbing loops. The material Karmann used is preferable to something harder, such as a wooden dowel, because it cannot damage the edge of the boot lid if it gets closed in there wrong—or get damaged itself.

To keep them from sliding out, they're capped on each end by flanged black rubber caps. These caps are held on by friction, and they can work loose and fall off with handling. It's common to get a car, or a cover, with at least one missing. I've seen alternative DIY caps in videos, but you can still get the OEM ones.

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You can get a complete set of three aftermarket toggles with caps from Adamesh, the popular supplier of X100 accessories and exhausts, for £12.50 (\$18.00), which is eminently reasonable, plus shipping, which may or may not be reasonable. You can also get a pair of replacement Tenax fasteners from them for \$28.00.

I had a missing end cap, which I sourced from Jagbits in California. It's called "Rubber Plug For Retainer Tube For Convertible Top Boot CBC7363," Part #: CBC7363-OE. It was \$9.95, which is probably thirty times what it cost to produce, but that's how these bits go. The shipping was at least as much as the part; I hate it when that happens. But these aren't lying around everywhere.

They have the toggles too ("Retainer Tube For Rear of Convertible Top Boot HJA7845DA," Part #: HJA7845DA-OE). For \$31.95 each plus blood-money I mean shipping. Clearly, the Adamesh option is the economical way to go.

Within a week of replacing that one end cap, I lost another one. (I found it many weeks later in the gravel driveway after replacing it.) So, I knew I needed to glue them on there.

My first attempt failed. (In my experience, Liquid Nails may be good for gluing plywood, but not much else. More like Liquid Nope). Use Super-Glue (cyanoacrylate). That has held for well over a year now. Just pull the caps off, wipe the ends of the toggles with alcohol, and the insides of the caps, using a Q-tip, put a drop of glue inside the cap, and press it on there firmly. Hold for a few seconds and you're good. You're not asking the glue to hold strain.

This may sound like me insulting your intelligence, but our intelligence tends to abandon us temporarily when doing stuff like this, at inopportune moments. Make sure the toggle is inserted through the webbing loop before gluing on the second cap.

And that's that.

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Going back to those button fasteners: three of them secure the black nylon storage bag for the tonneau cover. Just keep a little silicone grease in the tops of them and they'll behave. They don't get exposed to the atmosphere.

Finally, I think the vast majority of X100 owners know this, but we're not ever supposed to drive the car any distance without the tonneau cover in place, because the wind will whip the thin inner liner fabric around, stretching it out, and it will easily pick up dust and grime from the road. As easy as the cover is to put on and take off, no problem.

If you don't have the storage bag, you can get one from Jagbits for \$145.00 if they still have them.

X100 Power Headrest Repair

For model-year 2001, among other significant changes, Jaguar introduced new seats for the X100-series XK8/XKR. These seats had separate power-operated headrests; the originals had headrests integrated into the seat backs. They remained fitted through the end of production in 2005—6.

It was a known issue for the power headrests to stop moving, even though the motor was working. The problem was that the insulation jacket for the cable to the motor was a little too long to allow enough cable end into the motor housing, so it eventually comes out. You cut off a specified amount of the jacket and secure the cable end in the motor with crimping and heat-shrink. I've attached full

instructions here, after this write-up. **Sellers and dealers: this repair is not hard (one hour book time, three hours newbie time), and costs basically nothing in parts. Highly recommend offering the new owner working power headrests.**

Note: owner experience has found that Jaguar's solution, issued in a TSB, is not the best one, as it does not call for removing enough insulation, and it does not recommend the double-securing of the crimped end fitting on the cable. The concept was sound; the details needed refining.

I have two cautions to offer before proceeding. One, the way Jaguar secured the seat back leather at the bottom edge to hide that there was any seam at all is ingenious, but it's also fiddly as hell to undo and do back and, to paraphrase Dolly Parton, it's enough to drive you crazy if you let it.

Two, because you have to pull up the leather covering of the seat back and pull it back down, you are likely to make any natural creases on your driver's seat lower outer bolster, which are near-universal, more noticeable; they will show darker in light-colored leather. You may decide you want to touch those up with leather dye. Be aware that the dye you buy, even if it is sold as an exact match for the Jaguar color code, will not exactly match your leather, because of age. The difference will be instantly noticeable. You'll have to mess around with tinting the dye with food coloring and experimenting with that, or taking it to a professional for touch-up. I'll do a write-up of my experience with this for a future issue.

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The concept

You will expose the small headrest motor, which is located behind the seat's back panel, on the right side, about midway up. You'll remove the crimp end fitting from the cable, trim the insulation to specified length, reattach the cleaned-out crimp end fitting, and secure it not just with re-crimping, but with heat-shrink tubing as well. I recommend watching the video linked below ("carcrushUK"), keeping in mind that I've added the heat shrink reinforcement from [sam1174](#) to this method; carcrushUK does not use heat shrink so don't get confused. Heat shrink is recommended, as some DIYers have had this repair fail on them without it.

Headrest repair instructions (**"carcrushUK"** method—with heat-shrink reinforcement added)

Note: do not touch leather with dirty hands; check after handling "innards" and wipe as necessary

Realistic time budget: 3 hours (1 hour book time)

You will perform part of this repair on your workbench.

You do *not* need to remove the seat to do this.

Tools:

- Knee pads or kneel pad
- Screwdriver with T-25 Torx bit
- Medium flat-blade screwdriver (as a pry tool—tape end)

- Blunt-nose pliers
- Needle-nose pliers
- Utility knife with sharp blade
- Trim tool
- Heat shrink (the cable is about 3/8" dia. but I don't know exactly so have a few sizes handy)
- Heat gun (or butane lighter)
- Drop cord (if using a heat gun)
- Vise
- Hole punch
- 8mm (5/16") drill bit
- Drill
- Small hammer
- 1/4" socket
- Portable vacuum; if you've never removed the seat back, dead-foam dust will snow onto your carpet

Procedure:

- Push seat back forward
- Extract the cloth corner wrap at left bottom corner—use screwdriver carefully if needed
- Begin unclipping the horizontal U-joint at bottom edge of seat back from left to right
- Extract the cloth corner wrap at right bottom corner and unclip the right end
- Pull out the seat back board
- Untie two white wrappings, left and right, by undoing the wire crimping—save
- Release the Velcro that holds the leather onto the foam cushion
- Pull up the bottom of the leather, front and back
- Unhook the three clips on each side that hold the vertical sides of the back leather to the bars, starting at the bottom (by hand and/or taped screwdriver)—these black plastic clips are about 2" long and the first one is about 2" from the bottom of the leather
- Disconnect the power connector for the motor (right side)

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- ❑ Locate the two Torx bolts at the top of the motor
- ❑ Remove the nearer (toward the back of the car) Torx bolt completely with the T-25 Torx bit screwdriver—set bolt in floor of back seat
- ❑ Loosen the other Torx bolt 1-2 turns; you have to insert the screwdriver behind the seat frame to get to it
- ❑ Using pliers, pull up on the spline-drive (cable) end fitting to remove the cable from the motor
- ❑ Pull cable above bottom of frame and out
- ❑ Cut through the sheath at the top of the crimp fitting with the utility knife—carefully
- ❑ Move to your workbench
- ❑ Put the smaller end of the 1/4" socket into the open, wider end of the crimp fitting (the one that doesn't have the remnant of sheathing in it)—this will prevent the vise from crushing it
- ❑ Place that end in the vise Using the 8mm drill bit, drill out the remnant of sheathing from the crimp fitting
- ❑ Remove from vise, turn over; using vise as a base, use the hole punch and hammer to gently tap out the remaining sheathing bit from the other end
- ❑ Move back to the car
- ❑ Slide length of heat shrink tubing onto cable *before* replacing the crimp fitting
- ❑ Re-insert the end of the cable into the narrower end of the crimp fitting
- ❑ Squeeze the crimped end against the sheathing a bit with a pair of pliers, as crimp retaining lugs were removed by the drill bit



- ❑ Melt the heat shrink tubing around the crimped end of the fitting and the cable above it for extra strength (if using a heat gun, consult labeling of heat shrink for proper temperature)
- ❑ Re-insert end of cable into top of motor
- ❑ Replace front motor bolt
- ❑ Re-tighten back motor bolt
- ❑ Re-connect power connector to motor
- ❑ Test for proper operation using seat controls (N/A if your seat is out)
- ❑ Re-clip sides of leather to side bars, from top down
- ❑ Pull down the bottom of the leather, front and back
- ❑ Re-attach the Velcro that holds the bottom of the leather to the foam cushion
- ❑ Re-attach the two white web wrappings at the bottom, with proper tension
- ❑ Re-insert the seat back board
- ❑ Re-clip the horizontal U-joint along the bottom edge of the seat back leather, taking care not to lose your mind
- ❑ Check for no wrinkles; make sure leather is pulled down tight everywhere
- ❑ Tuck the corner cloth pieces back up inside with the trim tool

Now your headrest works and will keep working. It will lower automatically when you release the seat back lever, and return to its previously-set position automatically. It is integrated into memory setting if you have memory seat/mirror/steering wheel control.

(Photos on following pages)

Driver's seat with leather detached at bottom and pulled up—headrest motor is just below and to the right of yellow connector



The **XK** Corner

End of headrest motor cable with crimp fitting pulled out for access



Driver's seat with leather detached at bottom and pulled up—headrest motor is just below and to the right of yellow connector



Passenger's seat with leather pulled up enough to work



Passenger's seat with repaired, heat-shrink-wrapped terminal end re-attached to motor (between the two screw heads)



Passenger's seat re-assembled after repair; leather is fine; this is the soft-grain leather, which may be less prone to creasing and surface cracking than standard



The **XK** Corner



JCNA Members:

A proposed Series 1 E-Type Judge's Guide has been posted on the **JCNA.com, Events, Concours** web page along with a proposed class change for the Series 1½ E-Type, moving it to the Series 1 E-Type class for both Champion and Driven. The Series 1½ E-Type has more in common with the Series 1 E-Type than the Series 2 E-Type; and in the past five years, there have not been any Series 1½ E-Types placing 1-2-3 in North American championship, and only two Series 1½ E-Types in Regional Competition. Due to some logistical problems at the AGM, the Series 1 E-Type Judge's Guide and the proposed Series 1½ class change will be voted on at a special meeting at the Pittsburg IJF on **Friday, July 17, 2026.**

Comments to skennedy@ecentral.com.

Steve Kennedy
Rule Book Editor



YOU DON'T NEED A REASON

With a Jaguar, you don't need a special occasion for a special occasion

I worked pretty hard this week, outside, on a construction project—a nice switch-up from sitting here doing this. It's spring, everything's blooming, the temps are perfect. I finished up yesterday lunchtime, rested up all afternoon. Just before sunset, I decided to act on what I was hankering after—taking my Jaguar out.

And I did—because it wasn't too much trouble for a tired person in a lazy

From the editor

mood. Put on my driving shoes (my lime-green custom Chucks), get the keys. Late enough that I don't need a hat. Go outside, pull up and fold the cover, stow it in the boot. Put the key in the door lock and hold it back while the top folds down. Pull the tonneau cover out of its bag and lay it across, fasten the two fasteners, tuck in the front flap, close the boot. Get in, stow my wallet in the door pocket because why sit on it, retrieve my shades from the knee holster, start the car, consciously appreciate the V8 coming to life.

All of this is choreographed from practice and takes about five minutes. Then I slide the solid shifter into reverse and I'm backing out.

I don't need much time to get what I want out of this. Even my shortest circuit is long enough to get the car warmed up and work the engine more than the brakes, but it's no more than half an hour. Three blocks north and I'm on the parkway. Left lane, turn off onto the gently-winding two-lane that runs behind the airport (and right past my mechanic's). I'm doing 45—55 the whole time. I don't have to stop much.

I didn't grow up with anything like this. We were affluent by world standards and upper-middle-class by U.S. ones, but a car like this was on a whole other level. I never even sat in one.

So, when I'm gliding down a nice road in a balmy breeze with the sun low and the elm burl dash glowing, laid back in that perfect seat, running my free hand over soft smooth leather, effortless purring power under my right foot, and Sinatra's voice coming from all around me, I'm the king of my own world. I can't imagine ever taking this for granted. I want to share it with everyone I love—and I'm working on that. When I pull back into the driveway, I feel better and lighter than when I left—every time. I'm glad I got back safely but I also don't want it to end.

She didn't pick up any dust so the cover goes right back on except in the back where it rests on the bumper while the exhaust finishers cool. When she does kick up a little dust, there's a California Car Duster in the boot (as seen on TV).

This is how I most often enjoy my Jaguar. I don't need to show her, or

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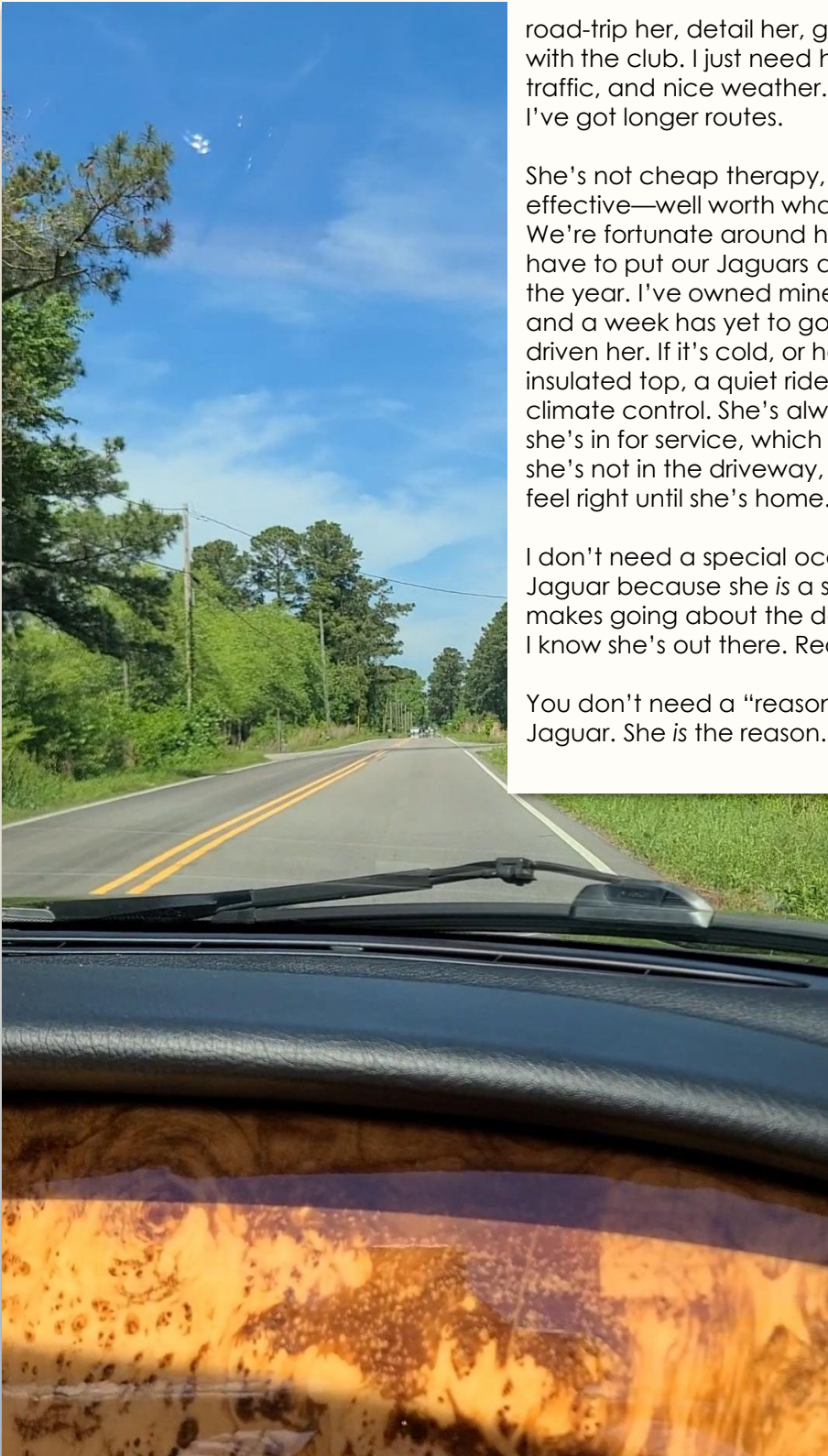
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road-trip her, detail her, go for a group drive with the club. I just need half an hour, light traffic, and nice weather. If I've got more time, I've got longer routes.

She's not cheap therapy, but she's highly effective—well worth what she asks in return. We're fortunate around here that we don't have to put our Jaguars away for months out of the year. I've owned mine for fourteen months and a week has yet to go by that I haven't driven her. If it's cold, or hot, she's got an insulated top, a quiet ride, and automatic climate control. She's always ready to go unless she's in for service, which isn't often, and when she's not in the driveway, something just doesn't feel right until she's home.

I don't need a special occasion to enjoy my Jaguar because she is a special occasion. She makes going about the day better just because I know she's out there. Ready to go when I am.

You don't need a "reason" to go drive your Jaguar. She is the reason.





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.

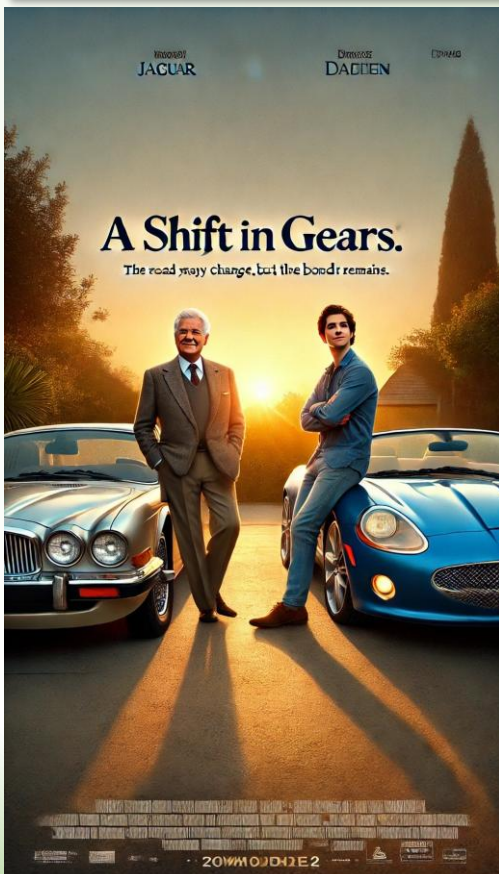
Go for balance—include the strong points, favorite things, as well as any issues or frustrations. Should be personal; framed entirely in terms of your own experience with your Jaguar. Feel free to compare to other cars you've had if you think that's relevant.

Word count: shoot for @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 should be accompanied by first and last name which you give permission to publish with your piece.

2002 XJ Vanden Plas and 2006 XK8 Victory Edition, owned by Jerry and David Kight—story by David Kight



Two decades ago, David Kight and his father, Jerry, embarked on an adventure that would shape their relationship for years to come. The two men dove into the world of Jeep Jamborees—a rugged domain filled with mud-splattered trails, roaring engines, and the unspoken bond that forms between those who conquer the wilderness together.

For David, living in Kansas, and Jerry, residing in North Carolina, the Jeep Jamborees became a lifeline that kept them connected. David, then in his early thirties, and Jerry, just past his sixtieth birthday, found a unique rhythm in these off-roading excursions. These events provided the perfect excuse to meet up, share new experiences, and deepen their father-son bond despite the distance. Their first Jeep Jamboree in Kentucky happened while David's wife, Karen, was pregnant with their daughter, Lauren. The trip started with a bang—or more accurately, a

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LEAPERS AND GROWLERS

Model of the Month
Member-owner feature



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deluge. As rain poured down, their tent quickly turned into a makeshift swimming pool. Laughing off the mishap as a rite of passage, they pushed forward with the adventure. Over the next 20 years, they met in Tennessee, Colorado, Kentucky, Missouri, and Arkansas for these adventures.

But as time passed, and David reached his mid-fifties while Jerry entered his eighties, the thrill of off-roading began to give way to the realization that they were both growing older. As Jerry hit 80, his wife, Pat, began to wonder if perhaps it was time for a different hobby—one that had less of a chance of getting stuck somewhere in the mountains. She loved the adventures Jerry had with David but worried about the risks involved as they both aged. Pat had always been supportive, even though she knew Jerry wasn't a mechanic and was venturing out in a vehicle that was his daily driver.

At the same time, David's wife, Karen, was also starting to think that David wasn't as young as he used to be, and the Wrangler that had been his vehicle for so many years—now lifted with large tires—was becoming a difficult vehicle to drive to work every day. Karen could see that David's enthusiasm for off-roading was still there, but she gently suggested that maybe it was time to find a hobby that was a bit more refined and suited their stage in life. Like Pat, Karen had always

supported David's adventurous spirit, despite knowing that he wasn't a mechanic either and was taking his daily driver into some fairly rugged trails. With that background, the ground was laid for a move to a different passion: classic Jaguars.

Jerry's journey into this new world began years earlier when he first laid eyes on a 2002 Jaguar XJ Vanden Plas, a high-end luxury sedan that captivated his imagination. The car belonged to a family friend, and Jerry became increasingly involved in its care. Over the years, he helped maintain the Jaguar, occasionally driving it and ensuring it stayed in pristine condition. His connection to the car grew stronger, and Jerry quietly hoped that one day, he might have the chance to own it.

That opportunity came in March 2024, when the Jaguar's owner passed away, and Jerry was offered the chance to purchase the car. It was an offer he couldn't refuse. With just 11,000 miles on the odometer, the Jaguar was a rare gem—a luxury sedan meticulously preserved. For Jerry, acquiring the Vanden Plas felt like fulfilling a long-held dream. The silver sedan, with its polished wood veneers and hand-stitched Connolly leather, represented the pinnacle of British luxury—a sophisticated machine that mirrored the changes in Jerry's own life. Pat, who had been subtly encouraging Jerry to find a less rugged hobby, was relieved and delighted by his new interest.

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LEAPERS AND GROWLERS

Model of the Month
Member-owner feature



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David watched his father with growing interest. He saw the same spark in Jerry's eyes that had once fueled their Jeep adventures. The Jaguar wasn't just a car; it was a new kind of journey, requiring the same meticulous attention to detail they once applied to navigating rocky trails. Inspired by his father's new passion, and with Karen's supportive encouragement, David began exploring the world of classic cars himself.

It wasn't long before David found his own Jaguar—a 2006 XK8 Victory edition. It was a rare find, one of only 72 made for the U.S. market, and it captivated him from the moment he saw it at Overland Park Imports. The sleek blue exterior, the gleaming chrome wheels, the immaculate interior—it all spoke to a level of craftsmanship that resonated deeply with David. This car was a reflection of his own evolution, a symbol of refinement that marked the next chapter in his and his father's shared journey.

Meanwhile, David's daughter, Lauren, was making her own way in the world. Now in college in Winston-Salem, North Carolina—the town where David grew up and where Jerry and his wife, Pat, still lived—Lauren was becoming more connected to her family's history and legacy. David frequently traveled to North Carolina to visit both his father



and his daughter, finding in these trips an opportunity to reconnect with his roots and share in the family's evolving passion for classic cars.

Beyond offering a more refined hobby, their new love for classic cars also allowed Jerry and David to spend more time with their wives, who had never really taken to the Jeep adventures. Pat and Karen, who had often watched their husbands embark on off-road journeys from the sidelines, were now part of this new adventure. The world of classic cars brought the couples together, making the journey a shared experience.

For both David and Jerry, their Jaguars represent more than just a new hobby.

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LEAPERS AND GROWLERS

Model of the Month
Member-owner feature



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These cars are not merely projects to be restored; they are rare and exquisite machines deserving of appreciation for the masterpieces they are. As they continue to enjoy their Jaguars, they recognize the privilege of driving these classics, appreciating the legacy and craftsmanship behind each ride. And as Lauren prepares to take on her own journey, it's clear that the bond between father, son, and granddaughter is as strong as ever, ready to be passed down to the next generation.

Thanks Jerry. Jerry's son David died less than a year after he wrote this. We're honored that Jerry shared it with us.



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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.

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