



THE LITTER BOX

the official magazine of the Carolina Jaguar Club



July 2026 edition

JCNA S.E. Region Club #21

www.carolinajaguarclub.com



In this issue ...

From the President	p. 2
Membership Report	p. 5
Membership Form	p. 6
Event Calendar	p. 8
2026 Concours	p. 9
August event details	p. 12
September event details	p. 13
Cape Fear Fall Road Trip	p. 14
Website Update	p. 16
<i>Some Assembly Required</i>	p. 19
<i>The XK Corner</i>	p. 26
From the editor	p. 31
<i>Leapers and Growlers</i>	p. 34
Classified ads	p. 35

✓ To-do list ...

- ☐ Send info on shops to John Stewart at jstewart3@nc.rr.com
- ☐ Send feedback on upcoming events to Kevin Mann (see "Event Calendar," p. 8)
- ☐ Update your member profile on the website (see p. 16)
- ☐ Submit historical material on the CJC (see p. 16)
- ☐ Contribute to "Leapers and Growlers" (see p. 34)
- ☐ Support our advertisers when you can, and **help us find new ones!**

From the President

Denis Connaghan



It continues to be a busy summer for our club! Our June outing to the Morehead Planetarium, followed by lunch at Bru's Public House, was a great success with 22 in attendance. Kevin Mann does an excellent job coordinating wonderful tour/visit locations with the camaraderie of fun dining.

Many of us are preparing to head to Little Switzerland, and the Switzerland Inn, for Carolina Jaguar Club's 24th annual Concours. Although there are a number of competing events this coming weekend, including the International Jaguar Festival in Pittsburgh, our Concours registrations are at the max, which is a credit to the tireless efforts of Karoline and John O'Rourke. We have 141 registered participants with 62 cars on the show field on Saturday. To facilitate ease of the staging and parking of cars for the show on Saturday morning, John Fryday and Jeff Fausak started early and have done an excellent job mapping the parking and scheduling times for cars to roll onto the show field.

The success of the Concours depends on a team effort, especially once we are at the Switzerland Inn. Although we have volunteers to fill numerous roles, we can still benefit from a few additional volunteers. If you are available to volunteer, please let us know when you pick up your registration package.

Many of you have asked what occurs at the JCNA Annual Meeting, held this year in Mexico City. There are three articles in the July-August *Jaguar Journal* with perspectives

(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)

on the Annual Meeting and the overall experience in Mexico City with our Jaguar fellows.

Look forward to seeing many of you in Little Switzerland. I am sure most of us will appreciate that forecasted temperatures are around 15 degrees cooler than most of our "at home" temps are likely to be.

Safe travels.

Denis

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.



Most cars move you from point A to point B.
This car moves you.
From point A to who-cares.

The first-gen X150-series XK, 2007—2009.



Designed by Ian Callum.
Convertible-first, for unprecedented structural rigidity.
All-aluminum construction.
Powered by the time-tested AJ-34 4.2L V8 making 300 horsepower.

The perfect marriage of engagement and refinement that makes a Jaguar a Jaguar.

Also available in a lift-back coupe with hips to turn heads.

Choice examples selling in the low to mid-\$20s. Get yours before the market wakes up.



CJC Membership Report

Greetings to all! We have 171 memberships and three associate memberships representing more than 335 individuals who love Jaguar automobiles and having a great time with fun people. We also want to recognize our *Litter Box* editor, Phillip Reid. Phillip does an AMAZING job with our newsletter and we greatly appreciate his efforts.



I will be washing and cleaning Nancy's XK tomorrow morning in preparation for our marquee event, the CJC Concours in Little Switzerland. Not my favorite activity, so I bought a Metrovac Master Blaster to dry the car. I hope it does a good job, or back to microfiber towels! We look forward to seeing old friends and making new friends at the event as well as seeing the Jaguars on the show field. We very much appreciate our CJC members attending the Concours who have generously donated their time to make our show a success. If you did not volunteer for a job, you may be recruited to help. We need everyone to contribute to the success of the event. I promise, you will enjoy giving back to the CJC.

We also have some fantastic events coming up in Raleigh and Mills River. If you can make an event, we know you will enjoy it. We appreciate each of you and know it is the people that make the CJC special, the cars are the icing on the cake!

Happy Motoring,

Kevin and Nancy Willis
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.

Steve's Suggestion Corner ...

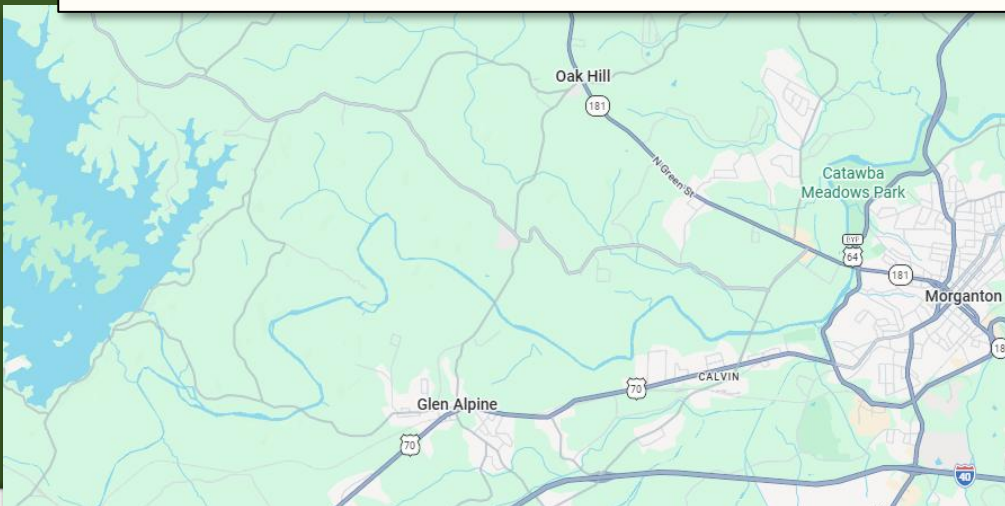
Need a better route to Little Switzerland?

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





EVENT CALENDAR



Events in **bold** are official
CJC events

- 16-19 Jul** **Concours D'Elegance 2026, Switzerland Inn, Little Switzerland NC**
—see p. 9
- 22 Aug** **NC Museum of Natural History and lunch, Raleigh NC**—see p. 12
- 26 Sep** **Autumn in the Mountains, Mills River NC**—see p. 13
- 25 – 31 Oct** **Cape Fear Road Trip, Wilmington NC**—see p. 14
- 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!
- 22—25 Jul 2027** **CJC Concours d'Elegance 2027**—save the date!
and reserve your room at The Switzerland Inn

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



"Head For The Mountains"



CAROLINA JAGUAR CLUB 2026 CONCOURS D'ELEGANCE

3 Days Out!

The wait is almost over and in just a few short days, we will all gather once again in the beautiful Blue Ridge Mountains and Switzerland Inn for another unforgettable Carolina Jaguar Club Concours.

Whether you are making the trip from across the state or across the country, we are thrilled you have chosen to spend the weekend with us. Below please find some useful links to help you plan your visit:

How to Get There:

- [Switzerland Inn](#)
- [Little Switzerland, NC - Mapquest](#)
- [Blue Ridge Parkway](#)
- [Asheville Regional Airport \(AVL\)](#)

What's the Weather:

- [Little Switzerland, NC - Weatherbug](#)

(continued on next page)

****TRAIERED VEHICLE OR TRAILER PARKING??***

- Trailer Entrants Only
- Please email us your ETA to SI to best assist you: concours@carolinajaguarclub.com

We still have several VOLUNTEER OPPORTUNITIES especially with Saturday Morning Parking Team. Please [Sign up HERE](#) or email us your interest.

Please be sure to thank our sponsors for helping make our Concours the exciting event it is! We couldn't do it without them & you!

In the next few days you'll be receiving additional emails with regard to our upcoming weekend.

If you have any questions or need any assistance, please do not hesitate to contact us.

We are so looking forward to seeing everyone "Above the Clouds"!

Kind regards,

Karoline & John O'Rourke
concours@carolinajaguarclub.com

Head For The Mountains® 2026 CONCOURS d'ELEGANCE

THURSDAY, JULY 16

4 - 6pm: Registration & Check-In (*Lobby*)

7pm: Tech Talk with Harvey Ferris (*The Terrace*)

FRIDAY, JULY 17

9am: Road Rally Briefing (*Lobby*)

9:30am: The Merlie Road Rally

10am - 4pm: Registration & Check-In (*Lobby*)

3 - 5pm: Live Music - Orion's Mystery Band

5pm: Cats, Cocktails & Coventry (*The Terrace*)

6:30pm: Cat Tales: An Evening with the Marque (*Chalet Restaurant*)

PRESENTED BY



SATURDAY, JULY 18

7:30 - 9am: Show Field Opens - Staggered Arrival Times

8:30 - 9:30am: Registration & Check-In (*Lobby*)

9:30am: Rags Down - Judging Begins

10am: Wine Pull & People's Choice Voting Open (*Lobby*)

10am: Live Music - Kessler Watson (*Show Field*)

11:30am - 1pm: Blue Ridge Backyard Cookout (*The Terrace*)

5pm: Cats, Cocktails & Camaraderie (*The Terrace*)

6:30pm: Awards Banquet (*Chalet Restaurant*)

SUNDAY, JULY 19

Safe travels - see you next year!

F FRI DINNER

S SAT LUNCH

A AWARDS DINNER

Scan for Schedule, Maps and Updates



SAVE THE DATE CJC CONCOURS
JULY 22-25, 2027

Please see next page for field map/parking scheme.

SATURDAY MORNING PLACE THIS ON DASH TO ASSIST PARKING HELPERS

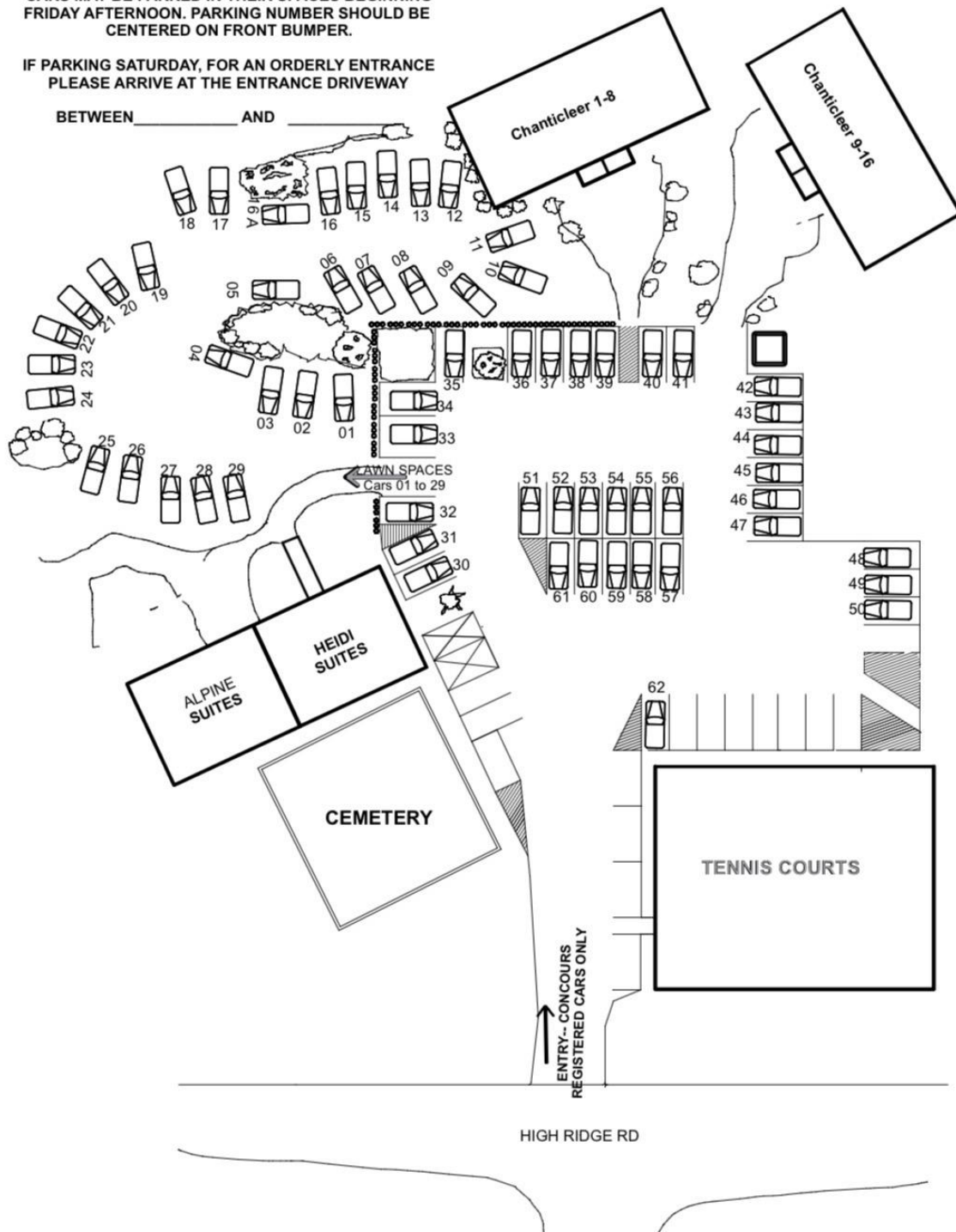
NAME _____

SPACE No. _____

CARS MAY BE PARKED IN THEIR SPACES BEGINNING
FRIDAY AFTERNOON. PARKING NUMBER SHOULD BE
CENTERED ON FRONT BUMPER.

IF PARKING SATURDAY, FOR AN ORDERLY ENTRANCE
PLEASE ARRIVE AT THE ENTRANCE DRIVEWAY

BETWEEN _____ AND _____



For an alternate route to Little Switzerland, see p. 7.



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)
mannkm66@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) mannkm66@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

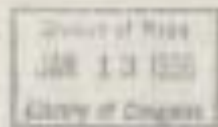
We are taking names!

**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!



Cape Fear Road Trip

a town & country fall getaway on the coast



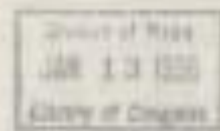
BASIC PLAN AND TENTATIVE SCHEDULE...

- 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





HELP US FINISH THE MEMBERS-ONLY SECTION

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

Our webmaster and social media officer are working on the Members Only area of the CJC website. They've already gotten a lot done. If you haven't yet, you'll want to make sure you have access; they're working on useful exclusive content for it, featuring:

- ☐ A directory of member-recommended mechanics, shops of all kinds, parts dealers, and other services for our Jaguars; please send your contributions to John Stewart at jstewart3@nc.rr.com
- ☐ A history of the CJC; members are asked submit photos, memories, dates, any kind of scrapbook, or any other information you may have on the CJC over the years. You may do this directly by clicking on the "Members Only" tab on the main page (see image above), then selecting "Submit Historical Material" from the drop-down list; this will take you to a page where you can submit several types of information.
- ☐ A membership directory for member use only, which we will keep up to date. Please [log in](#) and check that your information is complete and accurate. You can update it yourself using "Update My Profile"—see below (you must log in to see this menu).



Member Portal

Members
Home

Member
Directory

Update My
Profile

Return to
Main Site

These features will add value to CJC membership so spread the word! Thanks to all those working to make these happen!



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*

\$42,699



[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 Defender 90 X-Dynamic SE

Stock # T32678



Navigation, Sunroof, Panoramic Roof, All Wheel Drive, Heated Driver Seat, Cooled Driver Seat, Back-Up Camera, Premium Sound System, Satellite Radio, iPod/MP3 Input, Keyless Start, Dual Zone A/C, Blind Spot Monitor

\$83,646

Pre-Owned 2026 Discovery Sport Landmark

Stock # T 78615



Leather Seats, Navigation, Sunroof, Panoramic Roof, All Wheel Drive, Power Liftgate, Rear Air, Heated Driver Seat, Back-Up Camera, Turbo-charged, Premium Sound System, Satellite Radio, iPod/MP3 Input, Keyless Entry, Remote Trunk Release, more.

Only 1 mile.

\$55,555



LAND ROVER CHARLOTTE

**CLICK TO SEE
INVENTORY**

Some Assembly Required by Harvey Ferris

Bad Gas

Working towards the upcoming concours for my 1963 E-Type FHC at Little Switzerland, NC, I have been thinking about things that could go wrong. Previous concours disasters have included the car not wanting to start and the brake lights not functioning. Having just come back from an extended trip to Europe, I realized that the car had not been started in a while. Simple enough. Get the battery fully charged, turn the key, and see what happened. Now realize that this car is a trailer queen. The odometer currently reads 41 miles. Yes, you read that right. 41 miles since I initially drove the car out of my driveway in January of 2025. And most of those miles were put on during "shakedown" in the spring of 2025. So there is an excellent chance that a large portion of the gasoline in this car's tank is over a year old. I am not here to defend the concept of not driving one's E-Type. I have covered that ground in previous articles in this series. But I am a little worried about year-old gas.

I did a little reading on the internet, where all technical subjects seem to be covered, sometimes even by people that know what they are talking about. There seems to be a wide range of opinions, with some folks claiming that gas in the tank can "go bad" in a few weeks, whereas others say it is good for several months. The storage conditions of the gas and the possible additive package seem to make a big difference. Maybe "high test" from a brand-name service station does better than some but, as usual, real-world data seems to be all over the place. But no one was saying that year-



(continued on next page)

Some Assembly Required

(continued from previous page)

old gas in the tank was nothing to worry about. So, just to be safe, I rigged up a simple connection at my fuel filter and used the electric fuel pump to pump the tank dry. About 3 gallons came out. I purchased some fresh 93-octane at the local BP station and filled my tank until the low fuel light went out, also about 3 gallons. I feel better now. And the car started right up!

This led me to think about what exactly bad gas is. I think it can be broken down into two broad categories. If you stop at a service station, get a fill-up, and your car



immediately is running poorly or not at all, you may have pumped bad gas from the station's underground tanks into your car. This happened to me once with my Porsche 944. Drove in. Car running fine. Drove away. It would hardly run. I pulled over and after some thought, decided to call for a tow home. I drained my tank and added new gasoline (from a different station). The car started right up. Bad gas! It seems that a common scenario is that the gas in the underground tank was contaminated with water. Cars do not like to run on water! A less likely scenario is that the gasoline in the tank was somehow contaminated with whatever, to the point that the gasoline would not support combustion. A really ugly option is that you managed to pump diesel fuel into your car! Generally, the filler spout for diesel is a larger diameter than the opening in the car's fuel port but still, it does happen. A corollary to this is where water has gotten into the fuel tank on your car. Again, looking at the internet, I see a couple of suggestions that make sense, if you are planning on not starting or running your car very much. Most seem to center around the fact that the fuel tanks, especially on older cars, are "vented", i.e. as the fuel draws down in volume, outside air is pulled into the tank. Here in North Carolina, that air can be quite humid, which means it contains some water vapor. The thinking goes that the humid air is drawn into the tank, where under some conditions, the

(continued on next page)

Some Assembly Required

(continued from previous page)

water vapor will condense. Since gasoline and water don't mix, and even worse, water is heavier than gasoline and will settle to the bottom of the tank, then you may get a situation where you try to start your car and suck water into the fuel system. Not normally a good thing! Of course, newer cars have a system that sends vapors from the fuel tank through a system that introduces them to the intake manifold, where they are burned off. These systems are more airtight than the one on my E-Type, which has a small vent hole in the gas cap. But even these systems have check valves that will allow outside air to be drawn in, in order to keep your fuel tank from collapsing. I am actually surprised to read that fuel vapor recovery systems began to be required by the EPA as far back as 1971. One suggestion is to fill your fuel tank very full right before you store your car, to minimize the air space that can contain water vapor.

Gasoline with ethanol, typically 10%, was also introduced in the 70's. This seems to be more of an effort to reduce the dependency of the US on foreign oil, and to also give a boost to corn farmers. Well, my goodness, I hear car guys talk about ethanol-based fuel like it is evil incarnate. I'm not going to tackle that subject except to point out that the ethanol in gasoline does readily combine with water (think vodka tonic) and this mix will pass through the engine as long as the mix doesn't get too strong. There is an argument that ethanol-based fuels are helpful, from that standpoint. I think 98% of us don't think twice about ethanol fuel, because it has been around for decades now.

The internet also discusses the fact that gasoline, allowed to age, even in a closed container (no access to water vapor), may turn dark brown and smell bad. It is breaking down chemically to a point where it does not support combustion. Fortunately, the gas I pumped out of my E-Type was not dark in color and did not smell bad. But if you find you have doubts, maybe remove your gas cap and give it a sniff test. A related issue is particle contamination that clogs your fuel filter, fuel injectors, etc. This apparently can happen with old gas and maybe more rapidly if the gas being pumped from the service station has particulate contamination. Apparently gasoline will turn to a jelly if left around long enough! BTW one quirk of my E-Type is that the fuel filter is a mesh screen that sits above a clear glass bowl of fuel. The correct connection to this filter element sends the incoming fuel to the top of the mesh screen. So in effect you can't see if particles have collected. But I do know that if the screen gets badly blocked, the glass bowl will show with an air space. If you see an air space, disassemble the glass bowl and check/clean the mesh screen. A picture of the mesh screen is shown above.

(continued on next page)

Some Assembly Required

(continued from previous page)

You may ask about fuel stabilizers. I find mixed reviews of these products, from which there are many to choose. I guess you can say they don't hurt but I even found a Hagerty article where they found cases of the stabilizers having chemical compounds that attacked materials in the fuel system. This seemed to apply to older cars from before the 70's, before manufacturers had to upgrade the materials in the fuel system due to the introduction of ethanol-laced fuels.

And finally, you may ask about the gas that I drained from my tank. I poured my old gas and my new gas into separate cups. As you can see in the side-by-side photo, the old gas was darker than the new gas. But they both smelled the same. I threw caution to the winds and added a gallon or so to the $\frac{3}{4}$ -full tank of my F150 (i.e. it was heavily diluted). After driving around in my truck, I found no adverse effects. So whether I had "bad gas" is inconclusive.

The best policy is to drive your car. Kind of like exercise for us humans, cars do better when exercised on a regular basis. Seals don't get dried out. Moving parts get fresh lubricants applied to them. And you get to enjoy your car. And, unlike me, you won't have to worry about bad gas.

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.





SPECIALIZING IN
SALES, SERVICE & RESTORATION

OF MODERN AND CLASSIC
BRITISH MOTORCARS

704.821.7757

V-12MOTORSPORTS.COM



**DISCOVER YOUR
PERSONAL MECHANIC**

**Come in today to meet
your personal Jaguar
Specialist**

Foreign Accents
TRUSTED AUTOMOTIVE SERVICE

5316 W Market St
Greensboro, NC 27409
Phone number (336) 294-2137
www.foraccents.com



PARTS FOR CLASSIC & MODERN JAGUARS



WELSHENT.COM

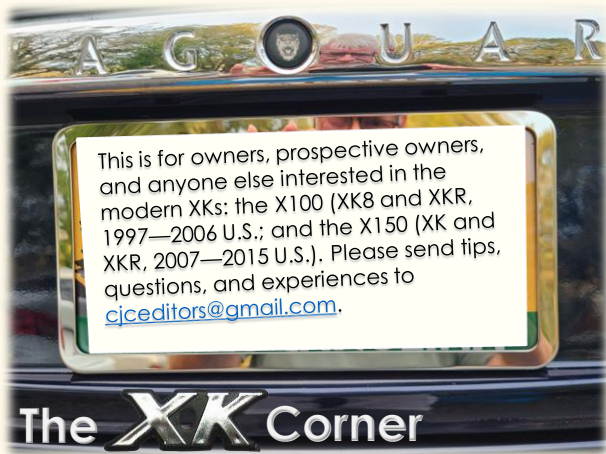
+1-740-282-8649

At every stage of your next project,
we're here with the essential Jaguar
components and expertise you need
to get back on the road with
unparalleled confidence.

Note to owners of *all* 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.





X100 front upper shock mount weaknesses and upgrade solutions

If you know, you know—and now I know...

This is the kind of title that would make me think “Welp, above my pay grade; my brain already hurts—NEXT ...” but bear with me for one minute. It’s not a rabbit hole. I’m putting it here as rabbit-hole prevention. This is long-term solvable for modest money.

In a nutshell: The front upper shock absorber mounts in the X100 are a “sandwich” of two metal plates riveted together with three rivets. Between them, Jaguar inserted an inner “sandwich” of two urethane foam discs (I assume it’s urethane; the standard replacements are), with a metal disc between them. That metal disc has a center boss with a hole through it for the threaded rod at the top of the shock absorber to go through. The bottom of the boss is concave and the top is flat.

Why should I care? Two reasons. First, a big part of what makes a Jaguar a Jaguar is the ride—specifically, the magic balance between comfort and driver engagement for which the marque is famous. If these mounts degrade, or don’t function properly, it compromises the ride. Second, proper suspension geometry is important to keep everything moving as it should and prevent stress and premature wear on components.

When the shock center rod drifts off-center, it compromises the geometry of the front suspension set-up.

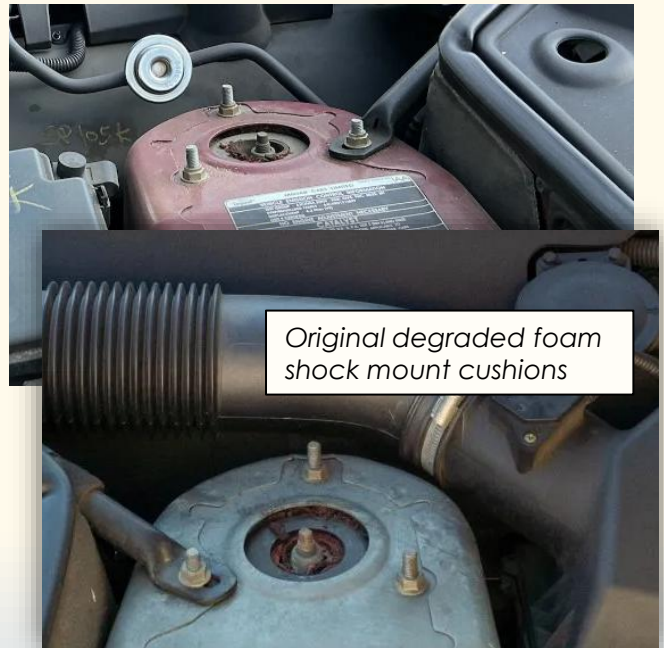


Shock bolt off-center in URO aftermarket mount

First problem: While Jaguar’s OEM material rides nice, it degrades over time. In fact, it will crumble to dust. John Dee (“ToTheGarage”) did a semi-scientific experiment which led him to suspect that the main culprit here is heat. This stuff doesn’t

hold up all that well to it, and our engine bays get hot.

You’ll easily recognize the OEM foam. It’s orange-y brick red. In a lot of listings for X100s, you can easily see the degradation through the center hole in the shock tower under the bonnet.



(continued on next page)

(continued from previous page)

On super-low-mileage cars, it may seem completely intact. Maybe it is, but if I were buying one of those, I'd plan on replacing it soon; I have a strong hunch it would start degrading rapidly from age once I started driving the car.

Second problem: The common aftermarket replacement part, made by URO, uses a yellow urethane inner "sandwich" that, while it doesn't degrade like the original stuff, is too soft to hold the center in position over even several thousand miles.

URO aftermarket shock top mount



It also starts to compress too much too early, compromising the cushioning function. John Dee has a short series of detailed videos on this—start with [this one](#)—and there is much discussion on the X100 forums about it.

A lot of well-kept X100s sold now have these URO mounts on them. The yellow urethane gives them away.



Note: this is not a transparent or even translucent urethane. (In other words, it doesn't look like '70s skateboard wheels; those are polyurethane which can be a good solution but can also be too hard—keep reading...)

Welsh Enterprises, the longtime (since 1965) Jaguar parts supplier, has marketed their own "upgraded" replacements for years (though they are currently listed as "out of stock" on their website, as of 29 June 2026). However, owners who've installed these have reported similar issues: too much compression of the urethane too early, and the shock rod drifting off-center. (See [this Forum thread](#).)

Solution: There are, currently, two. Both involve the sort of small "garage" industry that helps so much in keeping cars like ours going strong without their owners going broke.

The real fix is to take either the original shock mount, or a replacement aftermarket one—depending on what's on your car—drill out the three rivets, remove the old inner "sandwich," and replace the two pieces of foam or yellow urethane with the *correct type* of polyurethane upgrades. Then you compress the sandwich (you need from $\frac{3}{8}$ " to $\frac{1}{4}$ " compression for proper cushioning and ride height), put in new rivets, or the correct-size countersink screws, and that's it. Re-install. (My kind advisor here, Wayne Tate, says if you use screws, make sure the ends don't stick out; they can prevent the mount from sitting flush underneath the fender (shock tower)).

Lots of DIY-ers do this. I'm not one, so I had my shop do it, and I ran into an issue that I'm helping you avoid by writing this.

I emphasized "correct type" of polyurethane because poly bushes can be too hard for preserving the Jaguar ride. The trick is to formulate the right polyurethane to be firm enough but not too firm.

(continued on next page)

(continued from previous page)

Where do you get these? Currently, to my knowledge, there are two people making upgrade kits that are highly-regarded by X100 DIYers in the know. One is Steve Davis in Australia, and the other is Peter Hobman in California. They are both reasonably-priced. In my experience, Australia Post delivered my Steve Davis parts in a timely manner for a modest cost. So don't be put off by that. (You get the spring isolators too.)

What to know before having your upgrades installed (don't make my mistake): Assume that your mechanic has never done this before. In fact, assume he's never heard of it before. In all likelihood, if he's worked on X100s for years, he's installed his share of URO mounts, and/or Welsh ones. But he's probably never actually taken the mounts apart and replaced the inner "sandwich" with new polyurethane. My mistake was to hand over the kit, which has written instructions in it, along with four new shocks and new front and rear anti-roll bar links, and wait to get the car back.

I did get it back, but when I got it home, I popped the bonnet just for a look-see and there were those same fading yellow urethane bushings, with the center shock rod bolt well off-center and the mount not fitting flush against the underside of the shock tower.

Turns out, while the tech had replaced the spring isolators and the shocks, he hadn't known what to do with the shock mount bushings, so he'd just left them in a box on the garage floor with the old shocks and old bushings. (And didn't read or couldn't understand the instructions.) Good thing I noticed right away or those parts I'd ordered from Australia might've gone in the dumpster.

The boss was having a bad week and didn't supervise this job. When I went back over there, he showed me the parts, and said he didn't know what to do with them and didn't know why there were six of them.

I was fuzzy on the details myself (remember, I just figured he'd know), so I contacted Steve Davis and his U.S. fellow expert counterpart Wayne Tate (who's here in NC) and got the whole skinny.

There are six pieces in the shock mount bushing kit because Steve includes two pairs of bottom pieces (the "sandwich" is the top piece and the bottom piece). According to Wayne, if your mounts are OEM or Welsh, you'll probably use the thicker bottom bushing; if they're URO, it'll probably be the smaller one. So, you only use one pair of bottom pieces—four pieces total.

If you're using Peter Hobman's kit, he also includes both options, though he does it a bit differently (see John Dee's videos).



The urethane pieces in Steve Davis' kit (not shown: the front and rear spring isolators)

(continued on next page)

(continued from previous page)



Different-sized upper mount cushion "sandwiches" in Steve Davis' kit

Wayne had three more instructions for installers. One: make sure the washer inside the mount sits properly on the "shelf"—some of them need to be reamed out to fit right, and if they don't fit right, the whole thing can rock and the shock won't stay on-center. Two: Do not torque the three nuts that hold the mount to the shock tower/fender with the car in the air. Snug them down, put the car on the ground, roll it out of and back into the garage, and then torque the nuts. This ensures that the rubber bits seat properly and nothing gets locked down at the wrong angle. Three: there should be at least five threads showing on the center bolt through the top of the mount when all is said and done.

I printed out Wayne's exact instructions, along with photos, taped each pair of bushings together with a label, and went back. This time, I got the car back with the mounts correctly installed.



Correctly-installed upgraded shock mounts

The boss said it was a pain in the neck to have to take the front struts off again to install them. I agreed, and pointed out that if the tech had just stopped and told him he didn't know what to do, and he'd called me, that wouldn't have happened. He knew that. He didn't charge me any extra.

So. Know before you go. I'm including all the pictures I just mentioned. This will be a straightforward job for any good mechanic with X100 experience, but they do need to know exactly what you want them to do. Don't assume they'll figure it out as I did. Go over it with them. Which means make sure you understand it in advance.

It'll be worth the trouble. This is a long-term solution.

As for the **rear shocks**: they used the same foam for the spring isolators. If yours are original, they should be in astoundingly

(continued from previous page)

crappy shape by now. My mechanic says you can see the red dust on the springs from the crumbling upper spring isolators, even though you can't see the isolators themselves without dropping the rear suspension. And your ride should be noticeably un-composed compared to what it should be. You should be able to hear it and feel it. If in doubt, get an expert (mechanic or veteran DIY owner) to ride with you.

Even if your rear isolators were replaced at some point, as mine had been, they may still be tired and compressed, and you'd benefit from the upgrades provided by the two vendors mentioned above.

And if you're paying to have this done, I'd recommend having the shocks themselves replaced, especially if they're the standard non-adaptive XK8 Bilstein shocks. Those are not expensive--\$116/ea. or thereabouts as of 27 April 2026. And they contain new lower bushings, which on their own will cost you about a third of the cost of the whole thing. Your original shocks are least 21 years old, so while you're in there ...

Wayne also recommends new front and rear sway bar (anti-roll bar) links. There are other bushings under there, and bump stops, that should be evaluated for condition by a knowledgeable, experienced technician or DIY owner.

Front upper shock mount center cap and nut caps

From what I can tell, Jaguar deleted the center caps for the 2000 MY, and the nut

caps for the 2005 MY. I used photographic evidence; if you have evidence from official Jaguar lit, please let me know at cjceditors@gmail.com.

Steve Davis makes a set of caps for those of us who think these dress up the engine bay a bit. You can get them here in the U.S. from Kevin Lang in Georgia. You can reach him at (678) 834- 3220 or hdpartsman8354@yahoo.com. I paid \$100 including shipping for all of them. He accepts PayPal.



Steve Davis' center cap and nut caps



From the editor

BUYING “SENSIBLY”

It's not that simple—and that's a good thing

I'm not saying anyone should put on BRG-colored glasses and buy a car on impulse; ignorance is not bliss when it comes to four wheels and an engine. But it's also a bad idea to buy a car based solely on the *Consumer Reports* ratings guide.

As someone who's been studying technology for a while, it's fascinating to me how and why people choose to adopt the technologies we do—or not.

And if that process were mostly—let alone entirely—“logical,” I don't think it would be fascinating at all.

There's a reasonable assumption a reader could already jump to here. *Oh, this is going to be a justification for buying Jaguars “with the heart” rather than “with the head.” Because no “head” would ever buy one.* But that would be oversimplifying. People buy whatever cars they buy with both our “hearts” and our “heads.” Even someone whose choice looks entirely “logical” and devoid of emotion is buying emotionally. At least to some extent. Even if they don't realize it. It's just that their “emotional criteria” can *appear* entirely logical—objective, divorced from what moves us.

Like those of my dear friend who claims no emotional relationship to cars whatsoever—who recently told me he's interested in excellent fuel economy and reliability. He drives a hybrid Accord. Thing is, though, that driving a car that makes him feel “environmentally-responsible” means driving a car that makes him *feel good*. Maybe not in the same way that our Jaguars make us feel, but it's still an emotional attachment to the car. There may be no joy there, but there's at least some pleasant sense of driving down the road doing “the right thing.” Or at least avoiding driving down the road feeling guilty.

I can easily imagine a scenario where someone uses nothing but the annual ratings compilation of *Consumer Reports* to buy their next vehicle. Trusting that this is an exhaustively-systematic, time-tested, entirely-objective analysis guaranteed to put them in the best car possible. And they buy that car. And after a few months, they realize that they just don't like it. They can't really put their finger on why. They just don't like it.

And here's the thing. *Consumer Reports* is not at all entirely “objective,” because that's impossible. These are human beings who are driving cars and recording their impressions of them. Their *subjective* impressions. Sure, they have measuring equipment and benchmarks and tightly-controlled comparison tests, and they are trained engineers and highly-experienced at this. And from those tests, they can report useful things. But those useful things are not the only things that go into their ratings—let alone the buying decisions of “consumers.”

I own three vehicles. All of them are outstanding. I'd die on that hill (metaphorically-speaking,

(continued on next page)

(continued from previous page)

of course). If I'd been buying my cars based mostly on the CR ratings guide, I'd have bought none of them.

Instead, I bought them based on the criteria of the two people in this house. That's the only way to get close to a perfect match. Some of those criteria align with those of the CR ratings guide. Some of them don't.

Because I own these vehicles, I know what it's like to live with them and drive them a lot. And maintain them. And I know that my subjective experience of multiple aspects of these cars does not align with the opinions of CR testers. That doesn't make me wrong. Or them.

How many of us are married to someone who was, at some point before marrying us, dumped by someone else? Or never picked by someone else in the first place?

For a car to work for us—just as for a mate to work for us—there's got to be a whole list of attributes there that “click”. It's not necessary for us to know what they all are—which is fortunate, because we won't. Knock-out looks and a thrilling test drive are great. But, alone, they won't sustain a long-term relationship. Or probably even a medium-term one.

Jaguars have broken a lot of hearts over the years because people have fallen in love with them for perfectly-understandable reasons, only to find that owning them was a series of hurts that ultimately ruined the experience. If Jaguar quality had been solid throughout the 70s and 80s, what do we think their market-share would have been in the 90s? A pretty face and a sweet ride will only get you so far. This is by no means a mistake unique to Jaguar. In fact, I think Jaguar has, over the past few decades, suffered disproportionately, relative to other makes, from the lingering, widespread perception that all their cars are beautiful pieces of crap. Which has been beneficial for those of us who've been able to acquire seriously-special cars for way cheaper than we should have.

As I said, we're all both “head” and “heart.” It's just that none of us are exactly the same “mix.” If someone ever suggested I bought my Jaguar on impulse, I'd have to stop laughing before I could rebut that. I researched it for four years before I bought it. My other cars are an Acura and a Lexus. Not exactly a Maserati and a V8 BMW. I would never have bought my XK8 if I hadn't been convinced that it was a solid car. Which it has, so far, proven to be.

But I didn't buy it because it was a solid car. I bought it because of the way it makes me feel. There's passion in this car. Maybe not as shouty fire-engine-red as the Italian stereotype, but passion nonetheless.

I love my Jaguar for somewhat-logically-defensible reasons and I love my Acura and my Lexus for emotional reasons.

My wife tests software for a living. She doesn't sit around ruminating about cars the way I do. She

(continued on next page)

(continued from previous page)

is also picky. At the beginning of 2020, I was enjoying the challenge of trying to find a vehicle for us that she would love as much as I did. Part of that challenge was getting her to participate in that process, which required serious restraint on my part, as overdoing it would be a quick turn-off for her

By the time the evening in question rolled around, I had done some solid narrowing-down and zeroing-in. It was early evening, the time when I watch YouTube videos on the big TV and she sits in there dinking around with her iPad and will sometimes watch for a few minutes. I had pulled up *Alex on Autos'* review of the 2014 Lexus GX460. I fake-casually asked her what she thought. Fortunately, she looked up and watched for a few minutes. Then she raised her arm, pointed her finger at the vehicle on the screen, and said "I want that!"

That was over six years ago and she still loves it.

And that's how you "illogically" buy a Lexus, a car everyone associates with "being sensible."

The primary reason her primary vehicle is an Acura is because she "loves Acura"—a brand that, according to the automotive press, no one "loves"—people only buy them for "sensible" reasons.

We might not love Jaguars for "sensible" reasons. But that doesn't mean we can't be "sensible" about buying one. Which, perhaps ironically, is the best way to make sure we can fully-enjoy all the non-"sensible" things about them.





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.

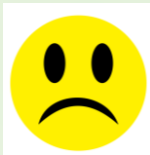
Go for balance—include the strong points, favorite things, as well as any issues or frustrations. Should be personal; framed entirely in terms of your own experience with your Jaguar. Feel free to compare to other cars you've had if you think that's relevant.

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.

no leaping or growling this month ...



We did not get a submission for *Leapers & Growlers* this month. If you'd like to see this feature continue, please tell us about *your* Jaguar and your experience with her. Pulitzer-worthy journalism skills definitely not necessary.

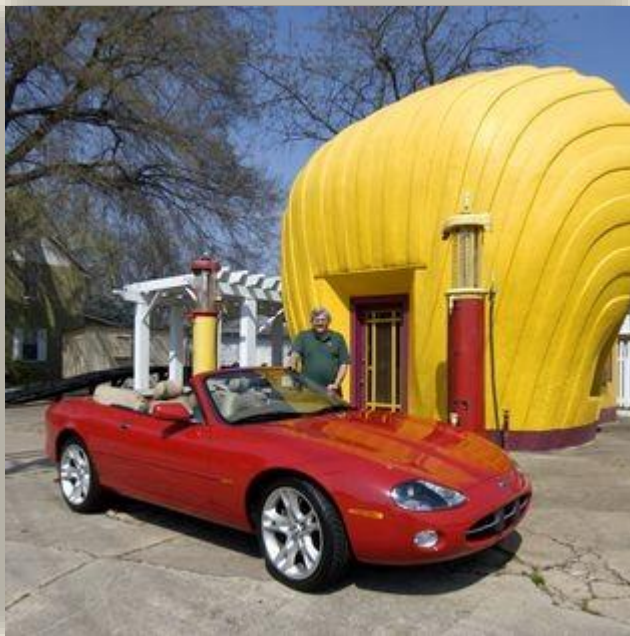
CLASSIFIEDS

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

2003 Jaguar XK8 convertible

Tan over red with cream leather interior; 59,199 miles; 20-inch wheels; excellent condition; ceramic coating; runs excellently; routine services; no major services or repairs; only the clock works on the video display; cassette player, CD changer and radio all work; stop on glove box broken so glove box door opens too far — should be easy repair. Asking \$10,130.00. Local pick-up only,

Email blalock.steve@gmail.com for add'l photos.



1987 Jaguar XJ-SC V12.

Rare targa-roofed cabriolet. Runs and drives well. Clean with newer upholstery, rugs, and top. Good paint. Settling estate of a meticulous mechanic, military electronics expert, and tinkerer. 151,000 miles. Clean title. Garage kept. New cover. Manuals. Records. Clean title. Contact seller for details.

Located in Moore County, NC. \$16K; very negotiable.

Text or voice 919-815-6902.



CLASSIFIEDS

Submit classified ads to ciceditors@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



CLASSIFIEDS

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

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

67 is considered The Most Desirable Year
Last of Glass Headlight Covers
Last Year for 3 Carbs
Last year for Dash Toggle Switches
Last Year for Spinners on Wheels
Next to Last Year for Above Bumper Tail Lights

- *New Floors
- *New Rockers
- *New Bonnet Hinge Panel
- *New Windshield
- *New Headlight Glass Covers

99% Complete

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

Price reduced: now \$49,500



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.

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

Coming soon:

1967 E-Type Roadster
Old English White over Black
Call Mark Lovello, Jaguar South,
864-395-2933.



Thanks for reading THE LITTER BOX -
especially if you made it this far!
Please send contributions and con-
structive suggestions to cjeditors@gmail.com
- Editor, board, officers
Carolina Jaguar Club

MUNCIE IMPORTS & CLASSICS

MIC@MUNCIEIMPORTS.COM (765)286-4663



ORIGINAL SPECIFICATION JAGUAR INTERIOR



TT RACE ENGINES

AUTOMOTIVE SPECIALISTS SINCE 1975

SALES | PARTS | RESTORATION | MAINTENANCE | REPAIR | FULL-SERVICE FACILITY | O.S.J.I INTERIORS

July 26

muncieimports.com



38