



THE LITTER BOX

the official magazine of the Carolina Jaguar Club



September 2026

JCNA S.E. Region Club #21

www.carolinajaguarclub.com

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✓ Ways to help ...

- ☐ **Register for the Cape Fear Fall Road Trip—deadline 30 Sep.**
- ☐ Think about signing up for the "Storm Buddy Registry"—see p. 23
- ☐ Send feedback on upcoming events to Kevin Mann (see "Event Calendar," p. 8)
- ☐ Contribute to "Leapers and Growlers" (see p. 33)—or recruit a new contributor if you already have
- ☐ Support our advertisers when you can, and **help us find new ones!**

From the President

Denis Connaghan



As we say goodbye to a rather busy summer for club activities, we prepare for a busy and important set of fall events. Next week, CJC will be joining other passionate British car owners in Asheville for the British Car Club of Western North Carolina's Autumn In The Mountains event. There is another British Classic Car Show October 3rd in Waynesboro, VA where Shenandoah Valley British Car Club has Jaguar as its featured marque. It is wonderful for our members to have the opportunity to participate in British car events, especially with some of our members having a "British thing" with a British vehicle other than a Jaguar.

Phillip Reid and Jim Crowell have done a wonderful job planning the October Cape Fear Fall Road Trip. If you read through their preamble, the schedule and the helpful notes, all on our club website, you will appreciate the extraordinary effort that goes into planning such an outing. As most of you will know, these Road Trips are planned in a way that you can join and leave as your schedule allows. Registration is still open, but for less than two more weeks. Check out this event on our website, or the Road Trip video [Come On Down-- CJC Cape Fear Fall Road Trip 2026.](#)

(continued on next page)

2026 Officers and Committee Chairs

President	Denis Connaghan
VP Events	Kevin Mann
Secretary	John Fryday
Treasurer	Rick Wotring
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Concours	Karoline O'Rourke
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Social Media	Barb Merlie
Chief Judge	Steve Thomas
Past President	John Stewart

Editorial Contributions

Letters to the editor, technical advice and inquiries, articles and photographs are welcome. **Submissions should be received by the 12th of each month** for the next issue and may be edited for style and/or space. Opinions expressed are not necessarily those of CJC, Inc. All submissions are considered property of CJC, Inc., and may be reproduced by JCNA affiliates with proper credit.

Advertising Rates

Non-commercial classified ads are free to members, \$15.00 per issue for non-members. For commercial rates and policy, contact the editor at:

(910) 325-3171

or email request to:

cjceditors@gmail.com

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November 14th will be our Annual Meeting and Officer elections at Foreign Accents in Greensboro. The club has been fortunate to have had core groups of members over the years that have successfully supported and guided the club. It has been the core continuity, complemented by enthusiastic new blood, that has kept the club active, stable and vibrant. I encourage you to come to our Annual Meeting and join the conversation about how you can be active in the club by helping with the many events and activities. Much of our success and enjoyment each year emanates from the packed calendar of events. For a number of years this has been, primarily, the result of the herculean efforts of Kevin Mann. Unfortunately, Kevin will need to reduce his role, but fortunately he does want to remain involved while taking a different approach, partnering with a small team to help spread the load and expand the creativity for event planning and management.

Finally, last month we said goodbye to Harvey Ferris' "Some Assembly Required" and wished him well on his pursuit of other projects. Great to see Harvey back this month with a new contribution based on uncovered material for his "Tech Talk on the Terrace" at July's Concours.

Dennis

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.



We know what the script says.
"You can't have this yet. You haven't earned it."
"Drive something practical."
"Maybe one day, when you have gray hair."



Toss the script.
Make up your own life, while you can.
It goes quick.

2006 XK8 Victory Edition Convertible.
The attainable dreamboat.



CJC Membership Report

Greetings to all! Here we grow again! We have 184 memberships and three associate memberships representing more than 360 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. We are looking forward to the Mills River event as well as our CJC Road Trip in October. A very special thanks to Phillip Reid and Jim Crowell for working on this outstanding and fun road trip. It is my favorite event of the year and should be a great time, as we are based in Wilmington, NC for the week. We encourage you to check it out and come for a day or two, or the entire week. Plenty of info and registration link in this issue. Look forward to seeing you at an upcoming event soon!

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

- 26 Sep** **Autumn in the Mountains, Mills River NC**—see p. 8
- 3 Oct 45th Annual British Car Festival, Waynesboro VA—see p. 9
hosted by the Shenandoah Valley British Car Club
- 25 – 31 Oct** **Cape Fear Road Trip, Wilmington NC**—see p. 10
Registration deadline 30 September
- 14 Nov** **Officer Elections for 2027, Greensboro NC**—
at Foreign Accents, with lunch—it's official!
- 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



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 – Registration has closed.

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





45th ANNUAL BRITISH CAR FESTIVAL OCTOBER 3, 2026

RIDGEVIEW PARK
WAYNESBORO, VA

Shenandoah Valley British Car Club
invites you to celebrate the
45th Annual British Car Festival!

Held on Saturday, October 3, 2026 among the massive trees of Ridgeview Park in Waynesboro, we Welcome British Classics, British Motorcycles, plus British DNA & Kit Cars!

Our 2026 featured marque: the Jaguar!

Our day begins with Crullers & Coffee in the Welcome Tent. There is an on-site food truck, special car displays, and lots of door prizes.

Get registration information & form, maps, directions, & show updates at

<https://svbcc.net/2026-svbcc-british-car-festival/>

Registration forms may be printed to mail with a check.

*Car Show entrance into Ridgeview Park:
620 South Linden Avenue, Waynesboro, VA 22980*

Our signature charity is the Blue Ridge Area Food Bank, where our Car Show profits and donations have raised \$12,798.23 funding 49,600 meals. Your kind donations have an impact and will be accepted at the Welcome Tent!



Shenandoah Valley British Car Club, Ltd.
P.O. Box 323
Waynesboro, Virginia 22980



REGISTER NOW!

Advance registration
deadline 28 Sep.; day-of-
show registration
permitted

Cape Fear Road Trip

a town & country fall getaway on the coast

week of **25—31** October 2026

Base: Wilmington NC

Register now—deadline is 30 September



Cape Fear Fall Road Trip
"Come On Down"
3-min. video

https://youtu.be/Dh4Rzsa_3Pc



Register here



SEE FOLLOWING PAGES FOR DETAILS AND SCHEDULE

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 can book your room with the link. Please take note of the hotel's cancellation/refund policy; we have no control over that.
- For dinners, we'll visit [Taqueria Los Portales 2](#), [True Blue Butcher and Table](#), [Jack Mackerel's Island Grill](#), [Ciana Ristorante Italiano](#), [Coquina Fishbar](#), 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 at [NINETEEN](#), 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 Rhyne 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 Chinese food at [Double Happiness](#), a Wilmington institution. 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 IS REQUIRED FOR ALL GROUP MEALS AND ALL GUIDED TOURS

REGISTRATION DEADLINE: 30 SEPTEMBER

PLEASE NOTE THE CANCELLATION POLICY WHEN YOU REGISTER
FOR QUESTIONS: cjceditors@gmail.com



SEE NEXT PAGE FOR SCHEDULE

SCHEDULE

SUN. 25 OCTOBER

ARRIVE AT [STAYBRIDGE SUITES WILMINGTON](#), 5120 NEW CENTRE DR.,
CHECK-IN 3:00 PM **(USE LINK TO BOOK)**

DINNER AT [TAQUERIA LOS PORTALES 2](#), 29 VAN CAMPEN
BLVD., WILMINGTON
6:30 PM—**REGISTRATION REQUIRED**

MON. 26 OCTOBER

BREAKFAST IN THE HOTEL

GUIDED TOUR OF [AIRLIE GARDENS](#), 300 AIRLIE RD. WILMINGTON
9:30 AM (ARRIVE BY 9:15 AM)—90 MIN.—2 HR. TOUR
—**REGISTRATION REQUIRED**

DRIVE TO [NINETEEN](#) RESTAURANT AT OLDE POINT COUNTRY CLUB,
513 COUNTRY CLUB DR., HAMPSTEAD
—**REGISTRATION REQUIRED**

LUNCH AT [NINETEEN](#) RESTAURANT
@12:45 PM
—**REGISTRATION REQUIRED**

TOUR OF [KAREN BEASLEY SEA TURTLE RESCUE AND REHAB. CENTER](#),
302 TORTUGA LN. SURF CITY
2:30 PM
—**REGISTRATION REQUIRED**

POST-TOURIST-SEASON BEACH TIME (OPTIONAL)—[TOPSAIL ISLAND](#)
3:30 PM

OR TIME ON YOUR OWN ... RETURN ROUTING PROVIDED;
EXPLORE DOWNTOWN WILMINGTON—INFO PROVIDED;
SEE P. 16

DINNER AT [TRUE BLUE BUTCHER AND TABLE](#), 1125 MILITARY CUTOFF ROAD
SUITE A, WILMINGTON
6:30 PM
—**REGISTRATION REQUIRED**

TUE. 27 OCTOBER

BREAKFAST IN THE HOTEL

DRIVE TO [BRUNSWICK TOWN/FORT ANDERSON STATE HISTORIC SITE](#)
9:00 AM, DEPART AS A GROUP FROM HOTEL

SCHEDULE (CONTINUED FROM PREVIOUS PAGE)

SELF-GUIDED TOUR OF [BRUNSWICK TOWN/FORT ANDERSON HISTORIC SITE](#)
9:45 AM

DRIVE TO [SOUTHPORT](#)
11:45 AM

LUNCH AT THE [PROVISION CO.](#) AT THE YACHT BASIN IN SOUTHPORT
@12:15 PM (RESTAURANT WEBSITE DOWN RIGHT NOW)

[FERRY](#) TO FORT FISHER
2:30 PM (**MUST** ARRIVE BY 2:00 PM)

TOUR OF [FORT FISHER STATE HISTORIC SITE](#) (SELF-GUIDED)
3:15 PM

DRIVE TO THE RHYNES' IN KURE BEACH FOR HAPPY HOUR
5:15 PM

HAPPY HOUR AT THE RHYNES'
5:30 PM—**REGISTRATION REQUIRED**

DINNER AT [JACK MACKEREL'S](#), 113 K AVENUE, KURE BEACH
6:30 PM—**REGISTRATION REQUIRED**

WED. 28 OCTOBER BREAKFAST IN THE HOTEL

DRIVE TO [MOORES CREEK NATIONAL BATTLEFIELD](#),
40 PATRIOTS HALL DR., CURRIE
DEPART AS A GROUP FROM HOTEL AT 9:00 AM

GUIDED TOUR OF [MOORES CREEK NATIONAL BATTLEFIELD](#)
10:00 AM—**REGISTRATION REQUIRED**

DRIVE TO [LAKE WACCAMAW STATE PARK](#), 1866 STATE PARK DR.,
LAKE WACCAMAW
11:30 AM

PICNIC LUNCH AT [LAKE WACCAMAW STATE PARK](#)
12:15 PM—**REGISTRATION REQUIRED**

WALK AROUND LAKE WACCAMAW, TIME ON YOUR OWN ...

SCHEDULE (CONTINUED FROM PREVIOUS PAGE)

DINNER AT [CIANA RISTORANTE ITALIANO](#), 4724 NEW CENTRE DR., WILMINGTON
6:30 PM—**REGISTRATION REQUIRED**

THU. 29 OCTOBER

BREAKFAST IN THE HOTEL

DRIVE TO [GRADY'S BARBECUE](#), 3096 ARRINGTON BRIDGE RD., DUDLEY
DEPART AS A GROUP FROM HOTEL AT 10:00 AM

PICK UP LUNCH AT [GRADY'S BARBECUE](#)
11:45 AM—**REGISTRATION REQUIRED**

PICNIC BBQ AND NATURE TIME AT [CLIFFS OF THE NEUSE STATE PARK](#),
240 PARK ENTRANCE RD., SEVEN SPRINGS
12:30 PM

OPTIONAL AFTER LUNCH: [CSS NEUSE CIVIL WAR MUSEUM](#),
100 N. QUEEN ST., KINSTON
1:45 PM

DINNER AT [COQUINA FISH BAR](#), 890 TOWN CENTER DR., WILMINGTON
6:30 PM—**REGISTRATION REQUIRED**

FRI. 30 OCTOBER

BREAKFAST IN THE HOTEL

GUIDED TOUR OF [BATTLESHIP NORTH CAROLINA](#),
USS NORTH CAROLINA RD., EAGLES ISLAND
9:00 AM (ARRIVE BY 8:45 AM)—90 MIN. TOUR
—**REGISTRATION REQUIRED**

LUNCH AT [DOUBLE HAPPINESS](#), 4403 WRIGHTSVILLE AVE., WILMINGTON
12:00 PM—**REGISTRATION REQUIRED**

GROUP DRIVE: "PHILLIP'S LOOP"—LOCAL TWO-LANES, SEMI-RURAL
1:30 PM (LEAVE FROM DOUBLE HAPPINESS PARKING LOT, END AT HOTEL)

TIME ON YOUR OWN

DINNER AT [HIERONYMUS SEAFOOD](#), 5035 MARKET ST., WILMINGTON
6:30 PM—**REGISTRATION REQUIRED**

SAT. 31 OCTOBER

BREAKFAST IN THE HOTEL

HOTEL CHECK-OUT 12:00 PM

NOTES:

1. While we have vetted and contacted each destination on this schedule, there is always the possibility that, between now and the event, we are forced to make a change—if a restaurant closes, a tour site suffers damage, or a road closure necessitates an alternate route for a drive. It is also possible, though unlikely, that weather could force the cancellation of one or more drives, though we do not intend to cancel a drive for a little bit of rain. We will monitor all elements of the itinerary and do our best to let registrants know of any changes we have to make in advance.
2. The Karen Beasley Sea Turtle Rescue and Rehabilitation Center will be undergoing an expansion to their turtle tank area while we are there. This will prevent us from being able to go into that area as a group. However, we are working directly with the Education Associate, who will be leading the tour, to provide a live virtual experience for that part of the tour, for which she will enter the area with a camera and we will watch and communicate with her via videocall on a screen in the “classroom.” The rest of the tour and presentation will be “normal.”
3. For drives, expect mostly two-lane rural highways and speed limits of 45 or 55 mph. There will be no gravel roads. Hieronymus Seafood & Oyster Bar, our Friday (final) dinner stop, has a gravel parking lot.

Please take the registration deadline of **30 Sep.** seriously. We incur financial obligations on 1 Oct., so we cannot be flexible on the registration deadline.
Thank you for understanding!

Registration is now OPEN and you may register for your Fall Road Trip experience [here](#).

See following page for a list of things to do and see in downtown Wilmington in your free time!

Exploring downtown Wilmington:

The Riverwalk is a great way to just stroll or to get to shops and spots on or just off the riverfront. “Outer core” street parking is metered at \$1.50/hr. Mon-Sat 9—6:30 with maximum time limits enforced, and on “core” streets, \$3.00/hr. The easiest way to pay for metered parking is with the PayByPhone app. Look in your app store for this logo:  **paybyphone**. The City also manages six multi-story decks. For full info, see the [City's parking site](#).

The [Wilmington Railroad Museum](#) is toward the north end of the Riverwalk. Wilmington was an important railroad town in the 19th century, and the Museum tells that story. Open 10:00 AM to 4:00 PM in the off-season; closed Sundays. Adult admission is \$12.00; senior/mil. \$10.00.

Just a block south and east is [The Cotton Exchange](#), a collection of shops and eateries in the buildings that once housed the center of the cotton business in the late 19th and early 20th centuries.

The [Cape Fear Museum of History and Science](#) just re-opened this summer in its current location, on Grace St. between N. 2nd and N. 3rd Streets. The Main Branch of the [New Hanover County Library](#) is also on this new campus. The new Museum has a planetarium.

From Grace St. to Market St., most of the shops, eateries, and coffee shops are along Front St., one block up from Water St. Once you get to Market, there are plenty of places along the first two blocks of that street, too, including [Kilwins Ice Cream and Chocolate](#), with its irresistible aroma.

At Market and S. 3rd Streets you'll find the [Burgwin-Wright House](#), an 18th-century home open to the public. They offer tours on the hour from 10:00 AM to 3:00 PM. Adults (18—64) \$20.00; Seniors (65+) \$18.00.

Between S. Water St. and the river, just north of Dock St., is the J.W. Brooks Wholesale Grocer Building of 1928. There are several shops in here.

[Wilmington Water Tours](#) operates from a dock off S. Water St., just south of Orange St. Just a bit further south are the shops of Chandler's Wharf, built in 1884.

Some Assembly Required - Road Trip Prep

by Harvey Ferris

At our annual concours at Little Switzerland in July, I was asked to present a technical discussion on Thursday night. Being aware that this would be a mixed audience in terms of interest and skill level, I decided on a format where I encouraged folks in attendance to tell their Jaguar breakdown stories. Being a little worried that I might not get much audience participation, I had some talking points prepared about Road Trip Prep. Well, I shouldn't have bothered. The audience came through with many many breakdown stories! I think after 2 hours or so, we finally ran out. Some great stories were presented. Lorraine M's story about an evil ignition key cylinder gained Best Story, based on my very rough applause meter. Anyway, not wanting my prep to go to waste, I thought I'd write down a few of my thoughts about Road Trip Prep.

As I look back on my 50 years with cars, I can only think of a few breakdown stories. From personal interest and financial necessity, I have always been able to work on my cars and as a consequence have been able to perform many "self-rescues". Not all of us are so fortunate but here are some strategies that we can all employ.

Probably the most common advice that I hear is to be signed up with a towing service. Most insurance policies offer coverage for towing costs. My classic cars are insured through Hagerty and they offer a standard towing coverage. AAA is a long-standing provider of roadside assistance. My one experience with Hagerty involved a breakdown 5 miles from my house with my Porsche 944. I waited a very long time for the flatbed to arrive. My contact at Hagerty basically said, as I had to call them several times, that when a Porsche was involved, they were somewhat selective as to what type of recovery equipment they would send out. I appreciate that but keep in mind, if you are calling in about your Jaguar, you may want to have a discussion about recovery options, especially as to whether speed of service or care for your vehicle are of higher importance to you.

Of course, it may be obvious, but your cell phone needs to be up and running. It is not a bad idea to keep your cellphone plugged into your car's charge port. I have found that apps such as Google Maps really can drain a cellphone battery in a hurry. Maybe it would be a good idea to have a supplemental battery for your cellphone with you when you drive out of town. Make sure that some key "rescue numbers" for AAA or whatever are stored in your contacts.

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Speaking of supplemental batteries, a nifty device on the market is a car battery Boost Jump Starter. These are based on lithium battery technology and as a consequence are quite compact. They are simple to use and many have a supplemental USB port to power your phone. I like the NOCO Boost Plus. It comes in several power ranges. Mine is the 1000-amp version. It is small enough to fit in most glove boxes. Having one of these on-board can get you going in a dead battery situation.

Another thing to think about is lockouts. On my older cars that actually use a physical key, I have a separate key made that is hidden somewhere externally on my vehicle. With newer keys, this becomes problematic. I'm sure there are options out there which I'm not qualified to address in this article.

If you are driving an older car that enjoys a following on a marque-specific forum, always keep those forums in mind as sources of roadside rescue. Don't be afraid to post on your marque-specific forum that you are in trouble with a breakdown. Help may be closer than you think. Also, if you are in the habit of ordering parts for your older classic, say from SNG or Moss, you might consider calling their order desk and see if they know of a good marque-specific mechanic in the area of your breakdown. A long story short: my Volvo broke down in Yosemite NP. I called a parts vendor in Oregon, who suggested a shop in Berkeley. A long distance call (before cellphones!) to that shop got me lined up for the repairs I needed.

Finally, on my Jaguar forums, there have been numerous discussions about tools and spare parts to carry on long road trips. That is an entire subject on its own but if you want some interesting reading, do a search on this topic and see what ideas are out there that might be of interest to you. Safe travels!

Harvey is one of the few folks in this world that actually looks forward to breakdowns as an interesting technical challenge! Other stories from Some Assembly Required can be found at his website Newhillgarage.com—and in past issues of The Litter Box.





Contact us: 833-418-1693

6710 E. Independence Blvd Charlotte, North Carolina 28212

New 2026 Jaguar F-PACE P400 R-Dynamic S

Stock # DT8382



\$73,354

Navigation, Panoramic Roof, All Wheel Drive, Power Liftgate, Heated Seats, Back-Up Camera, Premium Sound System, Aluminum Wheels, Keyless Start, Dual Zone A/C, WiFi Hotspot Rear Spoiler, Keyless Entry, Remote Trunk Release, Privacy Glass. Warranty 60 months/60,000miles

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

Stock# Z2375



\$45,789

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.



[CLICK TO VIEW
INVENTORY](#)



LAND ROVER CHARLOTTE

Contact us: 833-418-1693

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

New 2026 Range Rover Velar Belgravie Edition

Stock # T42322



NAV, Sunroof, Heated Leather Seats, Power Liftgate, Panoramic Roof, All Wheel Drive, Turbo, Alloy Wheels, Back-Up Camera. Belgravie Edition trim. \$75,286

Certified Pre-Owned 2022 Defender S

Stock # 5552A



Leather Seats, Navigation, All Wheel Drive, Heated Seats, Back-Up Camera, Turbocharged, Premium Sound System, , Bluetooth®, Aluminum Wheels, Keyless Start, Cross-Traffic Alert, Blind Spot Monitor, Lane Keeping, Privacy Glass, Keyless Entry, Steering Wheel Controls. \$35,389



LAND ROVER CHARLOTTE

**CLICK TO SEE
INVENTORY**



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

...spotted in the wild...



September 26

THE LITTER BOX

photo by Ben Trawick

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.

Storm Buddy Registry: Big Cat Refuge ...

As we think about seasonal storm readiness, the single best way to protect our Jaguars from hurricanes is to get them away from storm surges, flood waters, falling trees, and flying debris. While commercial parking decks are an option, the absolute best sanctuary is a solid, enclosed garage or equivalent—out of the storm's path—and this could become urgent if a serious Cat 4 or 5 storm threatens your location—even if you have a garage yourself. Same for a major flood threat.

We are floating the idea of a **Carolina Jaguar Club "Storm Buddy" Registry**—to help insure we never find ourselves floating our Jaguars. If you live 60+ miles inland and have an extra garage bay, warehouse space, or safe driveway space you'd be willing to share, or if you are a member looking to pre-arrange a safe haven for your car ahead of a major storm, please let us know so we can connect you! Since each storm tracks differently, having options will be important.

To ensure everyone can participate with total peace of mind, here are the simple, standard ground rules regarding insurance and liability during an emergency "refugee car" stay:

- **Insurance Follows the Car:** In the eyes of insurance companies, a vehicle is tied to its own auto policy, not the garage it sits in. If an "Act of God" (like a roof collapse or flood) damages a guest car, the car owner's *Comprehensive Auto Insurance* handles the claim. The host's homeowners or business insurance is not responsible for that.
- **Passive Shelter Only:** "Storm Buddy" hosting is strictly for stationary storage. Guest vehicles will not be driven by the host, removing any "permissive use" liabilities or gray areas on the road.
- **The Armor Stays On:** Guest cars are ideally protected by a physical barrier against accidental bumps, dust, or tight-space garage maneuvering.
- **Note for Inland Hosts (The Uncovered Car Rule):** If a fleeing guest member arrives in a rush and doesn't own a custom car cover, don't sweat it! If the car will be completely indoors and stationary, a few clean, soft *cotton bed sheets* or a large *padded moving blanket* draped over the vehicle by the host works perfectly as a temporary garage shield. These should be provided by the guest.

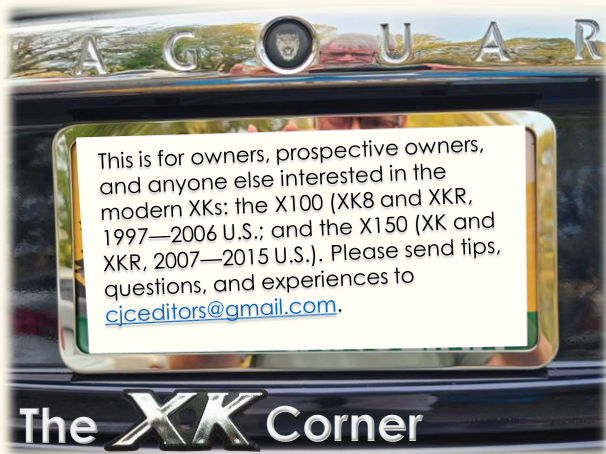
Want to be a Storm Buddy? Or need one?

If you have an available space (or if you are a member who needs one), reply to this thread or email the editor directly at cjceditors@gmail.com. Let's look out for each other and keep these wonderful cats safe!

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.





Saving plastic bits and saving money...

Example 1: “Defroster grille joint cover”

What is a “defroster grille joint cover,” you may rightfully ask? It’s this little bit of ABS plastic here—that perfectly matches the upper dash and other parts of my interior. It covers the recess for the central bolt holding the dashboard to the car. It is Jaguar part # GJA6618AA. It took me a little longer to discover this information than I wanted it to; sometimes, before you can locate a little part like this, you have to find out what Jaguar called the thing first. The name that you come up with for it doesn’t matter, even though it might be a perfectly good name. Like “upper dash central bolt cover.” Nope.

Why am I bothering you with this? Because I discovered, on my pristine



just-detailed dash, that mine was loose. I sort of knew it was loose but was trying not to see it. I figured it was broken underneath. It was. It had two molded-in tangs that went into a hole in the dash cover and one of them was broken.

I could have bought one in the correct color (LEG—Warm Charcoal) from Auto Reserve in England for about \$36 plus shipping—which might almost double that price. I’m not cheap, I swear. But you see this thing (look at the picture). I wasn’t burning to pay \$36 for it if I didn’t have to. Also, the thing is, it was a used part. That means I wouldn’t know how fragile it was until I got it. (To be fair, Auto Reserve has a sterling reputation for quality used parts.)

So, it was an obvious candidate for more of my plastic welding endeavors.

My thought was to attach a piece of something to make up for the broken top half of the one tang. But in the process of working, the other half—and then the whole other tang—basically crumbled in my hands.

This is the power of solar radiation over long periods of time. In fact, it was one of two in-my-face examples of that today; the other was getting a basal cell carcinoma spot off my back about an hour after this job.

Solar radiation isn’t just UV, though; it’s radiant heat, and that heat cooks stuff like this. My car was a California convertible for 19 years. She did not just sit in a garage. She was well-cared-for, but the sun gonna do what the sun gonna do.

But, the visible part was in fine condition, so I went for it. Cut some plastic off an end-cover of a lightning-casualty outdoor Wireless Access Point that’s in the recycling pile, and got a couple of tangs on there. As you can see.

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Now, if you saw my effort with the cupholder cover screw sockets, you know the deal. In the privacy of your own home, you are looking at this picture and you are thinking something along the lines of “damn that’s homely as a mud fence.” And you are correct. It is. But, you can’t see that part. The only thing that matters is if it fits, and if it holds.



With very low expectations born of experience, I fitted it—with latex gloves to avoid getting prints on the inside of the glass which is highly annoying. It fit. As you can see. The tangs didn’t break.



Gonna call that a win. And probably \$65 saved on a tiny piece of used plastic. Related: I’ve started a list of these parts, their official Jaguar names, and their part #s. Almost none of them are likely to be available any more from Jaguar—this one isn’t—but this way, I can locate them from other sources, including the small outfits that are 3D-printing these things. Which is very encouraging.

PS: It may sound like overkill, but from experience I recommend wearing a respirator when you weld plastic like this. Even little bits. The fumes are seriously noxious and they can’t be remotely healthy to breathe. (*I’m not talking the serious canister things the body shop uses; just the 3M ones with the little white pad filters in them.*)

More plastic bits ... fuel-filler cap tether won’t stay on flap magnet?

The fuel cap on the X100 is attached to the filler neck by a plastic tether. Like all plastic, this tether will get less flexible over many years, and because it spends 99.9% of its time curled around the cap while the cap is in place, it will eventually hold that position stubbornly enough that its inelasticity is greater than the power of the magnet that’s supposed to hold the cap on the filler flap while you’re filling up. (That magnet isn’t very powerful anyway; it shouldn’t have to be to accomplish the purpose.) So, you end up just letting the cap rest against the paint below the filler recess instead. Which is what I did for the past fifteen months.

If you’ve cleaned the yellow decal over the magnet, and it still won’t stick, try [this solution from the Jaguar Forums](#). It just worked for me, and it’s easy and free (we love easy and free).

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Warning—seriously folks—there's the potential for gasoline vapors to be present for this, and you're going to be using an electric hair dryer. If you smell fumes, stuff a small rag over the filler neck area and wait for them to dissipate before proceeding. For extra safety, turn on the hair dryer before opening the filler flap, so that no spark can come into contact with fumes. We don't want you looking like Wile E. Coyote after yet another failed adventure with ACME products.

All you need for this is a regular electric hair dryer (not a heat gun), and maybe an extension cord (properly rated; remember that heating elements draw max power).

The idea is to hold the cap in one hand, gently extending the tether; don't pull on it or you'll probably break it. Put the hair dryer on "low" or "warm" heat setting. Hold it upside-down under the tether, a few inches away, and begin moving it slowly back and forth over the length of the tether, letting it warm the plastic evenly. You're not trying to get the plastic hot—just warm enough to relax a bit. It only took me two or three minutes. Once you've been warming for a couple minutes, gently put a little more pull pressure on the tether. When the cap easily reaches the fully-open filler flap, and the end can sit on the magnet without any backward pull from the tether, you should be good. If you can let go and the cap stays put, watch it for a minute. If it's still there, leave it alone for about five minutes so the plastic can cool in that position. This will help the tether retain its new shape.

Note that I did this on a very warm day. If you do it in February, it's probably going to take a little longer. But don't turn the heat up; you don't want to stress the plastic, or, worse, melt it.

As with all these plastic remedies, time will tell how long it holds. But 24 hours after doing it, it still worked, so that's cool. Thought I'd pass it along.



Nope—not my car. Spotted by my sister in traffic in Wilmington last month—first time I've ever seen a 4.2L X100 in the wild here in town. Too bad my sister didn't have a CJC Membership Form she could fold into a paper airplane and lob over her windshield. Which she could have done because she drives an '08 MX5, top-always-down.



From the editor

2008 AND 2009: HARD TIMES, GREAT JAGUARS

Ask most people who were plugged into the business and financial scenes in 2008 if it was a good year, and they would probably respond with a blank stare. Greed and recklessness had whacked the markets so hard that they teetered on the brink of a global collapse. The contraction was sharp and hard. People lost their homes. Conditions were perfect for brisk sales of luxury cars.

Scratch that last bit. There's a reason why 2008 and 2009 model-years of the X150-series XKs and XKR's are not nearly as common as 2007's (the first on-sale

year in the U.S.). And that reason has much to do with the preceding paragraph.

So it's an interesting irony that 2008 and 2009 were such good years for Jaguar cars. Maybe not for sales of Jaguar cars—at the time—but for the cars themselves. It was a compelling line-up. For us, now, those two model years offer some very attractive prospects.

The aforementioned X150 series had passed its first year of production, and Jaguar had had time to identify and rectify "teething problems" with the brand-new design. This was a great design, and a well-executed car, built almost entirely of bonded, riveted aluminum, with a proven powertrain: the AJ-34 4.2L V8 and the ZF 6-speed automatic. That combination would power the 2008 and 2009 cars too—though much fewer of them, thanks to the suddenly-shrunk market.

The XJ8 flagship sedan had been an aluminum car since 2003. For 2008, it was slightly facelifted (X358), and these would be the final two years of the classic XJ styling before Ian Callum's X351 went on sale in 2010. 2008 was the first year you could get cooled front seats in an XJ8, so if you're a fan (good word choice), there's a plus. These XJs also used the now-time-tested powertrain of the AJ-34 and the ZF 6-speed.

But wait—there's more. In the mid-size sedan class, Jaguar put out the XF, an Ian Callum departure from the unapologetically-retro styling of the outgoing S-Type, on whose platform the new car rested. Again, the sweet AJ-ZF powertrain delivered smooth, ample power.

And, finally, there was the X-Type compact, in its final two years of production. You could get this in sedan or estate/sportwagon body styles, and it was the first Jaguar model offered with all-wheel-drive. You could get a 3.0L V6 in it, mated to a JATCO 5-speed automatic (made in Japan). (That engine had an interesting story—originally developed by Porsche, bought by Ford, with the top end reworked by Cosworth and Jaguar.)

Note that nowhere here have I mentioned 2.0L turbocharged I4 engines. They'd come in soon enough, displacing displacement (and what goes with it). The 4.2L V8 would give way to the 5.0L Gen III version, which—though a remarkable engine—has not proven to be as generally-reliable over the long term.

These were the last years of Ford ownership; strapped for cash, after having poured billions into Jaguar and its other "Premier Automotive Group" acquisitions, the parent company unloaded Jaguar at a fire-sale price to Tata in June of 2008. 2009 was the last year of production for the Ford-era models.

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So, in 2008 and 2009, we have a complete line-up of Jaguars with proven powertrains, great designs, and production experience behind them. They're thoroughly-modern cars in all the good ways, but without some of the less desirable traits of what came after. These were good years for cars in general; some argue that the internal-combustion-powered car reached its zenith right around that time.

And prices for all these '08 and '09 Jaguars are bargains (except for the rare XJ Super V8 Portfolio). And I don't mean the 5-owner funny-smelling one with a sus Carfax down at the sketch corner pay-here lot. I mean nice ones.

They may have been tough years for humans, but for being a Jaguar, they were good years indeed.



Jerry Tester's 2008 XK Convertible



2008 X358-series XJ Vanden Plas—is she yours? Let me know at cjceditors@gmail.com



Jim & Elaine Crowell's 2008 XKR Portfolio Convertible



2009 X358-series XJ Vanden Plas



LEAPERS AND GROWLERS

Car of the Month
Member-owner feature



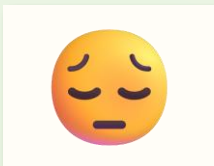
The idea here is to have a member contribute a short summary of their experience owning a particular Jaguar. I hope to feature one per issue.

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.



We did not receive a *L&G* submission this month, which is why you see a sad face instead of someone's loved Jaguar. If you'd like to see this feature continue, please send us something about you and your Jaguar at cjceditors@gmail.com by the 12th of the month.

We'd all love to see it!



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2019 XJL Collection Special Edition

One of 300 made to mark the end of the internal-combustion XJ after 51 years in production.

470-hp 5.0L
Supercharged V8

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Meridian surround sound

Your Editor has seen this car. She is stunning.



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To make an offer or for inquiries,
please email Chuck
at klillygrace@aol.com



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2006 XK8 Victory Edition, 54,800 miles

Excellent condition inside and out.
Everything works.
\$15,900 negotiable.
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For more info, please call Arek
on [4703138252](tel:4703138252).

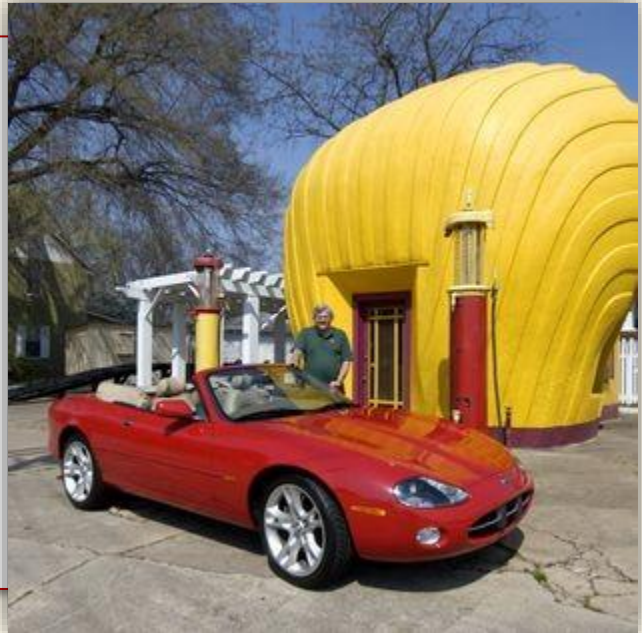


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2003 Jaguar XK8 Convertible. Tan over red with cream leather interior; 59,199 miles; 20-inch wheels; excellent condition; ceramic coating; runs excellently; routine services; no major services or repairs; only the clock works on the video display; 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.



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.

1987 Jaguar XJ-SC V12. Two-door two-seater. Rare targa-roofed cabriolet. Runs and drives well. Clean with newer and very clean upholstery, rugs, and top. Good paint. Settling estate of a meticulous mechanic, military electronics expert, and tinkerer. 151,000 miles. Garage kept. New cover included. OEM hardtop on car. Convertible targa included. Rebuilt (very clean) rack-and-pinion steering module available, along with old one; believe they were for a previous Jag that was sold. Multiple manuals and service records. Clean title. Located in Moore County, NC. Come see it. \$13,000 or make an offer. Last potential buyer didn't want to ship. Family needs to sell. Text or voice [919-815-6902](tel:919-815-6902).

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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
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- *New Floors
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99% Complete

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Price reduced: now \$49,500



Coming soon:

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

1988 Jaguar XJS-C 5.3 V12
60,813 Miles | Exterior: Silver Birch; Interior:
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Rare opportunity to own one of the final
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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
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Features & Highlights:

60,813 original miles
Exterior: Silver Birch
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Dayton wire wheels
North Carolina car
All books included
Recent service completed:
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New battery installed

\$6500

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



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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.

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.



Wanna put smiles on your people?
Get a Jaguar; you'll find them right here!

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

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.



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especially if you made it this far!
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