



THE LITTER BOX

the official magazine of the Carolina Jaguar Club



June 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. 13)
- Update your member profile on the website (see p. 23)
- Submit historical material on the CJC (see p. 23)
- Contribute to "Leapers and Growlers" (see p. 38)
- Support our advertisers when you can, and **help us find new ones!**

From the President

Denis Connaghan



We kicked off the summer on Memorial Day weekend with a successful Sandhills Motoring Expo, in Pinehurst, where Jaguar was the featured marque, and the weather was our friend. There was a total of 130 cars, with 20 Jaguars in two classes, older and newer, or as some might say, old and older. Three of our CJC members participated with their non-Jaguar cars. Apart from the Concours on Sunday, there were wonderful car-centered social gatherings on Friday and Saturday evenings.

The registration for our Concours at the Switzerland Inn closed Monday evening. Karoline and John O'Rourke have done a wonderful job, resulting in a slightly higher number of registrations, as compared to last year. They have made some good and interesting tweaks and additions to this year's weekend schedule. The success of the Concours depends on a team effort, especially once we all land at the Switzerland Inn. Although we have many who are stepping up to help, there are still opportunities to volunteer, which you can do via [this link](#) or by emailing Concours@carolinajaguarclub.com.

(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

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Thanks to Kevin Mann, we have an interesting outing planned for this Saturday to the Morehead Planetarium in Chapel Hill, followed by a short run to Carrboro to Bru's Public House for lunch. Looking forward to seeing some of you there. Finally, for those that have still to renew their club membership for 2026, please do so. We are one of the largest and healthiest clubs in JCNA. This is a result of the enthusiastic membership we have, the regular and interesting events scheduled, the active and informative website, and the *Litter Box*. Thanks to the Willis team, Kevin Mann, Brad Merlie and Phillip Reid.

Cheers,



LITTER BOX disclaimer:

The editor reserves the right to edit all material submitted. The Carolina Jaguar Club, its officers, THE LITTER BOX editors and contributors, expressly disclaim any warranty or endorsement of any of the services or products contained in any advertisement or mentioned in any article. The opinions expressed by contributors are their own and not necessarily those of the Carolina Jaguar Club, its officers, directors, publisher, or the editors of this publication.



Tom Caregnato's '03 XK8 Convertible in Topaz over Cashmere—see *Leapers and Growlers*, p. 38

Thanks to Kevin Mann, VP Events, for winning a \$500 raffle on behalf of the CJC at the Streetside Classics Car Show! The coffers have been enriched!



Sure, you could get a tall, boxy, lumbering,
truck-wagon thing for comfortable road trips
with other people you like.

Or—



The last XJ.
2010—2019.
Land-yacht comfort with
driver engagement—the
XJ recipe since 1968.

And a boot for the stuff you
actually take on a road trip.

Spring run to the nursery?
Borrow a pickup.

Nice examples in the \$20s and \$30s.



CJC Membership Report

Fellow Jaguar members:

Our hard-working CJC Membership Co-Chairs, Kevin and Nancy Willis, will be back next month with their regular membership report. Meanwhile, if you're not yet a member of CJC, please have a look at our Events here in this issue and consider joining us. You'll find a membership form on the next page.



SPOTTED in the wild ...

Charles J. Sharp, CC BY-SA 4.0
<<https://creativecommons.org/licenses/by-sa/4.0/>>, via Wikimedia Commons



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.

Member photos from recent events

My wife Andie and I entered my Jaguar in two May events publicized in the *Litter Box*—the Triangle Classic British Car Show in Raleigh, hosted by the North Carolina MG Club; and the Cape Fear British Car Show, hosted by the British Motor Club of the Cape Fear, of which we are members. At the former, we had the pleasure of chatting with Mr. Steve Thomas, our CJC Chief Judge (and now an even bigger deal than that), and being parked next to a gorgeous Mk. 2.

If you attend an event that has Jaguars, and want to send in some photos, please do!



2007 XKR, our 2006 XK8, 1961 (I think) Mk. 2



1994 XJS 2+2



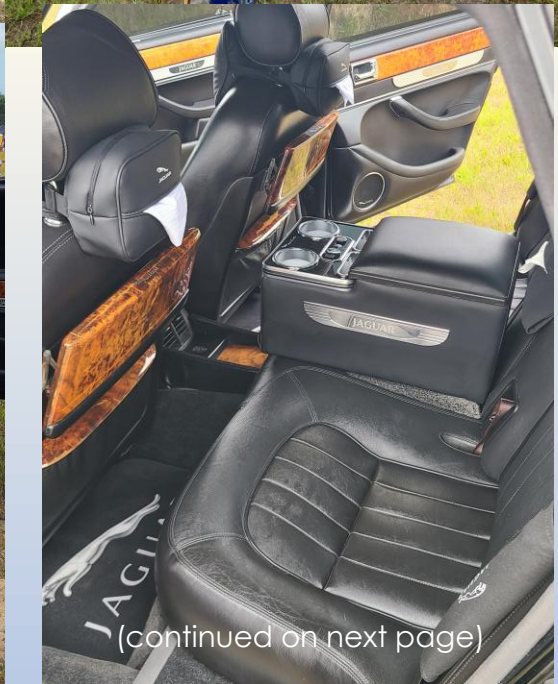
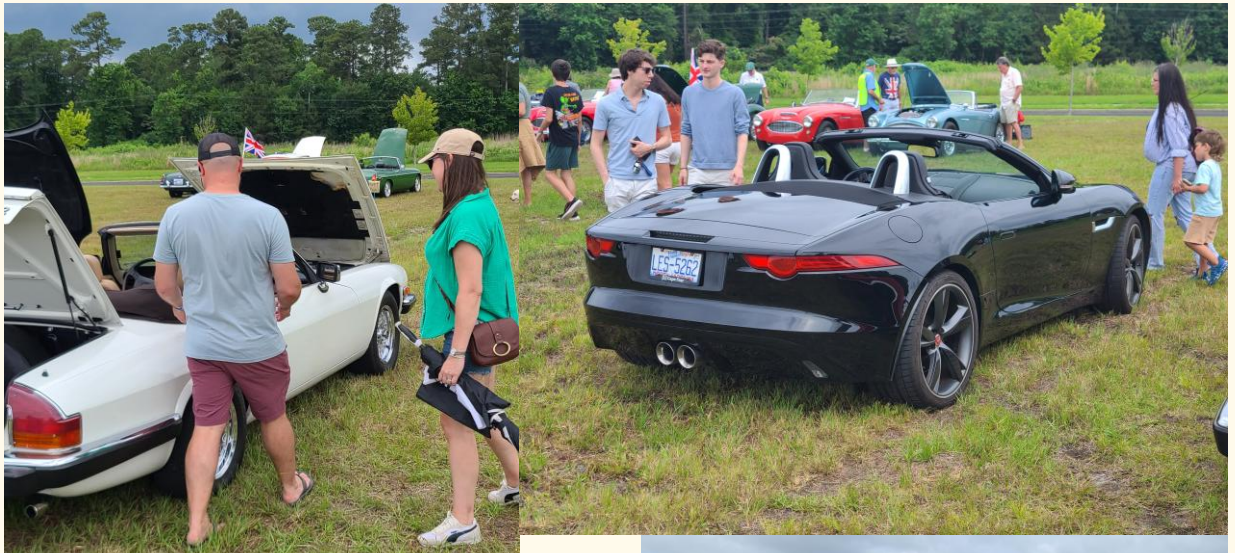
the E-Types



Steve Thomas's 1988 XJ-SC

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26th Annual Cape Fear British Car Show, Saturday 30 May 2026, Wilmington



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Steve's Suggestion Corner ...

I'm always asked where I get my car serviced. Here are three places members may not have heard about:

Scott and Howard Steen, 107 Turkey Oak Dr., Pageland SC (843) 672-7450. They have worked on a club member's 1994 XJS 6 LT.

B&B Motors, Brian, 15/501 Carthage NC (910) 690-5166. Next to the Ford dealership. They have worked on a Series 3 XJ.

Allstate Glass, 1200 N Sandhills Blvd., Aberdeen NC (910) 944-1317. Ask for John. They have worked on a Series 3 XJ .

If you know of a shop that's done good work on your Jaguar or someone else's, please send the information to John Stewart at jstewart3@nc.rr.com; John is compiling a directory of shops for member use.

Happy Motoring,

Stephen Thomas
Chief Judge





EVENT CALENDAR

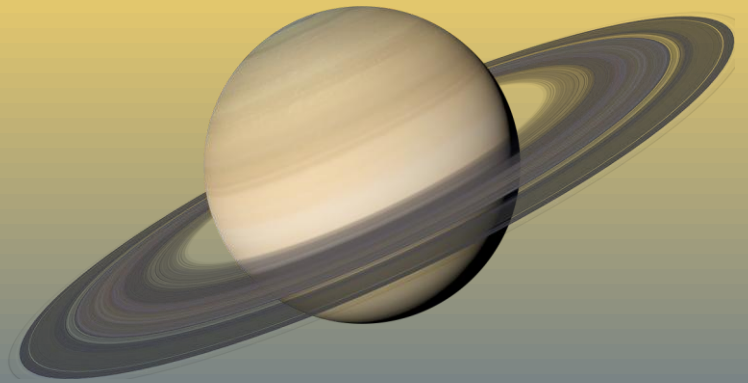


Events in **bold** are official
CJC events

- 20 Jun** **Morehead Planetarium and lunch, Carrboro NC—time change:
now 11:00 a.m.**—see p. 14 for itinerary
Registration deadline has passed
- 16-19 Jul** **Concours D'Elegance 2026, Switzerland Inn, Little Switzerland NC**
—see p. 15
- 22 Aug** **NC Museum of Natural History and lunch, Raleigh NC**—see p. 18
- 26 Sep** **Autumn in the Mountains, Mills River NC**—see p. 19
- 25 – 31 Oct** **Cape Fear Road Trip, Wilmington NC**—see p. 20
- 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





Morehead Planetarium Chapel Hill Saturday 20 June

11 AM – pick up tickets in lobby
and then tour exhibits
12:15 PM – leave for lunch at Brus
Public House - 7 min away by
Jaguar
12:30 PM - Lunch & brief Club
meeting
2:15 PM – arrive back at
Planetarium
2:30 PM – “Science Days”
interactive demonstration
3:00 PM – Planetarium Show –
“Supermassive Black Holes”
4:00 PM – depart

- 250 East Franklin St. Chapel Hill
- Free parking in front of bldg.
(unless blocked off by UNC)
- Paid town parking on the
street; limited to three hours
- Nearby parking decks at 150
Rosemary and 250 Rosemary,
@10-15 min. walk
- Show tickets may be switched
for another show at the desk
- There are add'l “Science
Stage” shows at 11:30, 1:00,
and 3:15 for anyone who's
interested

“Head For The Mountains”



**CAROLINA JAGUAR CLUB
2026 CONCOURS D'ELEGANCE**

**Head for the Mountains 2026 Concours d'Elegance
is almost here!**

The mountains are calling, and Jaguar enthusiasts from across the country are preparing to answer. July 16—19, 2026, the Carolina Jaguar Club will once again host its JCNA-sanctioned **Head for the Mountains Concours d'Elegance** at the beautiful Switzerland Inn along the Blue Ridge Parkway.

Since 2004, Jaguar owners and enthusiasts have gathered at the Switzerland Inn for this mountain tradition. With the exception of 2020, when the pandemic interrupted events worldwide, the Concours has remained one of the Southeast's most anticipated Jaguar weekends.

Perched high above the Carolina foothills, the event combines exceptional automobiles, scenic mountain roads, entertaining activities, and the friendships that keep enthusiasts returning year after year.

(continued on next page)

Weekend Highlights

The festivities begin Thursday afternoon with registration and check-in, followed by the always-popular **Tech Talk on the Terrace** featuring Jaguar expert Harvey Ferris. It's the perfect opportunity to reconnect with friends, talk Jaguars, and settle into a relaxing mountain weekend.

Friday morning, participants will take to the roads for the Merlie Road Rally, winding through some of the Blue Ridge Mountains' most spectacular scenery. Equal parts navigation challenge and scenic tour, the rally remains one of the weekend's favorite traditions.

Friday evening brings our **Cats, Cocktails & Coventry Welcome Reception**, where guests can gather on the terrace, enjoy mountain views, and kick off the weekend before dinner and entertainment.

Following dinner in the Chalet Restaurant, guests will enjoy **Cat Tales: An Evening with the Marque**, a Johnny Carson-inspired talk show hosted by Mark Lovello. Featuring special guests, Jaguar stories, concours memories, and plenty of laughs, this entertaining program celebrates the personalities and adventures that make Jaguar ownership so rewarding.

Throughout the weekend, guests will also enjoy live music from **Orion's Mystery** and **Kessler Watson**, providing the perfect soundtrack for a summer gathering in the Blue Ridge Mountains.

Concours Day

Saturday is the centerpiece of the weekend as the show field fills with Jaguars spanning nearly a century of production. From classic saloons and sporting XK models to legendary E-Types and modern Jaguars, attendees will enjoy one of the largest Carolina Jaguar Club gatherings in recent years.

Entrants will compete in JCNA-sanctioned classes while spectators cast their votes for People's Choice honors.

Saturday evening concludes with the **Awards Banquet**, where class winners, special award recipients, People's Choice selections, and Best of Show winners will be recognized. It is the perfect ending to a weekend dedicated to Jaguar excellence, fellowship, and mountain hospitality.

(continued on next page)

CONCOURS WEATHER & ATTIRE

Little Switzerland's elevation of approximately 3,400 feet provides pleasantly cool summer weather, with daytime temperatures typically in the 70s and low 80s and evenings often dipping into the upper 50s and 60s.

For social events, think **Jaguar Casual Elegance**—club polos, summer dresses, slacks, sport coats, loafers, and stylish resort wear.

This year's Concours Day theme is **Above the Clouds: Boots & Bonnets**. Guests are encouraged to add a favorite hat, bonnet, or other concours-inspired touch to their attire.

A light sweater, wrap, or jacket is recommended for evening terrace gatherings.

TAKE A CHANCE AT THE WINE PULL

One of the weekend's favorite traditions returns for 2026.

For just \$20 per pull, participants select a mystery bottle from our collection of donated wines. Every bottle is a winner, and you may discover a hidden gem worth considerably more than the price of admission.

Donations of quality bottles are welcome, and help make this popular fundraiser a success.

THANK YOU TO OUR 2026 SPONSORS

The Carolina Jaguar Club gratefully acknowledges the support of:



Their generosity helps fund hospitality, entertainment, awards, and the many details that make Head for the Mountains a first-class Jaguar weekend.

For an alternate route to Little Switzerland, see p. 29.



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
Base: Wilmington NC

We are taking names!

**Members: if you haven't already,
please let us know if you're interested and how
many would be in your party!**

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

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.

See following page for details!



Stamp of 1984
JAN 13 1985
Club of Congress

Cape Fear Road Trip

a town & country fall getaway on the coast



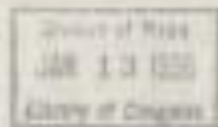
BASIC PLAN AND TENTATIVE SCHEDULE...

- Home-base will be the Staybridge Suites, at 5010 New Centre Drive in Wilmington. The hotel is centrally-located in the city.
- For dinners, we'll visit a variety of restaurants throughout the city; we have a list, but we still need to plug them into specific days.
- On Monday morning, we'll tour Airlie Gardens at the mouth of Bradley Creek where it meets the Intracoastal Waterway, covering sixty-seven acres. It contains the Airlie Oak, a five-hundred-year-old southern live oak, declared the largest in North Carolina in 2007. We'll drive up to Hampstead, have lunch, and tour the Karen Beasley sea turtle rescue and rehabilitation center; those who want to can follow that with some beach time at Surf City/Topsail Beach.
- Day trips Tuesday through Thursday will take us out of the city on the byways. We'll end up at Fort Fisher, Southport, Brunswick Town/Fort Anderson, Moore's Creek National Battlefield, Lake Waccamaw State Park, Cliffs of the Neuse State Park, and (optional) CSS Neuse Civil War Museum. Lunch stops will be waiting for us each day, including a picnic and a side-of-the-road real pit BBQ joint.
- Friday we'll tour the Battleship North Carolina. The battleship, launched in 1940, was decorated for service in every major engagement of the Pacific war, 1941—45. In late October, no summer crowds! We'll enjoy a group lunch of Thai/Vietnamese food at Indochine, a Wilmington institution, about halfway between the battleship and the gardens. We'll have our own dining room. After lunch, feel free to explore Wilmington on your own.

REGISTRATION IN ADVANCE WILL BE REQUIRED FOR ALL GROUP MEALS AND ALL TOURS.

YOU'LL BE ABLE TO REGISTER THROUGH THE CJC WEBSITE—MORE SOON! MEANWHILE, GET ON THE LIST!

cjceditors@gmail.com



PSA: Get a pre-purchase body inspection too

All savvy car buyers know to get a PPI (pre-purchase inspection) done from a reputable shop not affiliated with the seller before buying a car. It's worth far more than the modest fee the shop will charge.

What I don't read or hear, but have learned from experience to recommend both to myself and anyone else who'll listen to me, is a PPI from a good body shop.

Mechanics may notice potential body issues—particularly undisclosed past repairs—but they may not. It's not their area of expertise. Sure, they'll point out underbody rust if they see it. But a panel that's been resprayed—maybe, maybe not.

And it is everyday-common for body damage to not show up on a vehicle history report. Not all shops report to those services automatically, and frequently, owners specifically instruct them not to report repairs, to avoid lowering the car's value when they go to sell it. I heard that straight from the mouth of a service advisor at a highly-regarded body shop I use. I just took my XK8 in this morning for some PDR to correct a set of dents inflicted on the tops of the rear wings by someone at my mechanic's shop—which I can't prove, but there is no other plausible explanation. The body specialist, owner, who has worked for me before, pointed out that my boot lid has clearly been painted before. I suspected that, but he knows what he's talking about.

Why were both bumper bolts missing from my bumper cover—which I didn't discover until a few weeks after purchase? (One was actually in the tire tool kit--??)

Why was my right taillight plastic-chrome surround trim cracked in one corner, and the reverse light lens a little loose?

I'm not saying I regret buying my car. I don't. I did a pretty good job of buying her—but not an excellent one. A PPI from a body shop would have given me useful information to consider. At the very least, I know the seller would have bought me the missing bumper bolt. (The taillights for my Victory Edition are special and Unobtainium.)

So. I'm just putting it out there. Get a body-shop PPI too. Cost you maybe an extra \$150 and a couple more hours but will greatly increase the chance for you to know what you're buying. Or not buying.

Spread the word at shows and meets and in conversation.



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).

The Member Portal navigation bar is a green horizontal strip. On the left is the Carolina Jaguar Club, Inc. logo. To the right of the logo, the text "Member Portal" is displayed in large white font. Below this text are four white buttons with rounded corners and black text: "Members Home", "Member Directory", "Update My Profile" (which is highlighted with a red border), and "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

New 2026 Jaguar F-PACE SVR Final Edition

Stock # T62033



Last chance to own one of these truly unique and limited production Jaguars. Chalk Blue Exterior, Ebony Interior. Striking inside and out with every available option. 575 horsepower too!

\$98,171

2024 Jaguar I-PACE R-Dynamic HSE Electric

Stock# Z2231



Only 10,644 miles. ClearSight Interior Rear View Mirror, Wi-Fi Enabled w/Data Plan, Head Up Display, EIGER GRAY METALLIC, 3D SURROUND CAMERA, ADAPTIVE DYNAMICS. Eiger Gray Metallic exterior and Ebony/Light Oyster Stitch interior features a Electric Motor with 394 HP at 4250 RPM*

\$49,289



[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 Belgravia Edition

Stock # T36203



Nav System, Moonroof, Heated Leather Seats, Power Liftgate, Panoramic Roof, All Wheel Drive, Turbo Charged Engine, Aluminum Wheels, Back-Up Camera. Belgravia Edition trim.

\$72,386

New 2026 Range Rover Evoque S

Stock # T14560



Nav System, Moonroof, Heated Leather Seats, Back-Up Camera, Power Liftgate, All Wheel Drive, Turbo Charged Engine, Aluminum Wheels, Panoramic Roof. Core S trim. FUEL EFFICIENT 27 MPG Hwy/20 MPG City!

\$57,321



LAND ROVER CHARLOTTE

**CLICK TO SEE
INVENTORY**

Some Assembly Required by Harvey Ferris

Vintage Racing

Having attended two “bucket list” international vintage racing events in the past nine months, my thoughts turn to the broader subject of the vintage racing scene. Just a few weeks ago, I attended a vintage race called the Spa Classic, which took place at the road course circuit in Belgium known as Spa-Francorchamp. I found it to be a glorious track. It is placed in a lovely wooded setting in the Ardenne forest. There is a tremendous amount of elevation change. It has flowing corners and fast straights. Probably the main drawback is that there is no one place you can sit and see more than about 10% of the track. There is a walking path around the entire circuit (~4.5 miles), which I walked twice over the course of the 3-day event. There were a lot of E-Types represented, with the total field of cars entered being quite varied and, to me, both interesting and nostalgic. And the weather cooperated, which is not always the case at Spa. Famously, the F1 race there was cancelled a few years ago, after hours of rain, with no letup in sight.



Vintage Racing, as far as I can tell, evolved in order to allow folks with older, non-competitive race cars to get their cars into organized on-track competition. This has not always been the case. New race cars eventually become older non-competitive race cars, which were generally pushed out behind the shop, to die a slow death. But at some point, folks acquired certain cars (they were famously almost given away) because they were historically significant, and put some restoration money into them so as to make them track ready again. They either organized amongst themselves with like-minded individuals or, later, entrepreneurs saw an opportunity to organize events where maybe more well-heeled individuals just wanted to show up and drive, without having to put the whole show together.

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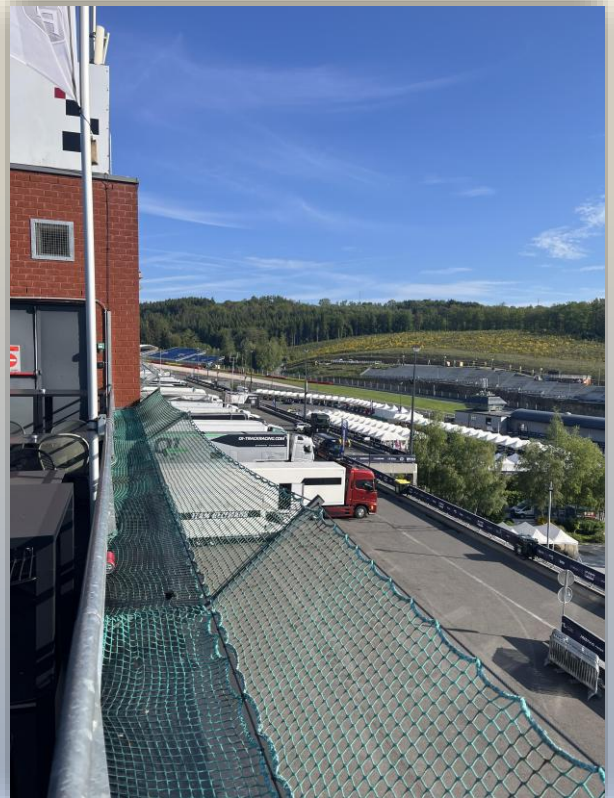
Some Assembly Required

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I cannot begin to describe the entire vintage racing scene, but here are some highlights that I am aware of. In the US, there is the Sportscar Vintage Racing Association, the Sports Car Club of America, and Historic Sportcar Racing. These are all aimed at cars for road courses, although I understand there is also a vintage racing scene for old NASCAR vehicles. And motorcycles. And too many others to mention. The event I attended at Spa was sponsored by Peter Auto, which is definitely an entrepreneurial venture. The event that I attended last fall in the UK at the Goodwood circuit is probably a good example of a group of enthusiasts who put together events that caught on and are now highly organized.

There are a few key features of vintage racing. First and foremost, there is typically no prize or show-up money. Every car you see on track is self-funded. This does not always mean that it is not "professional". Far from it; some of the more substantially self-funded teams show up with multiple cars, tractor/trailer haulers, crews, hospitality tents, and basically a lot of the stuff you might see at a pro event. I will post a picture that I took on the back side of the permanent pit structure at Spa, which is basically semi-trucks as far as you can see. On the other hand, you will also find much more modest operations with a small trailer, a tow vehicle, and a pop-up canopy.

(continued on next page)



Some Assembly Required

(continued from previous page)

Which brings me to "winning". Several of our modern pro race series go to great lengths to achieve a "balance of performance" (BOP), to ensure close racing. I know the vintage racing series struggle with this, as BOPs can be difficult and expensive to administer. The result is that at most vintage races, the races will have a few cars that are clearly the class of that particular field and will run away with the top 3 positions. This is not to say that the guy that finished 10th was a bad driver or had a bad car; it's just that in a field of, say, "Sports Racing Cars of the 60's," some would have been built later in the decade and are just a faster car. So vintage racing actually rarely has a thrilling finish between two cars. Now if you look down through the field, you will find individual battles that are hard-fought and close to the end. There also can be a number of retirements due to mechanical issues. These cars are decades old and can be fragile and/or temperamental. I also suspect that a fair amount of gentlemanly cheating takes place. There is nothing except time and money to preclude "cheater" engines with all sorts of fancy internal improvements. Boys will be boys!

Regardless, I enjoy seeing cars on track that were cutting-edge when I was younger. Sad to say, I couldn't afford them then and I can't afford them now. But they are fun to watch and the generally unmuffled exhausts are impactful. I do suggest ear plugs at a minimum. There are a few classes where I pull out my full noise-cancelling earmuff headphones. *[Ed. note: Harvey's smart; follow his example! You can't get it back!]* Generally, the cars are prepared with liveries that are period-correct so you will see a lot of nostalgic advertising, etc. So check it out. I believe VIR still sponsors the Gold Cup event. Road Atlanta has the Mitty event, which is always fun. Farther south, Daytona has a well-attended vintage weekend. Check it out. You will have a good time.

BTW, as discussed in a previous Some Assembly Required article, my 1963 E-Type FHC finished #3 in the JCNA North American rankings. I would be interested in selling the car to the right buyer. I will be showing it at our Head to the Mountains concours in July, if you care to check it out there. My contact info is below.

Some Assembly Required is a monthly article for the Litter Box. Harvey is an Jaguar enthusiast. His website is www.newhillgarage.com. His email is harvey.ferris@gmail.com.



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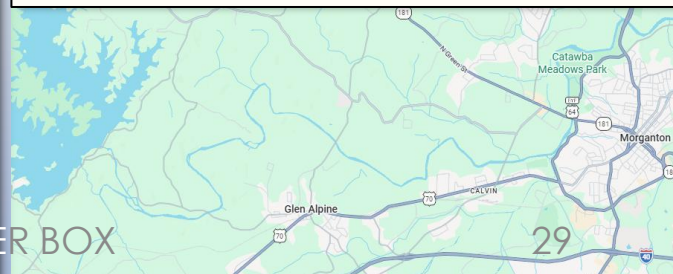
Need a better route to Little Switzerland?

If you're reluctant to pull a trailer up 226A to Little Switzerland or worried that you might have car trouble on this route, here's an alternative route.

Exit from either I-40 or Route 64 onto Hwy 181 which is the main exit for Morganton. Follow Hwy 181 to the Blue Ridge Pkwy which will take you all the way to Little Switzerland.

Alternatively, stay on Hwy 181 to Spruce Pine. Pick up the Blue Ridge Parkway just outside of Spruce Pine and go from there to Little Switzerland.

--Steve Thomas, Chief Judge



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THE LITTER BOX

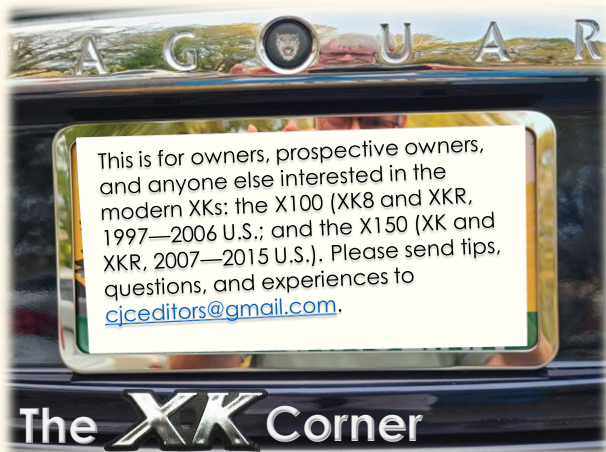
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Note to *all* owners of modern Jaguars:

A lot of the tips and bits we share in “The XK Corner” (following pages) apply to other models produced at the same time—from 1996 to 2015. So, even if you don’t own a modern XK, have a glance at the topics in each month’s “XK Corner” before skipping it; you might find something useful for your XJ or S-Type or X-Type. Or maybe even for a model outside those years.





Safe and easy headliner cleaning!

Note: this method should work with any cloth headliner, but it's safe for the Convertible one

In the January issue, I reported on a successful attempt to spot-clean my XK8 Convertible headliner with a Bissell Little Green carpet and rug cleaner. I stated my intention to do the whole thing later. I just did. Here's the skinny.

Time: 90 min. If you do your footwell carpets and floor mats at the same time, 2 hrs. 10 min.

Exhaustion level: mild

Tools: Bissell Little Green, safety glasses or readers, extension cord if necessary, small clean cloth to wipe up overspray from glass

What to expect: you will notice a difference, and you'll just know that it's clean; you will NOT remove all of the discoloration in a light-colored headliner from years of contact with the metal frame, but on my car, that is now not very noticeable; you have to be looking for it—see before and after photos.

(continued on next page)

before (left)



after (left)



(continued from previous page)

First, I have zero concern about harming the headliner with this method. It's plenty robust enough for the modest suction, and if you keep it moving as you're supposed to, you won't over-saturate the material; it dries quickly once you've finished, if you dry-vac at the end.

[Gary Van Remortel's XK8 Bible](#) warns against scrubbing the headliner. That seems wise. I would only spot-clean it with a small fabric brush if needed. I've done that successfully. This full-clean method does not stress the liner.

Starting in the back

I had my wife help me drape a stored winter queen-size bed duvet cover over the back seat and rear bolster area to catch drips—and there will be a lot of those; you're holding the nozzle upside down most of the time. I started in the back, folding the front seats forward and then moving them as far forward as they'd go.

This is one of two reasons why I recommend fixing your late-model X100 power headrests if they don't work; they're supposed to automatically lower all the way when you pull up on the seat back release lever, but unless you're shorter than about 5' 10", you will not get maximum whiplash protection (or head-back cruising comfort) unless the headrest is positioned exactly behind your head. There is a straightforward, proven method for doing this, based on the TSB issued to Jaguar dealers, but improved. See the [May issue](#) for a complete write-up on that job.

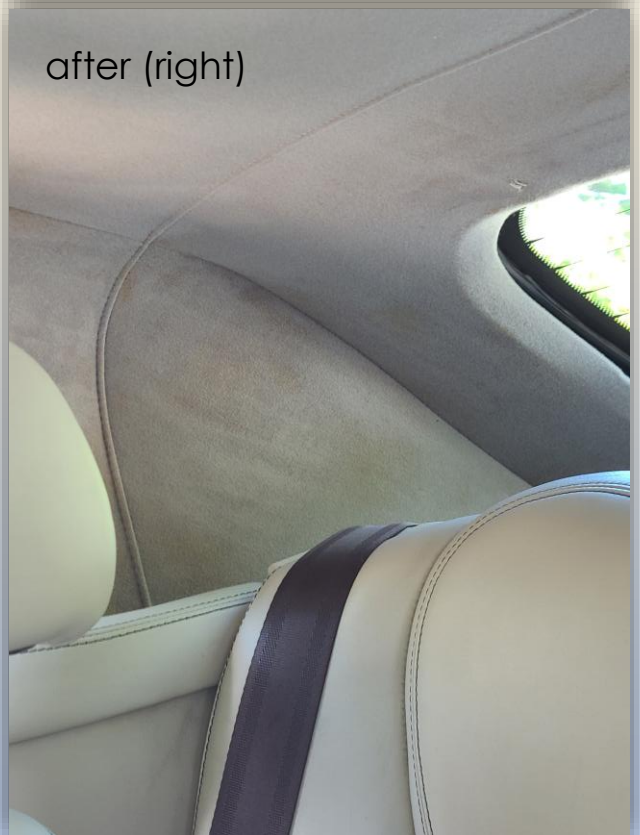
Anyway, back to getting your face wet: with both doors open and the seats all the way forward, I could set the machine on the middle "hump" of the rear seat, and the hose would reach the overhead. The machine has two water tanks, so make

(continued on next page)

before (right)



after (right)



(continued from previous page)

sure it's as level as possible and don't knock it over! I knelt in the rear footwell with my inboard leg and from there, I could work most of the rear half. From the other side, I only had to do a little bit, and I didn't have to move the machine.

Try to keep the nozzle as flat against the surface as possible, to maximize cleaning and to minimize leaking, which will go in your face if the nozzle is overhead. You don't need a lot of pressure, just keep it flat. Be careful with the edges where the surface is rounded. Keep your eye on the spray pattern from underneath the nozzle and you'll minimize getting it where you don't want it.

This is a two-and-a-half-stage process. You start with the specified cleaning solution in the tank. If you're using the Bissell concentrate, there are lines on the tank indicating where to fill with solution and where to fill after with water. You don't use much solution. If you don't have the Bissell concentrate, you can use stain remover like Shout!, keeping in mind that that stuff is a gel, so much more concentrated than the Bissell. Precise proportions are not necessary, but don't be excessive with the cleaner or it will be harder to rinse out and more likely to foam.

You'll first go over one area with the cleaning solution, then rinse the tank and re-fill with plain water. Go over it again with plain water, then again with just the vacuum. (This machine's vacuum operates constantly; you pull a trigger to spray the water.) The vacuum isn't very strong, but it's strong enough to pull the damp out; you'll leave your headliner almost dry.

I did fill the discharge tank before I'd quite finished the rear half. I got to at least halfway up the center section of the headliner. There is more area to cover in the back half, because of the slope down to the back.

The discharge tank has a float valve in it; the unit stops spraying when the tank is full.

Unless your headliner is a lot cleaner than mine was, your discharge water will be some shade of brown. See photos.

After you finish the back half, you have a decision to make. Is it time to clean your footwell carpets? If not, move on; put the front seats back and move the drape to cover them. If so, now is a great time; you have the machine out and the seats forward. You can dry-vac them first, then use solution, water, and a final dry-vac on each side. Doesn't take long. Blot them dry with a rag towel after, and they'll dry quicker.

The front half

Before starting up front, make sure your drape is in place such that when you sit down in the front seat, you won't pull it off the seat back, or you will be highly annoyed and, depending on your baseline irritability, may startle your neighbors.

You do not need to cover the wheel or the dash. Just the seats and center console area. I held the machine in my lap with my non-dominant hand. The front doesn't take as long. You'll get the top seals and frame edges wet above where the windows go; just wipe them off.

If you start with full solution tank and empty discharge tank, you can do the front half with one fill.

(continued on next page)

Again with the footwells: if it's time, go ahead and clean them, and the floor mats too (I do those on a towel in the house, but if you have a garage, that's easier). Blot them dry with a towel after you've dry-vacced them.

On a dry, breezy day, I left the doors open for maybe an hour before closing up the car, and I didn't have any interior condensation the next morning.



How to detail a Jaguar X100—complete guide

For those who may not know: John Dee keeps a virtual library of priceless X100 resources on his *To The Garage* site; the *XK8 Bible* previously mentioned—which is regularly updated—is there. (There is also a collection of docs for the X350/358 XJs—the first aluminum-bodied ones, from '03 to '09.)

I'm honored that John accepted my "How to Detail a Jaguar X100" guide into this library last month. I will keep this updated as well, with any revisions that seem worthwhile, based on my own or other owners' experiences.

You can find it [here](#) (scroll down a bit).

It includes more detailed instructions for the headliner-cleaning procedure.



And speaking of priceless resources: there is a huge library on the Modurol website too—and they have just expanded their YouTube offerings to include a live channel, for virtual meet-ups and technical how-to sessions, and a "shorts" channel for brief tips on specific topics. You can access the site [here](#) and the main YouTube channel [here](#).





WHEN "CLASSIC" DOESN'T MATTER

Classic cars are great—but does "classic" matter in your car search—or in your driveway?

Videos and articles about what cars are "future classics" take up a lot of space. People get paid to make predictions about the classic-car market. So many pieces—many of which I like—urge us to "buy this now before they get expensive!" And they "get expensive" because they "become a classic."

From the editor

I've written elsewhere (Feb. issue) about "The curious process of becoming a classic." This is more about when it's best to ignore the whole concept, as much as you can.

Caveat: if you're looking for maximum value in your cool-car purchase, it is worth knowing something about this stuff, if only so that you can know if your daydream car is already appreciating as a "classic," in which case bang-for-buck isn't likely to be too great (unless it's early days). Are you getting great bang-for-buck from a Porsche 911 these days? No you are not (unless you buy a 996). So, good to know.

Besides that, though, I think the people who've started urging us to buy cars for fun, not profit, have a seriously important point that can help most of us. If you're looking for something you can love to own and drive, and that will give you solid value-for-money, then it doesn't matter if it's destined to be a "classic"—which means, "widely-appreciated by car collectors who drive the prices up." As long as you're buying something ten years old or older, and it's not already a classic—or well on its way—then depreciation is definitely your friend. Your car is highly unlikely to lose you significant money over time besides what you spend on maintenance. And if you didn't buy it to make you money, then you won't be disappointed if it doesn't. And you're more likely to buy something that really suits you best, because you're keeping your options more open. If your car does become appreciated as a "classic," fine. But, most of the time, it's true that cars are costs, not investments.

Here's another thing. If your car is twenty years old or older, and it was a really good car when it was new, and you keep it in fine condition, then it's still cool now, and will continue to be, and people will appreciate it. If I see a '77 Honda Civic 1200 that looks loved, I'm going to be excited. Honestly, more so than if I see another shiny \$200,000 E-type. E-types are all that. No two ways

about it. But I just see a lot of nice ones, and I haven't seen a '77 Civic 1200 since I sold mine in 1998. And it was a cool little car.

There's that whole "survivor" car thing, as they say, which seems to mean "old car in great shape that the collector market doesn't really care about." Those can be great older cars to get and keep.

(continued on next page)



'55 XK140—a "classic"—just sold for \$113,000



'05 XK8—not a "classic"—just sold for \$16,350

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As for Jaguars: I know I'm biased here, but one of the reasons I'm biased is because I already know—as do many if not most of you—that Jaguars tend to offer outstanding value on the used market, if bought sensibly. (Some would argue that you can't buy a used Jaguar sensibly; I disagree.) Everything up to the XJ40 is commonly referred to as "classic," as is the XJ-S/XJS. Yet prices for most of those cars remain decidedly modest. Any appreciation has been incremental so far, if we factor in inflation. Going way back, of course the E-Types are expensive—especially the Series 1—good original XKs aren't cheap, and good Mark 2s aren't either. But the S-Type (original) is still a good value for a beautiful 60s Jaguar that, in some ways, offers improvements on the Mark 2.

As for post-1996 cars, the X100 series (XK8 and XKR) seem to be already well on their way to "classic" status, but they too still represent great value-for-money. Really, all the Ford-era cars do. So do the early Tata-era Jaguars (2010—2015). Of the Ford and Tata cars, I think most people would expect the X150 XK/XKR and the XJs to become "classics" at some point, but their current prices make them great buys.

As for the X-Type, S-Type, XE, XF, and the crossovers, that's where you might get some pushback from some people if you declared them "future classics." Truth is, we don't, and can't, know. Maybe some will be "classics" and some "survivors." Right now, well-loved ones are great values.

So, with our marque, the "classic or not" filter doesn't seem to be as important in choosing your Jaguar as it can be with other cars, with the original XKs, the E-Types, and the Mark 2s being the exceptions. Still, even with those cars, when you compare prices to contemporary "collector" cars, they can still look relatively attractive.

So, if you're not looking for a surefire concours winner or surefire appreciating asset, but you want a great driver's car that looks great in your driveway and feels great to sit in, there are a whole lot of Jaguars out there waiting for a good new home.

'66 S-Type 3.8
Sold for \$25,250 with 43K mi. shown, 2/22



'05 S-Type 4.2
Sold for \$8,600 with 15K mi. 9/24





LEAPERS AND GROWLERS

Car of the Month
Member-owner feature



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

Since so many models had long production runs and multiple variants, we'll happily feature the same model in different iterations. So, for example, we could do your 1980s XJ-S V12 and someone else's 1995 XJS with the 4-liter six. Or an XJ8 and XJR of the same year.

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.

2003 XK8 Convertible, owned by Tom Caregnato

My first British car was a 1960 MGA 1600 MK2 I purchased back in 1967 for \$300.00. The MG had 48,000 miles, with all the standard oil leaks and rust spots. Since then, my wife and I have owned a number of performance cars. A couple of Corvettes, a mix of 70's-era Dodge Chargers and Challengers, and a Mustang Cobra. Our last British car was a 70's MGB convertible my wife drove as a daily driver, which had the curse of Lucas the Prince of Darkness built into it.

After retiring in 2015, I wanted another convertible to take advantage of our warm weather. I came across a locally-owned 2003 Jaguar XK8 Convertible for sale with 46,000 miles on it. The Jaguar was always garaged and had all the service records from the date of purchase. The former owner even changed the convertible top hydraulic lines before they had a chance to fail. The car is painted Topaz with a light beige top and Cashmere interior. The Jaguar has a beautiful walnut dash with analog gauges. The wheels are Apollo 19" with Michelin Pilot ZR A/S 3 tires. 255/40in rear and 245/40 in the front.

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LEAPERS AND GROWLERS

Model of the Month
Member-owner feature



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The Jaguar is in like-new condition and is a pleasure to drive. The car has adequate power for its weight. What I notice right away is how quiet it was with the top down. The lack of rushing wind noise I had experienced with all other convertibles I have owned.

I still have a couple of items in need of repair. The cable in one of the seat's headrests is slipping and the motor in the other head rest is not working. Jaguar had a problem with the outer cable covering being manufactured too long. The only other problem I had to fix was a floppy passenger side sun visor which was an easy fix.

After driving other high-performance cars the only complaint I have is about the brakes. The brake pedal has a bit of a soft feel. The brakes are in good working condition with new pads, rotors, brake lines, brake fluid, and bleed. I believe the Jaguar engineers designed the brakes for a luxury feel rather than performance.

Overall it the best buy for a luxury sports car for the money.



*Big thanks to Tom for submitting this installment. Please follow his example and tell us about **your** Jaguar. Doesn't matter what model or year. The more variety the better. We don't have a bunch of these sitting in a pile; your submission is important to keep this going.*

Tom bought this car right—the car had been driven, rather than just sat, it had all service records, and new top hydraulic lines. These days, if you're considering an X100 Convertible, that's a big plus. Hydraulic hoses don't last forever and these cars are all 21-31 years old. The job will cost @\$2K at your local indy garage. If it hasn't been done, it's highly advisable to get it done sooner rather than later. My top latch started leaking within a week of purchase.

The headrest issue Tom mentions is more like ubiquitous than common. I went over the repair procedure in [the last issue](#). It's certainly a DIY-appropriate repair.

Floppy sun visors can be repaired with basic plastic welding; John Dee has a [video](#) on it.



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

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



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

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

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

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

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

1988 Jaguar XJS-C 5.3 V12
60,813 Miles | Exterior: Silver Birch; Interior: Buckskin

Rare opportunity to own one of the final and most collectible XJS-C models produced. This 1988 Jaguar XJS-C is one of only 60 built during the last production run of the XJS-C, with just 50 imported to the United States.

Features & Highlights:

60,813 original miles
Exterior: Silver Birch
Interior: Buckskin leather
Dayton wire wheels
North Carolina car
All books included
Recent service completed:
Oil & filter service
Air filters replaced
New battery installed

\$6500

Contact Mark Lovello at Jaguar South 864-395-2933 mark@jaguarsouth.com



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

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

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

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

\$5,000.00

Pictures available upon request.

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

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

Experience refined power and luxury in this XFR, finished in Polaris White with tan leather interior. Powered by Jaguar's impressive 5.0L supercharged V8, this performance sedan delivers a thrilling drive while maintaining classic British sophistication.

Lady-driven and well-cared-for. South Carolina car—clean and rust-free. Smooth, powerful, and comfortable. Pictures available upon request.

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Coming soon:

1967 E-Type Roadster
Old English White over Black
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