



THE LITTER BOX

the official magazine of the Carolina Jaguar Club



SPECIAL CONCOURS RECAP EDITION

August 2026

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 recap	p. 9
August event details	p. 14
September event details	p. 15
Cape Fear Fall Road Trip	p. 16
Website Update	p. 18
<i>Some Assembly Required</i> FINAL	p. 21
<i>The XK Corner</i>	p. 27
From the editor	p. 30
<i>Leapers and Growlers</i>	p. 33
Classified ads	p. 37

✓ Ways to help ...

- ☐ 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. 18)
- ☐ Submit historical material on the CJC (see p. 18)
- ☐ Contribute to "Leapers and Growlers" (see p. 33)
- ☐ Support our advertisers when you can, and **help us find new ones!**

From the President

Denis Connaghan



Coming away from our wonderful Concours at the Switzerland Inn, I pondered what makes for the success of our gathering. It is the PDC, the dynamic mix of **P**eople, the beauty of the **D**estination and a wonderful collection of **C**ars.

People.

Congratulations and a huge "Club Thank You" to Karoline and John O'Rourke for their tireless efforts over 7+ months. Now in my role as President, I appreciate the effort, patience and durability required in planning and executing a successful Concours weekend, even more than I did before.

The Saturday Concours ran as smoothly as a well-tuned Jaguar engine should. This is a credit to Steve Thomas, Jeff Fausak and John Fryday, who took the showfield parking by the horns and created much-appreciated law and order out of a challenging task.

Without the many volunteers Saturday filling the roles of judges, scorers and runners, there could not have been a Concours; thank you. Thank you to our admin team in the lobby, especially our energizer bunny Yvette Reinert who always seemed to be on the move.

Finally, thank you to the over 130 people whose support and camaraderie gave the weekend all the energy and enthusiasm needed for a successful event.

Destination.

The Switzerland Inn and the surrounding area are hard to beat for a weekend of fun and relaxation. For the 30 cars participating in the rally, we got to enjoy a wonderful scenic drive, interrupted only by some challenging tasks/questions planned by those masters of mental torture, Barb and Brad Merlie. Thank you Barb and Brad.

(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)

Cars

We had a fantastic collection of cars on the showfield, spanning 75 years, from 1951 to 2026. There were over 60 cars, 40 of which were judged. This is the maximum our event can handle. For 2027 we anticipate that interest for cars to be on the showfield may exceed our capacity.

Although only 4 weeks from our 2026 Concours, it will soon be time to start the planning for our 2027 event to be held July 22nd through the 25th. Please mark your calendars.

Finally, our long-time contributor for wisdom and insight, Harvey Ferris, this month has his last installment of "Some Assembly Required." Apparently, Harvey intends to pursue other projects in the near future, which we trust will result in a new set of contributions to our monthly *Litter Box*. Thank you Harvey and we look forward, with anticipation, to seeing what is next.

Denis

LITTER BOX disclaimer:

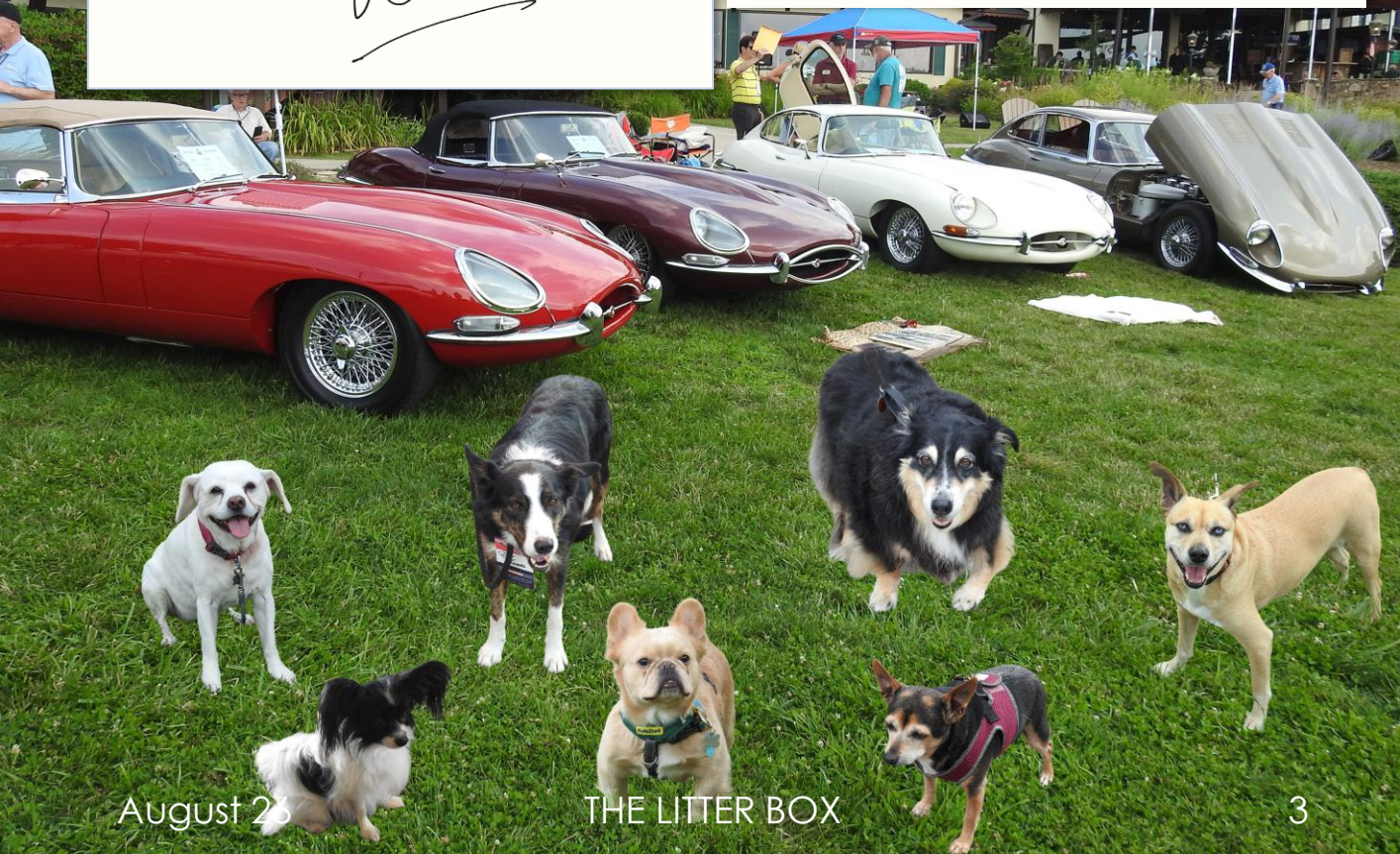
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Con-curs d'Elegance!

(I can hear you groaning from far, far away...)

Our Webmaster, Brad Merlie, contributed this unique portrait from the 2026 Concours. Certain smug know-it-alls have insinuated that Brad photoshopped the dogs. That is incorrect. He photoshopped the E-Types; the dogs were just having a meeting. For next year, Brad has promised us E-Types and alligators...

...and it rained cats and dogs Saturday... 🤔





Thank You!

TO OUR MEMBERS, GUESTS, AND FRIENDS, thank you for your passion, friendship, and for making this weekend so special.



TO OUR ENTRANTS, thank you for sharing your extraordinary Jaguars and keeping the legacy of our marque alive.

TO OUR JUDGES, VOLUNTEERS, AND COMMITTEE MEMBERS, your dedication, countless hours, and attention to detail are the foundation of our success.

TO THE SWITZERLAND INN STAFF, thank you for your warm hospitality and for providing the perfect home for our concours in the mountains.

TO OUR Sponsors AND PARTNERS, thank you for your generous support and belief in our mission.



Together, WE made the 2026 Head for the Mountains Concours d'Elegance an unforgettable Celebration of Jaguar heritage.

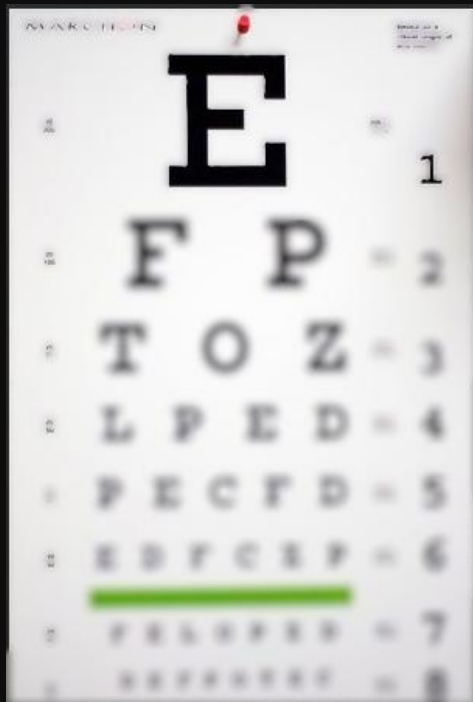
*The Carolina Jaguar Club
UNTIL WE MEET AGAIN!*



Special Thanks to Our Sponsors!



Save the Date! July 22-25, 2027



"What's the smallest letter you can read?"



You don't need sharp eyes to spot the sexiest car ever made.

*The E-Type.
They're expensive.
You can see why.*

JAGUAR

CJC Membership Report

Greetings to all! We are very excited to report we grew membership 5.8% LAST MONTH! We have 181 memberships and three associate memberships representing more than 355 individuals who love Jaguar automobiles and having a great time with fun people. Thanks to each of you, we continue increasing membership as well as increasing fun, friendship and our love of Jaguars.



Nancy and I had a fantastic time at the July CJC Concours in Little Switzerland. To see so many old and new friends in a beautiful setting is a treat every year. We would like to thank all of the volunteers who made the event run like a Swiss watch and not a Timex. We are fortunate to have so many members who are willing to share their time to help the CJC.

A number of you must read this article as I was asked about the Metrovac Master Blaster, my latest car drying toy. Once I washed Nancy's XK for the trip to Little Switzerland, I fired up the Master Blaster to dry the car, a job I hate. It is amazing what an 8 hp motor can do to move a lot of heated air. The car was dry in record time, and I did not need to use a microfiber towel on the car at all. If any of you can get me a gig as a paid spokesperson with Metrovac, I would appreciate it!

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!

Happy Motoring,

Kevin and Nancy Willis
Membership Co-Chairs



2026 Carolina Jaguar Club Membership Application

Click anywhere on this form to go straight to the Membership application page on the CJC website <https://carolinajaguarclub.com/product/membership/>

First Name: _____ Last Name: _____

Email address: _____

Spouse/Partner Name: _____

Spouse/Partner Email: _____

(Optional, but please provide if you wish to receive your own copy of the newsletter.)

New Member ☐ Renewal ☐ - JCNA Number: _____

For new members, and renewals who have moved in the last year, provide your home address:

Address: _____

City/State/Zip: _____

Telephone _____ Cell ☐ Home ☐ Work ☐

Please List the Jaguar Cars You Currently Own (optional):

Annual membership dues for the Carolina Jaguar Club, Inc., are \$75.00.

Your dues entitle you to membership in the Jaguar Clubs of North America (JCNA) and eligibility in all JCNA-sanctioned events nation-wide. Other benefits include the bi-monthly JCNA magazine, the monthly club newsletter and numerous events held throughout the year including social gatherings, technical sessions, shows, and road events.

The membership term corresponds to the 2026 calendar year.

Renewals are due by January 1 of the renewal year and new memberships are accepted yearlong.

Please attach your check made payable to Carolina Jaguar Club, Inc., and send it with this application to:

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

Applicant's Signature _____ Date: _____

Note: In accordance with Article III of the Carolina Jaguar Club, Inc., by-laws, all applications are subject to approval by the club's Board of Directors.



EVENT CALENDAR



Events in **bold** are official
CJC events

- 22 Aug** NC Museum of Natural History and lunch, Raleigh NC—see p. 14
- 26 Sep** Autumn in the Mountains, Mills River NC—see p. 15
- 25 – 31 Oct** Cape Fear Road Trip, Wilmington NC—see p. 16
- 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



Concours Recap

The 2026 Head for the Mountains Concours d'Elegance is in the books. The commitment and effort of everyone involved—the sponsors, the host venue staff, the planners, the volunteers, the entrants, and those who showed up and walked the field for their own pleasure—made it happen. Kudos to Karoline and John O'Rourke, our Concours co-chairs, for having great ideas and delegating work to the right people and getting this done so well. It's a lot to pull together, and pull it together they did. Here's a succinct recap of your Editor's experience:

Thursday 16 July

We arrived around 1530 after a 5.5-hour drive and we felt fine because we were in a Jaguar. Other Jaguars were already present, which is always cool. As was the mountain air—at least compared to the fug and hair-dryer “breeze” we left behind. We were kindly included in a dinner invite by more seasoned members. Then we retired to our suite to contend with mountaintop internet streaming, which my wife eventually managed to coax into letting us watch TV. She gets paid to work with computers. I invent novel and creative curses for them.

Friday 17 July

If you missed the Merlie Road Rally, let me join the chorus of earnest pests badgering you to join us next year. If you're not quite sure what “Road Rally” means in this context, it's a combination scenic drive, scavenger hunt, and trivia quiz, with a healthy dash of silliness thrown in. We call it a “Rally,” but it has nothing to do with mud-splattered careening Minis, helmets, risk of serious bodily harm, or anything else *Dukes of Hazzard*. Thanks to Barbara and Brad for once again organizing and leading this fun way to enjoy mountain driving.

Once again, we didn't win. We will one day. When there is permanent world peace and universal free chocolate.

We had lunch on the Terrace and then it was time for my wife to kick back and me to clean the Jaguar for the show. It's fun out there sharing the hose in the shady back of the parking lot; we help each other out. I had the honor of blow-drying an E-Type with my handy battery-powered Makita blower. Then I pulled into the sunshine and went at it with the towels, after which I looked as if I'd turned the hose on myself. I had not. My t-shirt went in the shower with me.

We did something a bit different this year and opted for a “date dinner” since this is our summer vacation. We sneaked away by ourselves and it was nice. Having options is built in to this event and that's a good thing. *(continued on next page)*

Concours Recap *(continued from previous page)*

Saturday 18 July

Unless you'd just landed from Planet Zortron, you knew exactly where your car was supposed to be already. You had a map (and both hands), and a parking space placard in your packet with a font large enough to be seen from space. John Fryday and Jeff Fausak nailed this to the wall, y'all. It was excellent. We must persuade them to do it again next year, even if it requires strong-arm tactics. For those of you who ran over your tiles and broke them, the rest of us feel superior. And next year, Karoline is going to fire them so they are more Jaguar-resistant. Or we'll just bum more off the hotel. Which is easier.

It was a beautiful show with a good variety of models and eras from the '50s to 2024. You never see the same collection twice, which is just another reason to show up every year. I loved sitting out on the lawn in a shady spot with my fellow X100 people, chatting with them and meeting passersby, all of whom I greeted and engaged in conversation. You'd think I was an extrovert or something. Nope—car shows just bring it out in me. You never know which one you'll turn into a future Jaguar enthusiast. The person who did it for me never knew it either.

We devoured a generous plate of delicious lunch from the Blue Ridge Backyard Cookout; this was a most-welcome repeat of a new feature from last year. Long may it last.

Then, round about 1315, we all got a free car wash! Those of us foolish enough to have bought Jaguars with the serious defect of not having been fitted with proper metal roofs made like bakery trucks and hauled buns to get our silly cloth tops up before bad things happened involving water, leather, wood, carpet, and electrical features.

Then we were in a cloud. Literally. See photos. This place really is special. Cats in the clouds ...

After some afternoon downtime, we strolled over to the Chalet Restaurant just in time to get roped into the group portrait on the Terrace, which, fortunately, was handled rather efficiently by Nancy Willis and her trusty bullhorn, so we were able to escape realtively unscathed, and we got some good food without having to wait too long for that either, and enjoyed sitting with our friends and clapping for the folks who won stuff.

Sunday 19 July

Our suite's front porch faces right out onto the lawn, where we can say hey to passersby whether they like it or not, so I had some nice conversations with my coffee while the sun rose over the trees to burn out my eyeballs. (I put on my titanium aviators so I could simultaneously look cool and not lose the sight in my one good eye.) Another delicious hot hearty breakfast and it was time to load up, check out, say our seeyanextyears, and go the wrong way on the Parkway even with satnav. It's ok. You can turn around. Eventually.

See next page for photo highlights...

Concours photo highlights

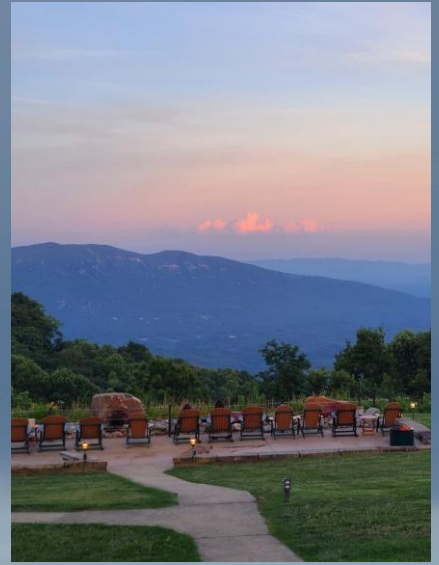
Thursday 16 July



The view from our suite. This will never get old.



Just another beautifully-restored XK120 in a parking lot. See 'em every day ...



I mean, come on.



Rally starting queue—let's goooooo!



The tranquility of this little mountain post office lost in time being shattered by a surprise Jaguar attack ...



August 26

THE LITTER BOX

11

Concours photo highlights *(continued from previous page)*

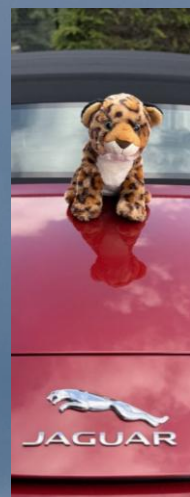
Saturday 17 July



The sun rises over the E-Types as I sip my coffee ...



Jeff Woo getting serious (it paid off).



Editor's privilege: gratuitous shot of my own car (hey—they don't pay me ...)



People's Choice Best in Show: Devan and Lindsay Acker's XK140—new this year



Switzerland Inn Car Wash



The cloud rises to engulf the show—stage one (see next page)

August 26

THE LITTER BOX

12

Concours photo highlights *(continued from previous page)*



The cloud keeps coming up ... stage 2 ...



... and we're in it. So cool.



... and the rainbow appears ...



In the Chalet for the Awards Banquet ...



Sunday 19 July

Sunrise on Sunday ... take it in one more time



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

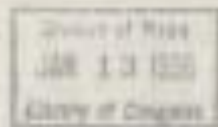
**Members: if you haven't already,
please let us know if you're interested and how
many would be in your party!**

**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!**

**We have finished filling in the last blanks; the
schedule is now set.**

**Registration via CJC website will open soon; we will
send out email notification when it goes live.**

See following page for new details!



Cape Fear Road Trip

a town & country fall getaway on the coast

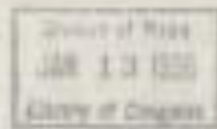


THE LOW-DOWN...

- Home-base will be the [Staybridge Suites](#), at 5010 New Centre Drive in Wilmington. The hotel is centrally-located in the city. You'll be able to book your rooms when you register.
- For dinners, we'll visit [Casa Encanto](#), [True Blue Butcher and Table](#), [Jack Mackerel's Island Grill](#), [Tarantelli's](#), [Dram Yard](#), and [Hieronymus Seafood](#).
- 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 visit 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 catered by [Gnome Nom Nom Deli](#) and a stop at a [side-of-the-road real pit BBQ joint](#). Mike and Ann Rhyné will be hosting a cocktail hour at their home in Kure Beach while we're all down that way on Tuesday evening.
- 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, we'll take our last two-lane drive, an hour-long loop (a favorite of your local cat-herder), ending up back at the hotel. There'll be plenty of rest or on-your-own time that afternoon before dinner.

REGISTRATION IN ADVANCE WILL BE REQUIRED FOR ALL GROUP MEALS AND ALL TOURS
REGISTRATION DEADLINE WILL BE 30 SEPTEMBER

YOU'LL BE ABLE TO REGISTER VERY SOON THROUGH THE CJC WEBSITE
MEANWHILE, GET ON THE LIST!
cjceditors@gmail.com



ONGOING PROJECTS—HELP WANTED

- ❑ 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, 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").



Member Portal

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

Projects in the barn



August 26

THE LITTER BOX

18



Contact us: 833-418-1693

6710 E. Independence Blvd Charlotte, North Carolina 28212

New 2026 Jaguar F-PACE P400 R-Dynamic S MHEV (mild hybrid electric vehicle)

Stock # T60859



Navigation, Sunroof, Panoramic Roof, All Wheel Drive, Power Liftgate, Heated Driver Seat, Back-Up Camera, Premium Sound System, Dual Zone A/C, Cross-Traffic Alert, Privacy Glass. Light Oyster Windsor leather seats. 3.0
\$87,699

Certified Pre Owned 2024 Jaguar I-PACE R-Dynamic HSE

Stock# Z2375



12,915 miles like new. Navigation, Sunroof, Panoramic Roof, All Wheel Drive, Power Liftgate, Heated Driver Seat, Heated Rear Seat, Cooled Driver Seat, Premium Sound System, Satellite Radio, iPod/MP3 Input, Onboard Communications System, Keyless Start, Dual Zone A/C, Apple CarPlay®, Privacy Glass.

\$46,699



[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 Discovery Sport Landmark

Stock # T79227



Navigation System, Moonroof, Heated Leather Seats, Power Liftgate, Panoramic Roof, All Wheel Drive, Turbo Charged Engine, Rear Air, Onboard Communications System, Aluminum Wheels, Rear Spoiler, MP3 Player, Privacy Glass. Landmark trim.

\$55,507

Certified Pre-Owned 2022 Defender S

Stock # 5552A



OPENING PANORAMIC SUN-ROOF, air suspension and adaptive dynamics, Automatic Headlight Levelling, HAKUBA SILVER METALLIC, NATURAL SMOKED OAK VENEER, 3-ZONE CLIMATE CONTROL, CABIN AIR IONIZATION W/PM 2.5 FILTER. Leather Seats, Navigation, All Wheel Drive, Heated Driver Seat.

\$37,699



LAND ROVER CHARLOTTE

**CLICK TO SEE
INVENTORY**

Some Assembly Required

by Harvey Ferris

Ending a Chapter in My E-Type Life

As the title suggests, I am ending a chapter in my E-Type life. I have recently sold my 1963 FHC. I had a For Sale sign on the car at our recent concours at Little Switzerland. The buyer was Marc at Motor Car Trader, located just north of Charlotte. He has owned and sold a number of E-Types and is very excited to get his hands on this one. My interaction with Marc was very positive and I can recommend him highly. BTW, my score at the concours was 99.97 and it took 1st place, in a class of only 2 cars. Where have all the E-Types gone? It has been my stated intention all along to build this car back from a basket case into the most accurate version of "how it came from the factory" that I could. I always enjoy the restoration process, and doing the research on how my exact car would have been configured from the factory caused me to learn a lot about E-Types of that era. But as I have also said, I know I enjoy the restoration process but I am actually not a big fan of the "caretaker" part. The car was so nice (only 42 miles on the odometer when I sold it) that I really didn't want to drive it. And my storage garage is such that it would gradually become an insect and rodent habitat, if I wasn't very careful! So I am at peace with the sale and hoping the new owners enjoy the car.



(continued on next page)

Some Assembly Required *(continued from previous page)*

Now that I have some money "burning a hole in my pocket" I have thought about what project(s) are next. There are several answers. I have a 1986 Porsche 928 that I have also owned for a dozen years. I have done a little bit of a "rolling restoration" to it and it is a nice driver (but not a show car). I am going to make some final tweaks to it and sell it. I also have a 1967 E-Type 2+2, that I acquired 25 years ago. It has been a running driving car all that time i.e. not an obvious restoration candidate. But as seems to happen, I haven't driven it much in the last 10 years, as other cars in my stable always seemed to get the nod. Now I plan to get that car roadworthy, at a minimum. This should mainly involve getting the fuel system cleaned out. I am on the fence as to whether to sell it as-is or do some modest restoration. The irksome problem with 2+2s is that they don't command nearly as much money as the non 2+2 models, so you can get "underwater" on a restoration really easily. It's not all about the money but there may be better ways to invest my funds, time, and energy.

Which leads me to another philosophy shift, which is to try out interesting cars for a short time and not get stuck into long term ownership. I know some people say things like "I want to be buried in my car," indicative of the fact that they can never think of selling it. That is fine, although maybe one's wife/children are not thrilled with the prospect of getting rid of some half-complete project that has been sitting in dad's garage for years. If your car needs to be towed to the cemetery, that is a red flag! As such, I am trying to divest myself of major "I'll get around to that one eventually" project cars and instead keep one or two nice "ready for sale" cars on hand that won't be a



(continued on next page)

Some Assembly Required

(continued from previous page)

burden when I pass. I am spending some happy time mentally putting together my "bucket list" of cars that I would like to own for a year or so, just to get that experience and then move on. In my case, there are several criteria. They should be near the bottom of the depreciation curve. But new enough to have a "modern" engine management system, basically electronic fuel injection. They should be pleasant to look at and interesting to drive. And if they need a little bit of "rolling restoration" that is fine but nothing that has to be totally torn down to individual bits and put back together. My current list, which probably changes daily, includes a Ferrari 308 (the Magnum PI car), an Acura NSX, a Porsche 993 (the last air cooled cars), and a Jaguar XK-120 DHC (I know, it does not follow my rules but they look so damn cool!). If nothing else, this will give me something to write about when my Jaguar specific activities are showing no progress. Stay tuned!

Harvey has restored multiple cars out of his garage in New Hill, NC. You can find other articles in the Some Assembly Required series on his website at www.newhillgarage.com. His email is harvey.ferris@gmail.com.





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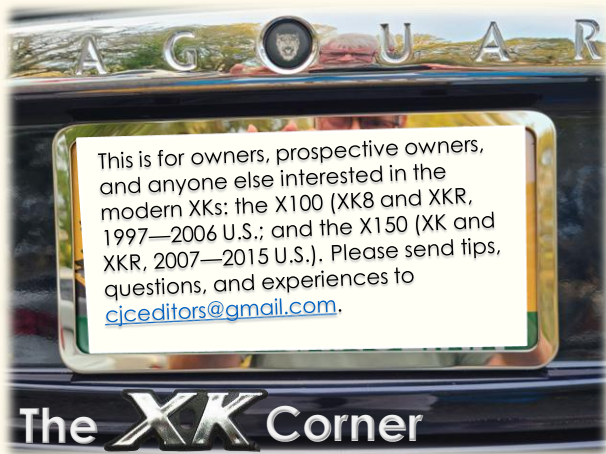
THE LITTER BOX

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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.





Leather touch-up: trying to stay out of the rabbit hole

It's easy to buy leather touch-up dye matched to the color of your car's upholstery. Jaguar put a color code on every paint and interior color. Per "sov211" on the Jaguar Forums, a 15-year member, these "codes are ALWAYS 3-letter codes, and they are generally on the door jamb or on the B pillar, and on older cars often on the inside edge of the driver's door. The codes are essential because Jaguar often used the same name for different colour tones ('British Racing Green' is a good example), which varied from model to model and /or year to year."

Here is the sticker on my door jamb, with the paint and trim codes clearly labeled:



"NED" is "Ivory" for this car. So, to buy touch-up dye, I would use that color code. Sounds easy enough. [Here](#) is a pretty comprehensive Jaguar interior color chart from Furniture Clinic in the UK, a well-regarded supplier of touch-up dye.

But "easy" and "rabbit hole" don't go together. What you run into is that your leather's color will have changed over time, with exposure to its environment. Even if it's clean. The Ivory dye I got is much whiter than my actual leather. You wouldn't notice if you just looked at the leather and then looked at the dye in the bottle. But when you put some of the dye on your leather, you notice right away.

I wanted to touch up darkened creases in my driver's seat outer lower bolster, which is where you always get the most wear, even on a well-cared-for seat. By the time I'd finished, I'd re-dyed the whole bolster panel, because I never could get the touch-ups to blend in completely. I'm happy with it now, but it was a whole thing. Here, I'll summarize what I learned and how I'd do it now if I had it to do over, which I hope will keep someone else out of the rabbit hole.

First off, do this work in the sun. The sun don't lie. Shade does. So does artificial light. I didn't notice that my first dye attempt was no good until I saw my car in the sun at a show. You'll see in the photos that, on my last attempt, I had full sun to work with.

The good news is that this dye is very forgiving. We're not talking two-part metal paints. More like kids' watercolors. You can put it on, and wipe it right off. Follow the directions on the bottle or in the kit on leather prep, how to apply the dye, drying time, etc. I used regular food coloring to alter my dye. Red plus green equals brown. Yellow will "warm" the color, and blue will "cool" it. I also used a little black fountain pen ink to darken it.

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You start with small drops of coloring, in some dye dispensed into a small ramekin or something similar—something small and deep enough to stir liquid rather than having it just spread out. What you should expect is for light-colored leather to have “browened” a bit over time, and for dark leather to have lightened a bit. If your leather is Warm Charcoal, for example (code LEG), I’d expect your dye to be a bit too dark. I would suggest talking to someone at the dye supplier for their advice on how to adjust a dark color like that.

The best way to stay out of the rabbit hole is to spot-match the dye before going further. It’s so easy to get a bit too dark, a bit too light, a bit too “warm,” or a bit too “cold.” It’s not at all easy to get it perfect.

As a starting point, this is what I ended up with, after an entire day of trying. I’m not suggesting that this is a magic recipe that will work perfectly for anyone else. **I also found out later, by emailing the owner of the dye company, that I could buy a small bottle of brown pigment from him that would do the trick, which I did, and which I recommend starting with.**

2006 Jaguar XK8 Victory Edition with Ivory (NED) soft-grain leather, convertible, 19 years in the California sun, 2 years in the coastal NC sun...

To 1 tbsp. Seat Doctors standard Jaguar Ivory dye, I added:
2 drops yellow food coloring;
2 drops red food coloring;
2 drops green food coloring;
1 drop jet black ink.

Use the smallest drops that will fall from the tube; control it. For smaller drops, you can put some color on the end of a metal skewer and dip that in the dye.

Mix very well.

They always say this, but in this case, it’s essential: test first, with a small spot, let it dry for a couple minutes, and check for color match. You can always wipe it off with leather cleaner at that point if it needs adjustment. If it looks good, try another. Then another. By then, you’ll know if you’ve got a match.

It’s important to keep in mind that different panels will have slightly different tints, due to differing levels of sun exposure. On my Convertible, for example, the seat faces are whiter than the side panels. Two tbsp. solution will do sufficient light coats to cover a seat back bolster.

Blending the edges takes finesse. Don’t wipe this stuff on. It will show streaks. That’s why they tell you to dab it on with a sponge. Lightly.

If the dye dries enough that leather cleaner isn’t taking it off, use rubbing alcohol on a cotton swab or cloth, but be careful; it’s very effective and you only need light wiping or dabbing. You can use leather cleaner to help you blend the edges too. Even after it dries. Alcohol will take this stuff off even if it’s been on there for a year, so be careful with that. Caution: don’t put the dye on too thick. If you use too much, then once it dries, it will just start to peel off like a thin sheet of latex. Don’t leave “wrong” color on there and put “right” color over it. Get the “wrong” off first.

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Try not to get dye on your contrasting stitching, but it may be unavoidable. Once it's dry but not fully cured, it's easy enough to get it off with a wooden skewer. See photos.

If I do this again, I will strive to match color well enough to do only what I need to—only the creases, not the whole panel. If you use a small enough applicator and get the color damn close, you should be happy with the results of that. For big jobs, I'd go to a highly-recommended auto upholstery shop, unless you want to invest your time and effort into learning to restore leather, which you might actually want to do and find rewarding. Just know that it won't be something you learn in a couple of hours.



We're looking at the outer bolster of this seat. First attempt is too light.



What happens when you put on too much at a time. No big deal—it cleans right off.



Final attempt. Note that both side bolsters appear lighter than the center top panel, but they match.



Using a wooden skewer to scrape off uncured dye from contrasting stitching

The sun don't lie but it does play tricks ...

Remember to examine your leather and your work from different angles as you go, and never trust how it looks in indoor light. If you get the chance to see it in both overcast light and direct sun, that's the best.



From the editor

"TRUE FIERCE BEAST"

We're rather temporary beings; other things last

Maybe one of the most important reasons to take seriously the fact that humans are social creatures is because, as individuals, we don't really last that long in the big scheme of things. It's our connections with others, and especially our intergenerational connections, that create a sort of collective life that can transcend our brief individual ones. Scrooge realized in the nick of time that he didn't want to die

alone and unloved and leaving nothing for anyone else but relief that he was gone. So he forged real connections as fast and hard as he could, and spent his last years as a real human.

Our clubs are just one of the myriad ways to make the connections that make the difference between existence and life. Smart folks in the clubs have been emphasizing the point that, while Jaguars are the binding agent—at least initially—and the common interest that makes for a viable group, the real point of a club is social. It's to make connections with other humans that make our lives richer.

There's another way to make the most of our short lives: by investing in what can outlive or outlast us. Planting and tending to trees. Keeping a hundred-year-old house in good repair. Supporting, or even participating in, efforts to protect turtles. And taking proper care of our Jaguars.

Originally, what would become the fitting name of our cars was *jaguara*, a Tupi-Guarani word, whose origin is lost in the mists of time in an oral-transmission culture. It denoted a large carnivorous beast or predatory animal in general. Later, some indigenous peoples added *-eté* to the word, to denote the actual cat—*jagueté*: "true fierce beast." The jaguar was revered by the Mayans, that rare advanced civilization that figured out how to thrive in a jungle environment.

So, when Sir William settled on a name for his special new creation, he was tapping into not only something evocative, but something very old.

Maybe our cars aren't that old, but it's incumbent on us to keep in mind that many of them are older than we are, and they can long outlast us. Sure, they get wear-and-tear as we do, parts can break, as ours can, and they need maintenance and care and repair, as we do. But we have to die, and they don't.

Our society says we have the right to buy a Jaguar, promptly pick up a five-pound sledgehammer, and spend an hour or so destroying her—as long as we don't try to get our insurance company to pay for it. But our society says we can do a lot of stuff that is ethically indefensible. Because we're surrounded by them, and have been all our lives, we take cars for granted. We don't think about what astounding creations they really are. How much collective ingenuity and experience and aesthetic sensibility went into

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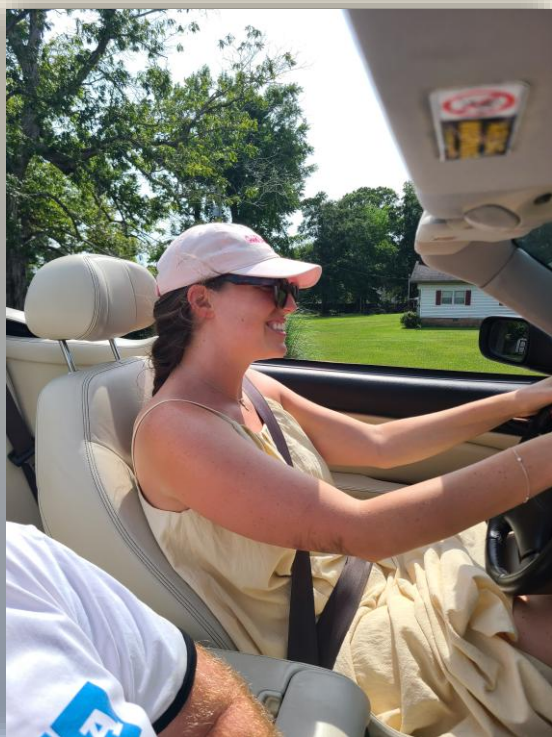
them. And how clever we were to figure out how to produce such a splendid machine that we could buy and sell for prices people of relatively modest means could afford to acquire and take care of.

Among those special machines, our Jaguars are extra-special. They were designed and made to far exceed the merely utilitarian functions of the automobile. They are a mix of advanced engineering and the art of design, and they should be treated accordingly.

In today's dysfunctional phase of our economy, which I refer to as the "less for more" economy, I've stopped encouraging my kids to buy homes—deviating from what was, when I was growing up, gospel. For a lot of them, it works better to rent. But this weekend, when I was lucky enough to have a couple of them staying with us, I did make the point to them that there is no substitute for "yours." Doesn't matter what it is. Most of us rented when we were younger, and then eventually we bought. I feel differently about the toilet in my bathroom—which I picked out and paid for—then I ever did about the ones someone else picked out and paid for and installed in our rentals. I didn't give those a second thought—as long as they were working. But mine is mine. I care about it. Which means that it enriches my life just a little bit more.

And that's a toilet. Not a Jaguar.

A highlight of the weekend for me was taking each of them out for a ride-drive in the Jag. I drove out, they drove back. They did not expect this. It was something special for



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29/30-year-olds. And thus something special for me. Afterward, they were telling each other happily that they now had "access to a Jaguar." As they sat there in their genuine circa-2000 Jaguar ball caps that I'd just given them.

"It's good to want things," said a good friend of a good friend of mine. Amen. It's good to put one hand on the smooth shiny sheet metal and the other on the soft leather headrest and feel that want. It just makes it that much sweeter when, if you're lucky and committed, you put your hands back on one someday and feel what it's like when she's yours.

Sure. There's a cost of ownership that doesn't come with "access" or rental. There's a cost for everything. The more valuable the thing, the higher the cost. And not just in money. And not just with tangible things. But a reward of ownership is stewardship. Our "job" as Jaguar owners is not to use them up and throw them away. It's to enjoy them, and care for them, in such a way that they're still around for someone else to enjoy and care for when we fade out. We don't just want to pass along the desire for the cars. We want to pass along the pleasure and satisfaction of learning to detail. Learning enough about the car to know what she needs when she needs it, even if we don't do all that work ourselves. Stewardship is ownership to transcend our own lives. And that's better. It's a rejection of "disposable culture." It sustains.

I can't stand to think of a future with all those Jaguars out there with no one to love them. Let's do what we can to increase the odds that they bring pleasure to new people, and new people after 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 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.

1990 XJ6 "Moby" Tony Fontaine, owner

In which Tony and his wife acquire an XJ40-series sedan, drive her home long-distance, and get saved by every older Jaguar owner's archetype of a perfect mechanic.

At my age, I should have known better. After all, what could possibly go wrong? I was merely intending to fly cross-country, hand over a wad of Benjamins to someone I'd met online only two weeks earlier, hop into a 29-year-old Jaguar XJ6, and drive it 1,800 miles home to Maine. And that is



how I came to meet Earl Gibbs at North Coast Exotics, a rather interesting repair shop at the end of an alley on the less-than-perfect side of town.

For 20 years or so, we had been driving older BMWs as daily drivers. The trick has always been to find well-cared-for, lower-mileage models, then maintain them utilizing the widespread knowledge found on the web. Club support is fantastic and many offer assistance when asked. But age has taken its toll on our BMW 528i wagon with rust

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LEAPERS AND GROWLERS

Model of the Month
Member-owner feature



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appearing where it shouldn't be and numerous components having already exceeded their typical life expectancy, and so it was time to move on. If we could do it with a BMW, why not find a used Jaguar XJ to serve the same purpose? Why, indeed?

So, the search for a used XJ6 or XJ8 began. I'm partial to the X308 series with its gorgeous exterior styling and comfortable interior. Alas, there is the dreaded issue of timing chain guides needing replacement. Every time I found one with reasonably low mileage, it was either prohibitively priced and/or it had no maintenance records. And then it appeared in an online ad: a 1990 XJ6 (XJ40 series) with 34,000 miles! It looked stunning! It had been part of a collection, then purchased two years ago by the current seller who had put lots into it to bring it back to roadworthy condition. Numerous conversations with the seller left me with the impression he was being meticulous with its care and forthright about its condition. What could possibly go wrong? Hmmm....

Standing curbside at the arrivals gate at Minneapolis-Saint Paul International, I grew giddy as I saw it approach. It looked as good or better than described, the closer it got. A short while later, the seller and I went over the car in detail followed by my handing over a fistful of cash. Now, only 1,800 miles separated me from home.

My wife being in Michigan at the time attending to a family matter, we had made plans for me to swing through Michigan's Upper Peninsula, cross the

Straits of Mackinac over the Mighty Mac bridge, then pick her up in central Michigan. Upon picking her up, we headed off into the sunset with plans (unrealistic hopes?) to make it to Buffalo, NY. Did the car sense my wife's reservations about me buying another old car? It took but a few hours with her aboard before things started going sour. Apparently, the old girl (the car, not my wife!) started having second thoughts about this journey. Or maybe they both felt the same way? And so, the "adventure" part of the trip began.

It was about 60 miles outside of Cleveland that we encountered a "hiccup". Make that outright automotive failure. Dead in our tracks. While exiting the highway and pulling away from the intersection, the car sputtered and died. I caught a brief glimpse of a transmission failure warning light and that was it. Transmission? Made no sense. After the initial shock wore off, we found a nearby towing company and made the call. While waiting for the tow truck, trying the ignition one more time proved fruitful with the car firing up and running smoothly. Huh? When the tow truck arrived, we followed it to their shop but a quick look under the hood provided no useful information. Time to carry on.

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The cars at Earl Gibbs' shop—wow!



LEAPERS AND GROWLERS

Model of the Month
Member-owner feature



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The remaining 60 miles into Cleveland proved stressful indeed with the car continuing to die, the distance between each stoppage growing shorter every time. We hoped that at least by being in Cleveland we would be able to find someone to assist us the following day (Monday). Little did we realize that as there were two professional sporting events in the city (baseball AND football), there was no lodging available. After much searching, a room was found. 10 miles away. Requiring over an hour to reach. Because the car was now dying every 2 miles!

So, what does any rational person do at a time like this, being hungry, tired (it was past our bedtime!), and thirsty? Why, go across the street to a sports bar and consume adult beverages, of course. And after briefly describing our woes to our server, a young man sitting at the next table leaned over and said "Did you say your Jaguar has broken down? I work at Northeast Jaguar and though we're not likely to be able to help, I know who can". And so, we came to meet Earl Gibbs.

Earl Gibbs is the owner of a shop called North Coast Exotics on the southwest side of Cleveland. It is not a location you would normally visit. In fact, it was downright alarming as the tow truck operator slowly maneuvered through a maze of back city streets, in neighborhoods that were decidedly not prime real estate. Then, at the far end of a narrow residential alley, there appeared a (figurative) bright light: a large industrial-looking facility out front of which were parked somewhere near a hundred cars,

the vast majority of them Jaguars. But upon closer inspection and scattered throughout, there were also Maseratis, Ferraris, Lamborghinis, Bentleys, and the odd Lotus! Ahhh... We were obviously at the right location.

In times of need, one sometimes meets remarkable people. Earl is one of those remarkable people. Very remarkable. You sense right away that not only will this man go out of his way to help, he also has the knowledge to readily do so. Earl is also a very concise and focused individual. When he asks you a question, you must reply in an objective and thorough manner. Get off track and he quickly redirects you. He wastes no time with frivolous conversation. In between multiple phone calls (including one from Australia where he was being asked how to address an issue regarding someone's Ferrari), (and just what time was it in Australia???), constant questions from employees and the odd customer, he asked for the details of our car's failure. Without saying a word, the car was pulled into an open doorway and Earl returned momentarily with an analysis of the car's fault. It was 90% fuel pump, 8% ignition sensor, and 2% ignitionpickup. And of course, he had a brand-new fuel pump on the shelf for a 29-year-old Jaguar. "Go to Mom's Restaurant around the corner and come back in an hour," he said. One hour later, we returned to find him crawling out from beneath the car (no hoist, just jack stands) where, while lying under the car, he had fielded more calls on his cell phone, all while replacing our fuel pump. He handed us an invoice and an ignition sensor, stating that he wouldn't accept money for the sensor but wanted us to have it in the unlikely case it was the problem. Just covering that 8% possibility. And just like that, we were back on the road.

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LEAPERS AND GROWLERS

Model of the Month
Member-owner feature



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The remainder of the trip wasn't without issue but we felt immense relief that the car was again running smoothly. Except it wasn't. The next day a vibration gradually developed in the driveline and though we were able to keep it at bay by not driving faster than 60 mph, it was nevertheless disconcerting. And then our cell phone rang. Someone calling from Cleveland. Earl was sufficiently concerned about our wellbeing to check in on us. We gratefully explained that the fuel pump solved one problem but another had arisen. Another objective explanation of the issue was followed by his analysis. Hearing him tell us the driveshaft giubo was likely failing but would also likely carry us the rest of the way home was music to our ears. And so it did.

Earl doesn't know it yet but he is now a permanent addition to our Christmas card list. Along with the ignition sensor we are mailing back to him, there will also be a large box of goodies from Maine for him and his employees. We feel very fortunate to have met a person as remarkable as Earl Gibbs.

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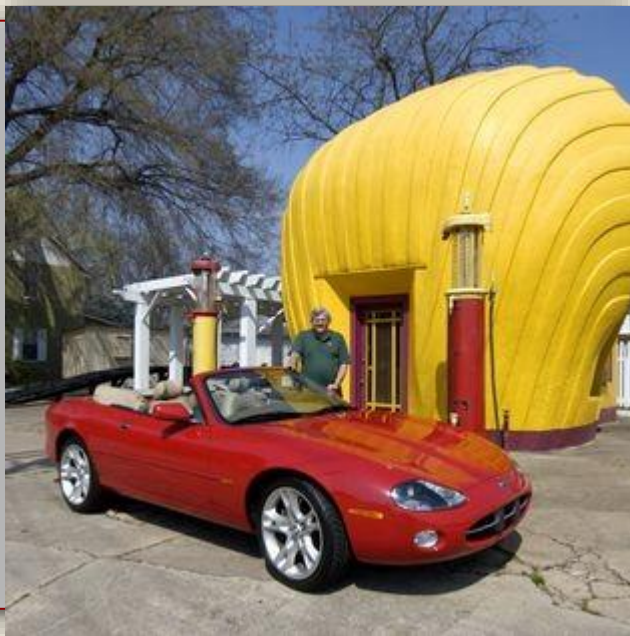
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Contact Mark Lovello at Jaguar South 864-
395-2933 mark@jaguarsouth.com



CLASSIFIEDS

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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!

You might find [this little video](#) encouraging; and it's not the only sign ...

Old cars and the analog resistance





Thanks for reading THE LITTER BOX -
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