



THE LITTER BOX

the official magazine of the Carolina Jaguar Club



October 2026

JCNA S.E. Region Club #21

www.carolinajaguarclub.com



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✓ Ways to help ...

- ☐ **Register for the November meeting in Greensboro—see p. 17**
- ☐ Sign up for the "Storm Buddy Registry"—see p. 26
- ☐ Send feedback on upcoming events to Kevin Mann (see "Event Calendar," p. 11)
- ☐ Contribute to "Leapers and Growlers" (see p. 35)—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

Fall Events and Club Updates

Although the weather may be a bit confused—with temperatures swinging from 88 to 42 degrees within days—the next eight weeks will bring an exciting lineup of fall and holiday events. The fun begins on October 25 with the Road Trip to Cape Fear. Phillip Reid and Jim Crowell have done such a wonderful job planning the Cape Fear Fall Road Trip that registration has exceeded their goal of 30, with 33 members signed up. I trust there will be plenty of stories to share over a beverage and a bite at our next two gatherings: the November Election of Officers and the Holiday Party.

November Election of Officers

The annual Election of Officers is an important club gathering, and this year we are returning to Foreign Accents in Greensboro. We are very fortunate to have such a seasoned and effective core group of officers. This team does much of the heavy lifting that keeps membership strong and engaged, sustains a varied calendar of events, makes our concours a success, and maintains first-rate communication through *The Litter Box* and our website. I encourage you to join us in Greensboro, learn more about the inner workings of your club, and explore opportunities to participate and contribute. You should have received the meeting notice by email on October 7.

(continued on next page)



2026 Officers and Committee Chairs

President	Denis Connaghan
VP Events	Kevin Mann
Secretary	John Fryday
Treasurer	Rick Wotring
Membership	Kevin Willis
Co-Chairs	Nancy Willis
Concours	Karoline O'Rourke
Co-Chairs	John O'Rourke
Newsletter	
Editor	Phillip Reid
Webmaster	Brad Merlie
Social Media	Barb Merlie
Chief Judge	Steve Thomas
Past	
President	John Stewart

Editorial Contributions

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

Advertising Rates

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

(910) 325-3171

or email request to:

cjceditors@gmail.com

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The message included a link to the Officer Election Proxy ballot and instructions for submitting a proxy if you cannot attend.

Holiday Party

Kevin and Nancy Willis are organizing—and partially hosting—our Holiday Party, scheduled for December 10–12 in Winston-Salem. Although the celebration is still several weeks away, now is the time to make your plans: the block of rooms at the Hampton Inn will be held only until November 16. Team Willis has put together an excellent schedule of events, with full details available on our website.

Other News

Apart from the above club events, several of our members, along with other fellow JCNA members, will be on Hilton Head Island for the Concours d'Elegance & Motoring Festival from October 29 through November 1. I hear it is the East Coast's version of Pebble Beach—but that could just be East Coast banter.

We are also very fortunate to have Jerry Cohen leading our consistently successful sponsorship efforts. In 2025, his advocacy helped Hendrick Jaguar Charlotte receive JCNA's Dealer of the Year Award. Although the physical award took some time to arrive, Jerry has now proudly presented it to Hendrick Jaguar, a longtime and steadfast supporter

of our club.

I look forward to seeing many of you on November 14 at Foreign Accents in Greensboro.

Cheers,



LITTER BOX disclaimer:

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

Kevin and Pat at Autolawn in Hickory—see p. 13



Some cars don't age well.

Some are timeless.



The Series III XJ6.

The test of time has been stood.

Fine examples in the teens and twenties.



Hendrick Jaguar Charlotte Receives 2025 JCNA Dealer of the Year Award

By Jerry Cohen



The Jaguar Clubs of North America (JCNA) has awarded **its 2025 Dealer of the Year Award to Hendrick Jaguar Charlotte**, nominated for the honor by **the Carolina Jaguar Club (CJC)**.

The JCNA Dealer of the Year Award is presented annually to the Jaguar dealership that best exemplifies the spirit of cooperation and friendship between Jaguar franchised dealers and JCNA-affiliated clubs. The award recognizes a dealership that works closely with its local JCNA affiliate and its members to organize and participate in mutually beneficial activities.

For Hendrick Jaguar Charlotte and the Carolina Jaguar Club, that relationship has been a special one, spanning **22 years**. Over more than two decades, the dealership and club have worked together to promote the Jaguar marque and provide opportunities for

members, owners, and enthusiasts to share their appreciation of these iconic automobiles.

Presenting the award on behalf of the Carolina Jaguar Club were **Brad Merlie**, CJC Board Member, Digital Co-Chair, and **Jerry Cohen**, CJC Advertising/Sponsorship and Dealer Liaison.

Accepting the award on behalf of Hendrick Jaguar Charlotte were **Edward Mayorga**, General Manager, and **Brian Hill**, recognized as the #1 Jaguar Specialist in the USA.

Jerry Cohen noted that the support provided by the Hendrick Jaguar team goes well beyond simply displaying the Jaguar name. Their involvement includes personal participation in club activities, advertising support for CJC's monthly publication, The Litter Box, support of the club's website, assistance in membership growth, and strong participation in the club's highly successful annual **Concours**.

This long-standing partnership is a wonderful example of what JCNA hopes to foster between Jaguar dealers and their affiliated clubs. The Carolina Jaguar Club sincerely appreciates the continued commitment and enthusiasm of the entire Hendrick Jaguar Charlotte team.

We look forward to working together again in **2027**, as Jaguar ushers in another exciting chapter for this storied and legendary brand.



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—Prime Minister Andy Burnham, 25 Sep, per BBC

CJC Membership Report

Our Membership Chairs are traveling this month. They'll be back here with a report for you next month. They look forward to seeing those of you registered for the Road Trip in a couple weeks.

If you're just joining us, membership in CJC is strong and on an upward trend. We are one of the largest JCNA affiliate clubs.

If you're not a member, please consider us; we are active and inclusive and would love to have you. (You don't have to own a Jaguar; you just have to like them.)



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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

- 25 – 31 Oct** **Cape Fear Road Trip, Wilmington NC**—see p. 12
Registration is closed—see y'all there!
- 14 Nov** **Officer Elections for 2027, Greensboro NC**—see p. 17
at Foreign Accents, with lunch—it's official!
- 10-12 Dec** **CJC Holiday Excursion, Winston-Salem NC**—see p. 18
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



Cape Fear Road Trip

a town & country fall getaway on the coast

25—31 October 2026
Base: Wilmington NC

We have 33 folks registered for the Road Trip. Great to see such a positive response.

If you're registered, you should have received your digital copy of the Drivers' Information Packet via email. If you can't locate that, email cjceditors@gmail.com and we'll get you one right away (check spam first; group emails sometimes get thrown in there automatically).

The digital packet contains all the routes and turn-by-turn directions. On p. 9, there is a QR code for the link to a list of links for all the routes, in chronological order. These links can be copied and pasted into a browser, and they will pull up the exact route in Google Maps. So, if you want to peruse them ahead of time, there you go.

When you arrive, see Jim Crowell for your printed copy of an abbreviated version of the Packet—minus all the routes and directions; that's far too much to print. You can carry this shorter version with you to keep up with the "program." You can text or call Jim at (828) 719-1823.

We will also send you a link to a "phone-friendly" digital version of the print packet that you can pull up and read easily on your phone.

If we are forced to make any changes to the itinerary before the 25th, we will notify registrants via email. If we are forced to make any changes during the week, we will notify everyone via phone.

See you when you get here! Safe travels!



Our Events VP, Kevin Mann, shared these photos from the official CJC September Event, Autumn in the Mountains in Mills River NC, presented by the British Car Club of Western North Carolina. Kevin reports that it was sunny, 75 degrees, and well-attended.







'K these two have the outfits FIGURED OUT. Come on.

Kevin Frank reports: "Yesterday, my wife and I had the pleasure of attending Autolawn. If you haven't heard of it, Autolawn is an annual Euro Classic Car show to support the Hickory Art Museum. It's a fun day of cars, food, drink, and music. This year, they asked attendees to dress up (optional) in relevant attire that represents their vehicle and time period. The show is limited to 75 vehicles."

"From the attached pictures, you can see that we were shooting for the '60s hippy/Austin Powers/go-go boots theme. It must have worked because we won 2nd place for our presentation (Car and attire). A great time was had by all!!!"

Looks like good fun and cool cars for a good cause. Thank you Kevin!

More pictures on following page—including Editor's Choice ...

"Pat posing with our '70 E-Type sporting the fashionable Union Jack dress and Go-Go Boots."



(top) Kevin and Pat's ribbon; (right) Editor's Choice: "fellow participant, four cars down, purchased this mammoth trophy at a garage sale and he brings it with him to every car show strictly for this type of humorous photo op!"

This is genius; I'm smacking myself for not thinking of it first. Closest I'd ever get to a trophy!



CLUB EVENT – NOVEMBER OFFICER ELECTIONS

What: Club Meeting to elect Officers for 2026 with tour of Foreign Accents shop.

When: Saturday November 14th at 10am for a shop tour, followed by a brief meeting to elect Officers. Coffee & pastries served upon arrival. Meeting will be held at 11:30, followed by catered lunch buffet at noon.

Where: Foreign Accents – Club Sponsor and great place for Jaguar service
5316 W Market St, Greensboro, NC 27409
(336) 294-2137 <http://foraccents.com/>

PLEASE Register on the CJC Website by 10/23 with payment of \$34 pp for lunch.





2026 HOLIDAY EVENT

WHEN: December 10 - 12

WHERE: Winston-Salem NC

EVENT SCHEDULE:

Thurs 12/10 – Drive to Winston-Salem

Check in at Hampton Inn – 1990 Hampton Inn Court. We have 15 rooms **held until 11/16** at special rate of \$119 + tax. **Reserve your room at [Booking Link](#) or call (336) 760-1660 and mention CJC.** Please plan to arrive by 4pm.

6-7:30 pm – Chartered Bus Tour of Tanglewood Lights – pick up at 5pm at hotel – Cost is \$45/pp payable when **registering on CJC website**. Bus returns to hotel approximately 8pm. **REGISTRATION DEADLINE is 10/23**

8:30 pm – group dinner at Sixty-Six Grille in private room – **self pay – register on CJC website**. 3440 Frontis St, Winston-Salem, NC 27103 (1/2 mile from hotel).

Friday 12/11 - **Choose your activity below and register on CJC Website before 10/23:**

10am - Old Salem Museums & Gardens at 900 Old Salem Rd. - **\$40/pp**

Lunch on your own – Muddy Creek Café suggested

10am – Reynolda House at 2520 Reynolda Rd & Reynolda Village Shops & Restaurants (nearby) - **\$25/pp** for Museum Tour.

Lunch on your own – Village Tavern suggested

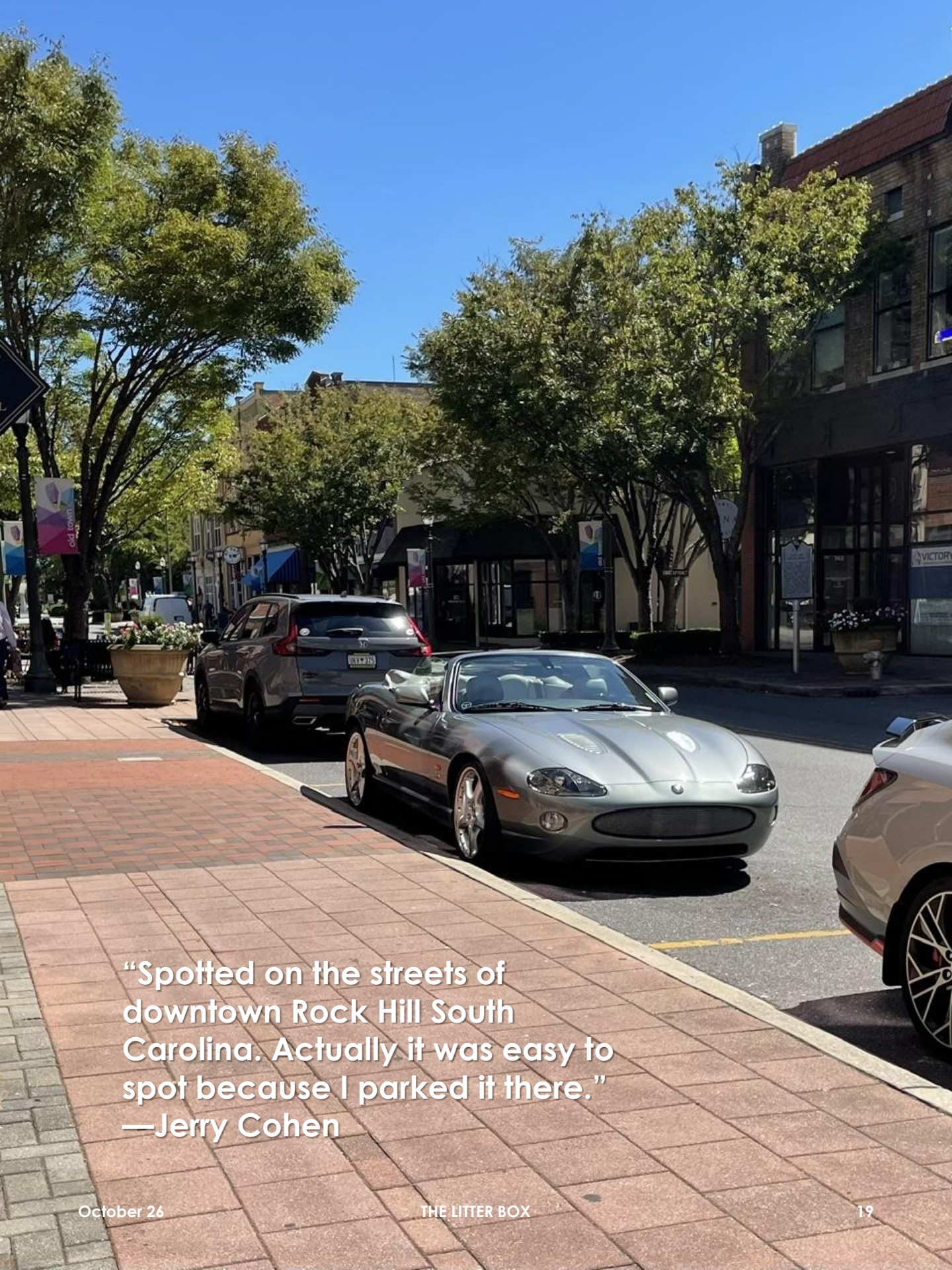
5pm until ?? – Reception at Willis' residence - 1120 Claverton Court

Club Social with drinks & heavy hors d'oeuvres

Saturday 12/12 –

Breakfast on your own and return home or extend your stay and see what else Winston-Salem has to offer.

Please contact Kevin Mann with questions – (770) 856-1056 or mannkm66@gmail.com



“Spotted on the streets of
downtown Rock Hill South
Carolina. Actually it was easy to
spot because I parked it there.”
—Jerry Cohen

Some Assembly Required – Mille Miglia

by Harvey Ferris

I recently completed another item on my Bucket List: attending the Mille Miglia in Italy. I'll quote Wikipedia, which does a much better job of describing this event than I can.

The Mille Miglia (Thousand Miles) was an open-road, motorsport endurance race established in 1927 by the young Counts Francesco Mazzotti and Aymo Maggi. It took place in Italy 24 times from 1927 to 1957 (13 times before World War II, and 11 times from 1947).

Like the older Targa Florio and later the Carrera Panamericana in Mexico, the MM made grand tourers like Alfa Romeo, BMW, Ferrari, Maserati, Mercedes-Benz, and Porsche famous. The race brought out an estimated 5 million spectators. From 1953 until 1957, the Mille Miglia was also a round of the World Sports Car Championship. Since 1977, the "Mille Miglia" has been reborn as a regularity race for classic and vintage cars. Participation is limited to cars, produced no later than 1957, which had attended (or were registered to) the original race. The route (Brescia–Rome round trip) is similar to that of the original race, maintaining the point of departure/arrival in Viale Venezia in Brescia.

(continued on next page)



Some Assembly Required (continued from previous page)

The event website notes that “**1000 Miglia Srl** is a company owned by **Automobile Club of Brescia**, which has been organizing the 1000 Miglia since 2012, the most important regularity race for historic cars in the world.” Not to quibble, but it is no longer a race—rather what you would call a Regularity Event or Classic Rally. A thousand-mile course is planned by the organizers, starting at Brescia, extending to Rome, and then back to Brescia. I gather that the course changes somewhat from year to year. Looking at the published route map, there are “timed stages” and “transit stages”. For the timed stages, the participants are given an average speed target. The average speed targets are not super-fast but, as the route is on public roads, it can be tricky to come in exactly on time. One trick you will see is the participant driving the stage a little faster than necessary and then creeping in exactly on time as the stage finish line is in sight. Regardless, there are some entrants that are very competitive and some that are clearly there to have a good time. The driving event takes place over a 5-day period. Doing the math: about 200 miles a day. Keep in mind there is very little freeway driving. The route intentionally seeks out twisty mountain roads and routes right through the center of many towns. In 70+-year-old cars. I suspect most of the participants are pretty thrashed by the end of the event.



The entry fees are not trivial. A “basic” entry fee is around 16000 euros. For this, you get 4 nights of lodging (2 persons to a room) and basic food service. You provide your own car and all transport costs of getting your car to, through, and home from the race. That said, I understand the event is generally over-subscribed, with the type and pedigree of car that you enter being a key determinant to your acceptance. This year, there were 459 cars entered. If you follow the event, you will also see newer cars. For quite a bump in price, an entrant can bring along a second crew or other vehicle, that does not have to be period-correct. [Here is a link](#) to the list of accepted cars for 2026. It is quite eclectic, to say the least.

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Some Assembly Required

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For maybe obvious reasons I had no hope of being a participant but the event is still a blast to watch. My wife and I booked an accommodation near Brescia months before the event. On the day before the event, we drove into Brescia. The cars were receiving tech inspection in a central plaza in Brescia. This was interesting but slow going. We only saw a fraction of the 459 cars entered. There is apparently a "parc ferme" where the cars were parked overnight but my enquires indicated I was not going to get into that location. What we did was download the route map (which if you look hard enough, is on the event website). We were able to follow the Day 1 route north out of Brescia. We were on the lookout for a good place to stop along the route, so as to observe all the cars come by the next day. Well, most towns in Italy have a bar. We found a bar in the town of Case Nuove. We arrived there around 1 pm the next day. Shortly, the cars started coming by. Purchase of some beers and snacks got us an outdoor seat on the bar's patio, overlooking the street. Somewhat entertaining was the fact that there was a 30 kph speed bump just up the street. Some of the cars hit this at a reasonable speed. Some didn't. It was hilarious, being as it wasn't our expensive car going airborne.

After a few hours, most of the 459 cars had come by. Most of the

drivers and/or navigators at this stage were waving happily to folks on the side cheering them on. I suspect by Day 5 they might not be so chipper. I'm sure few of the cars had air conditioning. Many were open top. And all are over 70 years old. Part of me thought it would be fun. My lower parts thought it might be torture. I'll probably never get to find out.

We had a great time. It is about the most economical car thing you can do in Italy, as it is free. You just have to get there and see for yourself! BTW, there is a nice Mille Miglia museum on the outskirts of Brescia, which is open most of the year and definitely worth seeing.

Some Assembly Required is a series of articles for *The Litter Box*. You can find previous articles on Harvey's website, Newhillgarage.com, and the CJC site.





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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.





The
XK
Corner

This is for anyone else interested in the modern XK/XKRs: MY 1997—2015 U.S.
Please send tips, questions, and experiences to cjceditors@gmail.com.

Where The X100 Rubber Meets The Road by Bart Groeneveld

Well, it's that time again: my cat's paws are getting a bit thin and the question is ... do I stick with the same brand and type of tire or (gasp-sigh) do I go shopping and fall down a rabbit hole? Of course, it all begins with the tires you have started out with. Perhaps you purchased your Jaguar new and so you have experience with the "factory" rubber for some tens of thousands of miles. Perhaps you then replaced them with the exact same tires. Or, you acquired your car from a previous owner with what they put on some time ago. Or, annoyingly, you encountered debris and damaged one or more tires beyond repair. Another question is: what kind or style of driving do you do and how much do you push your tires? Our X100's are mostly built to Grand Touring standards – comfortable rides and safe handling with an occasional burst of enthusiasm; they are not sports cars, per se. How responsive do you want your tires to be? How comfortable do you wish your ride to be? How do you expect the car to behave in dry, wet and (gasp!) snowy conditions? What kind of service life and wear are you insistent about? Less important but still a factor: how much noise does the tread make? Generally speaking, four kinds of tires will fit the bill, depending on the situation: summer/performance, wet performance, snow performance ... or the ever pervasive "all-season" (in case you can't make up your mind). Which brings us back to: research and reliance on testing (by dealers and others), reviews by actual owners, and your all-important preferences, geographical and meteorological situation. Unfortunately, this takes time – so it is prudent to make some decisions ahead of when you actually need new treads. When I became the third owner of my '03 XK8, I noted it had the optional 19" 'Apollo' forged aluminum wheels, which are quite handsome. They came shod with a mixed mishmash of tires,

continued on next page

all worn to a considerable degree. I also belatedly learned that the rear wheels were wider than the fronts (255's vs 245's) and that I drove the car home (500 miles) with one rear wheel on the front and one front on the back. That I arrived in one piece was just good luck and conservative driving (and lots of DSC faults!). I remedied this situation a.s.a.p. after a considerable online research effort (forums and tire dealers) while staying within a reasonable price point. I ended up with a Korean designed bit of rubber by Hankook, a summer, ultra-high-performance tire, which I read was raved about by -of all people- Corvette owners: the Ventus V12 evo2. It was rated as very responsive, excellent dry grip and very good wet performance. I bought a whole set for less than 1,000 2011-dollars.

The XK Corner



So, it is 2026 and I need new paws, but there is a problem. My tire is no longer available! Slogging through hours of research, I decide to stick with the same brand and try out their "new and improved" version. So far so good – ask me in a year to see how I feel then! I drive my car a lot, so I'll get plenty of miles in. In the final analysis, deciding on tires is a very personal and subjective process... the above is just my story for my particular car and my particular situation: I live in the Midwest with warm summers and mild winters, typical wet conditions and generally good roads. Everyone has their own favorite brands and tend to stick with them, which is fine. Don't forget, though, that if you want to experiment, some suppliers have generous return policies so you can swap out the rubber if you are not satisfied (also, don't forget that a fair break-in period is needed for the tires to 'settle in'). Happy paw-hunting if you are in the market – use all the resources available and you will likely not be disappointed.

2026 X100 PHOTO EVENT



Voting for John Dee's annual X100 "pinup" photo competition has opened. This year, John will once again be producing a hardbound coffee-table book, featuring the photos submitted and his own written content. This year, he will be writing about buying and taking care of an X100.

Capturing the Cat

Images of the Jaguar X100



Curated by John Dee

You can still order a copy of last year's book if you don't already have it; click [here](#) or on the image above.

All you do is watch the video—you'll see some striking photos—and then go through it again to pick out your top three choices. Write down their numbers (top left-hand corner of each image). Then you email them to John in a simple format; he gives clear instructions at the end. The photo with the most votes goes on the cover.

Your Editor's photo is #5. Vote for it if you like, or don't if you like; no one will know. John's done so much for us that I like to support his efforts. And it's fun!



From the editor

IF IT AIN'T BROKE, DO I FIX IT?

Good question...

It would take me a lot more space than I've allocated here (and I've allocated plenty) to adequately support the argument for buying and keeping an older car over buying a new one. (I consider "older" to be 15 years old or more.) I'll just content myself with this introductory premise: the best cars, representing the best value, all other things being equal, are "aughts" cars. And then there's "classics." A lot to be said for them too.

Moving right along: seems to me there's a constructive tension at the core of buying and keeping an older car. We might express it as:

"Being proactive in the service of reliability vs. if it ain't broke don't fix it."

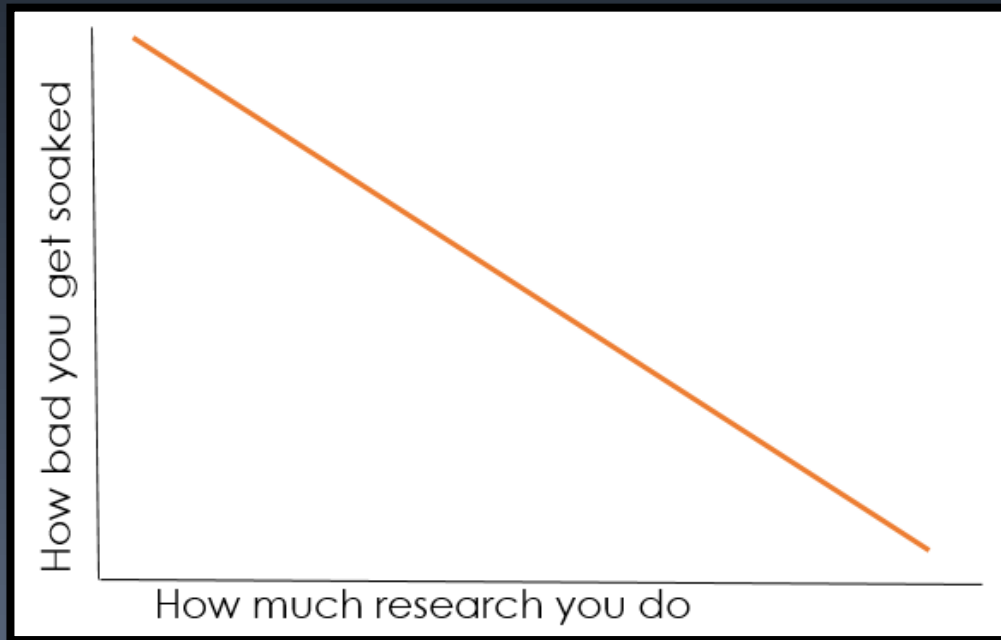
It's a "constructive tension" because, in principle, we support both of these tenets. They're both smart. Problem is, they can conflict with each other. Hence the "constructive tension."

Life is chock-full of those. Things that don't really "go together," but they're still both true at the same time, and we have to hold them in tension, or live in denial. And a life of denial ain't worth the clearance table at Walmart. So, getting good at managing this specific constructive tension can have wider benefits. Conversely, if we're already adept at doing it in general, because we're reasonably good at life, then managing this one should come rather naturally.

That's enough generalization. This magazine is about owning and appreciating Jaguars, and who doesn't love talking and writing about that? Don't answer that.

It seems to be conventional wisdom that the first 18 months of owning a "new" older car is your reconditioning period. That's when, if you're doing it right, you establish what the car's obvious needs are before you buy it, based on the model-specific education you've acquired before making your purchase.

On the following page is a helpful graph:



From the Editor--continued from previous page

"Research" is not a lone-ranger sort of endeavor; done right, the prospective buyer enlists the help of as many people as possible who know more than they do.

OK so you've done your research, you've found a good prospect, you arrange to look at it. I don't have data on this, but I'd bet my own Jaguar that less than 1% of those prospects will be "perfect"—meaning they don't need anything done to them in the near-term to make them as good as new. "Perfect" is not at all necessary. We're not trying to win shows here. We're trying to acquire a car that's more joy than pain.

So, there will be at least a short list of items that do, or might, need attention right away. This list is what most people use to negotiate price. I don't really do that, because I'd rather extract my own teeth with tools better-suited to electrical work, but if you're down with it, good for you. At the very least, this first list will help you decide whether to buy or move on.

Once you've had your PPI, if you make it to that, your little list will grow at least a little bit. That's fine. Now you might want to negotiate a little more, if that's your jam. Or move on.

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From the Editor--continued from previous page

When you hand over the check, then, you've got a list that includes what you found on your own and what the PPI found. Next step is to book an appointment with your own shop for a PostPI, or do that yourself if you're your own mechanic. That may add a few items to the list, or remove some—in my case, it was the latter. A few items noted by the PPI shop turned out to be fine.

Now we get to the Near-Term Strong Maybes. These are things that research tells us may well go south in the near term if they haven't already been repaired or replaced. Wear items. Items that are known to have a certain lifespan, some of which may have been recalled at some point—was the recall performed? You should have known the answer to that question before you signed the bill of sale.

This is where your near-term reconditioning budget comes into play, and decisions you'll need to make about what to do proactively and what to leave alone until it breaks—if it does.

The first criterion that makes sense to me for these near-term decisions is this: can the item potentially compromise the safety of the car—either for the occupants or for itself? There are no-brainer items here—brittle, cracking coolant hose. ABS fault. Then there are the “well, these do go bad a lot of times, but yours seems fine, and nothing awful will happen if it does go bad.” Seat control modules. I like that example, actually: these can go bad, but they don't always, and if they do, the only consequence is that one or more of your seat-adjustment functions stops working until you get it repaired. If you leave your seat in your own driving or riding position, rather than one you might use if you let a howler monkey drive your car, this shouldn't be any great hardship until you can get that module shipped off, wait a week, and reinstall it once repaired. It should be clear that there's no way to make these calls without having done adequate research on the vehicle. It's easier to get what you need quickly from YouTube University if you already know which classroom to walk into. It's a big place.

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From the Editor--continued from previous page

Given how my brain's wired, it helps me to keep in the forefront of my mind a core tenet of reality itself: the only constant is change. Nothing stays the same, nothing is static, my car is like a living being in a lot of ways. My tires are 2021 date code with 57K. There's no compelling reason to replace them before 2028 or 2029, unless they get damaged. My ECM capacitors could start to fail someday. That would suck; it can trigger limp-home mode and put your car on a flatbed and you carrying on small talk in the cab with a tow-truck driver. That's why you have 24-hour roadside assistance. But I'm not going to pull my ECM and send it off to Module Masters to have new capacitors installed preemptively. If my car were a '99, I might. But there's no strong argument that I've read for doing that on an '06.

Clearly, there are all sorts of these little decisions to make. Most require just a few seconds or a minute of thought. Some, you can make with more confidence by consulting Jaguar's own recommended service lists for specific ages and mileages. If Jaguar says replace your serpentine belt at, say, 60K miles or ten years, whichever comes first, you should do that. Sudden failure on a road trip would be unfortunate.

What will happen if this fails? How much does it cost to repair or replace? What's the expected lifespan of this item? What does your trusted mechanic recommend? ("Trusted mechanics" do not suggest unnecessary work.)

Different owners will make some different decisions. One owner will proactively replace every piece of rubber in the suspension right away. Either because they can easily afford it, or they like doing that sort of work and do it themselves. Another owner (me) will replace the ones that are demonstrating wear and weakness, and those that just make sense to replace while replacing the first ones, considering labor cost.

For most cars that we buy, 20—30% of purchase price on reconditioning in the first 18 months is a reasonable guesstimate. That's why everybody who knows anything hammers on the point that the purchase price is not the actual price. The actual price is the purchase price plus the 18-month reconditioning budget. After that, if it's a good car, you're in maintenance mode.

My car was 20 years old when I bought her, with 49K miles and a solid service

(continued on next page)

From the Editor--continued from previous page

history. She had 3K worth of transmission service done by the seller as a result of the PPI. Her PostPI laundry list of basic stuff cost around \$800. Her top hydraulic system began leaking almost immediately; if this makes you cry with an X100 Convertible, you haven't done your homework. (Unless you know the system has already been replaced, in which case here's some tissues—but I've yet to hear of this happening.) That's \$2K. She needed some work at the upholstery shop—steering wheel leather was in bad shape, A-pillar and windshield header interior upholstery replaced. As of 12 August, we've owned her just over 18 months, and spent \$11,023.18 on reconditioning and maintenance. That's just about 50% of purchase price. That doesn't bother me, because I'm driving around in a lovely Jaguar that cost \$80K 21 years ago and would cost \$140K today, for a total of \$33K. I don't have any plans to sell her, so I'm not worried about that aspect of it. (Also, I just had my insurance agreed-value upped to \$33K; it's not expensive to increase your insured value to cover what you've actually put in.)

I've had extensive conversations with other CJC members who've spent nowhere near that much on their cars. As they always say in Forum posts, "YMMV." (Your Mileage May Vary.)

I guess the thing that helps me to keep in mind is that there is no "done" with a car. I'd have dismissed that as lame cynicism in my 40s, but that was immature of me. It's just reality. And it's OK. Change is constant and all that. There's no "done" me either—until I cease to exist. So, I need to hold that tension between doing what makes sense to stave off big problems, and not fixing things that aren't broken.





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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 again this month, which is why you see **two** sad faces instead of one. 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 next month. Three sad faces in a row will be the end of the feature.

We'd all love to see and read about *your* Jaguar!



CLASSIFIEDS



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

Special badging
20" wheels
Meridian surround sound

Your Editor has seen this car. She is stunning.



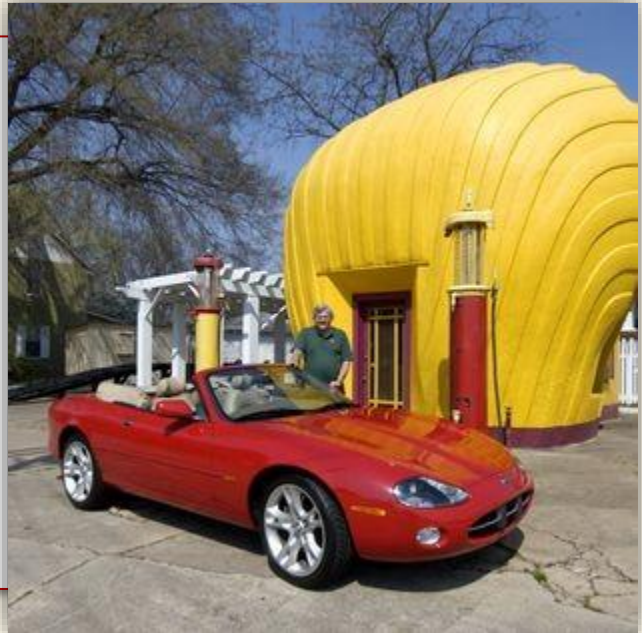
33,000 miles
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2003 Jaguar XK8 Convertible. Tan over red with cream leather interior; 59,199 miles; 20-inch wheels; excellent condition; ceramic coating; runs excellently; routine services; no major services or repairs; only the clock works on the video 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).

CLASSIFIEDS

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



2011 Jaguar XJL.V8.
65K miles. Two-owner
(Florida/SC). Last six
years, pet of 90 year
old Mechanical
Engineer. Awesome
vehicle. New Pirelli P-
Zero-Neros. Recent
battery. Have original
window sticker (from
Wilde Jaguar,
Sarasota Florida).

\$12,750.

More photos and info
at
jdupre@bellsouth.net.



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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
Last Year for Spinners on Wheels
Next to Last Year for Above Bumper Tail Lights

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

99% Complete

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

Price reduced: now \$49,500



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

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

Features & Highlights:

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

\$6500

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



CLASSIFIEDS

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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.

NEW:

1967 E-Type Roadster
Old English White over Black

New Brake Master Cylinder
*New Brake Servo
*New Clutch Master Cylinder
*New Clutch Slave
*New Water Pump
*New Radiator Core
* New Steering Column Bushings
*New Brake and Clutch Hoses
*New Points and Plugs
* Carbs Rebuilt
*New Battery
*In Storage at Airport Hanger for 40 Years
*All Matching Numbers
*No Rust
*Jaguar Heritage Certificate
*1982 Texas Title

See photo following page.

Call Mark Lovello, Jaguar South, 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~~ \$3,500 **Price reduced**

Pictures available upon request.

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

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

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

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

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

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!



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