

THE LITTER BOX

the official magazine of the Carolina Jaguar Club

November 2026

JCNA S.E. Region Club #21

www.carolinajaguarclub.com

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✓ Ways to help …

- ❑ Contribute good photos of E-Type Series 1.5—see p. 6
- ❑ Sign up for the "Storm Buddy Registry"—see p. 36
- ❑ Send feedback on upcoming events to Kevin Mann (see "Event Calendar," p. 24)—**inquire about volunteer opportunity helping with event planning**
- ❑ Support our advertisers when you can, and **help us find new ones!**

From the President



Denis Connaghan

We are fast approaching the holiday season and the end of the year. Since my last note, many of you enjoyed the Road Trip to Cape Fear, organized by Phillip Reid and Jim Crowell. The feedback has been wonderful, and members are grateful to Phillip and Jim for a job well done.

This past Saturday, we held our annual Election of Officers meeting at Foreign Accents in Greensboro. Thank you to the owners, Randy and Scott, for their hospitality. Several of our members have had their Jaguars serviced there and speak highly of the team's work.

Thirty people attended our Annual Election of Officers meeting, of which 19 were voting members. In addition, we had 10 submitted proxies. The slate of candidates presented by the nominating committee, as previously provided, was elected. Thank you to all who participated, and special thanks to John Fryday, our Secretary, and Gene Thomas, Chairman of the Nominating Committee, for their efforts both before and during the voting process.

Kevin Mann organized the election meeting very well, as expected. As we near the end of this year's events, I would like to thank Kevin for his tireless efforts throughout the year for giving us regular, varied events in interesting locations with good Jaguar camaraderie. If you have event ideas for 2027, or can help organize, please contact Kevin.

(continued on next page)

2026 Officers and Committee Chairs

President	Denis Connaghan
VP Events	Kevin Mann
Secretary	John Fryday
Treasurer	Rick Wotring
Membership Co-Chairs	Kevin Willis Nancy Willis
Concours Co-Chairs	Karoline O'Rourke 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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Our club is very fortunate to have a strong core leadership team, and we have benefited from their efforts for many years. This group does much of the heavy lifting that keeps our membership strong and engaged, organizes a wide array of regular events, makes our concours the success it is, and keeps our communications top-notch through the *Litter Box* and our website. Every part of our club would benefit from additional member involvement, so I encourage you to contact any of our officers about ways to participate and contribute.

I look forward to seeing many of you at the Holiday Party in Winston-Salem, December 10 th – 12 th , partially hosted by Kevin and Nancy Willis. Kevin and Nancy do a wonderful job rallying our membership and welcoming new members to our club.

Looking ahead, our annual New Member Lunch will be held in March. Please remember that you do not need to own a Jaguar to be a member. If you know "petrol heads" with an interest in Jaguars, please encourage them to join us.

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.





Long time Carolina Jaguar Club member David John Hayden passed away on Thursday, November 5, 2026. The family is being cared for by Cabarrus Funeral, Cremation & Cemetery. A memorial service is not planned.

David served 2 terms as club President for 2013 and 2014. David moved from England to the USA with his new bride and became involved in the Marine Electronics Industry. David spent over 34 years in the industry. A significant portion of his career was spent as the founder and President of D & L Marketing Inc. (1988–2007), a successful marine electronics manufacturers' representative company serving the Mid-Atlantic region. Through his firm, he represented prominent industry brands including Motorola, ITT, Northstar, Simrad, Flir, and Navionics. He was appointed in May 2007 to President and Executive Director of the National Marine Electronics Association (NMEA), a 500+ member organization representing marine electronics dealers, manufacturers, and distributors.

In his retirement David got involved with our club soon after becoming a member. He was focused on membership involvement and input as he always said the members are the club. A favorite phrase when we were coming to a conclusion of the direction we going on a plan was "and Bob's your uncle". David always offered tidbits of wisdom on life and growing old in his Cat Tales articles and loved to enlighten us on his favorite Jaguar, the XJ40, of which he owned 2 at the same time—the 6-cylinder and a V12. However, he ended up owning a 2004 XJR as his last Jaguar.

The club sends out our condolences to his wife Linda and his children and grandchildren.

You can't have something for nothing.
But you *almost* can …

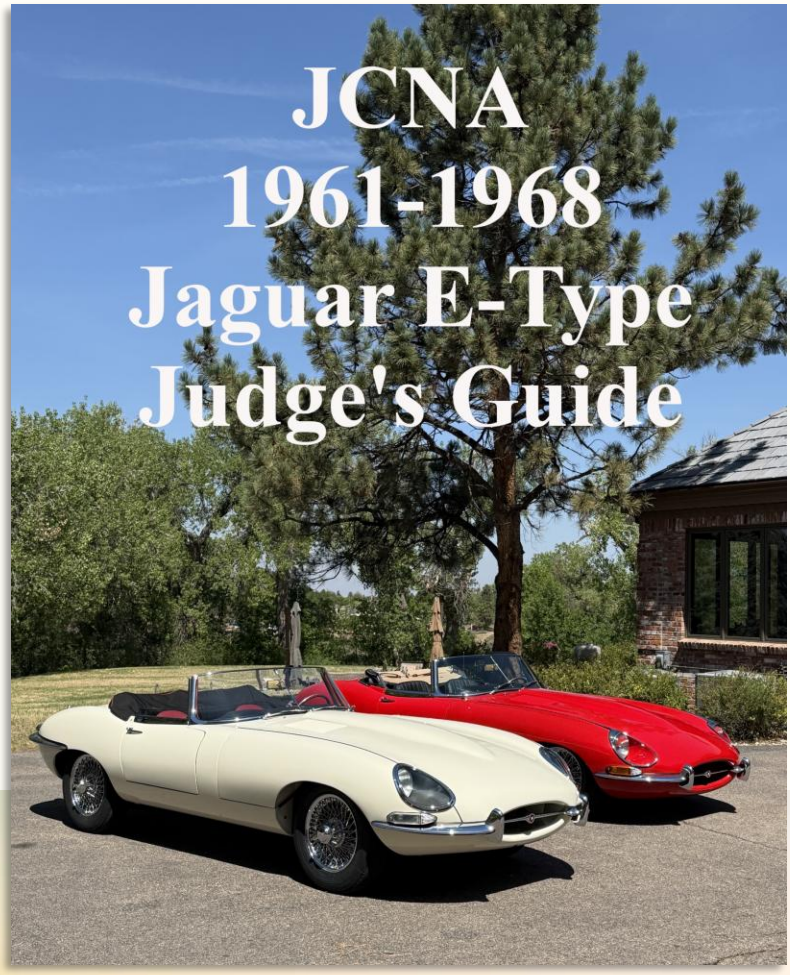


2009 XF Supercharged in Botanical Green Metallic over Champagne
4.2L Supercharged AJ-V8, 420 hp, 413 lb/ft
Advanced Vision, Navigation, Warm Climate packages
20" Volans wheels
Bowers & Wilkins sound system (the best they'd ever heard—*Autocar*)



The wood is real, the leather is soft, it drives beautifully …. it's a Jaguar. This North Carolina example sold in 2025 with 73K for $7,900.

JAGUAR



In a Special Meeting at the 2026 JCNA Pittsburgh IJF, the board and members present approved moving the Series 1.5 E-Type from the Series 2 class back to the Series 1 class. That is not up for discussion.

I have been working on an updated Series 1 E-Type Judge's Guide, which will now include the transition Series 1.5 E-Types.

I have a number of S1.5 photos that I still need. If you have a reasonably-correct S1.5 that you can take photos of for me, please contact me and I will send you a photo list of what I still need.

Steve Kennedy,
skennedy@ecentral.com



What color would *you* pick?



Type 01

1,015 hp
400 miles of range
3.1 sec. 0—60 mph

On sale February 2027



click here

Two lanes, missed turns, and seven-dollar horseradish

Cape Fear Road Trip, 25—31 October

Recap: a week of perfect-weather driving and dining on the coast

I've been a paid tour guide, two different times. The luxury of both, I now realize, was that in each scenario, all of us were moving at approximately two miles an hour and all within about twenty-five feet of each other. I am glad no one was paying me to be a tour guide in a Jaguar with a bunch of other Jaguars behind me, because that would've just added pressure to what was a rather demanding position. A position I signed up for—my favorite stand-up comedian's current tour is called "Nobody Asked You To Do That." On a walking tour, you don't have other vehicular traffic, stop signs, traffic lights, and speed limits which other drivers expect you to maintain (myself included). (A 45-mph speed limit does not mean you get to go down the road at 35 mph for six miles unless you have a flat AND a medical emergency).

It wasn't perfect, but I'll say this: if I'm being as objective as possible, it went ok for those folks who found themselves in the ironic position of being led on a week of driving tours by someone who basically can't find his way out of a paper bag. Or, as my wife's mom used to say whenever her dad was looking at a map, "Might as well give a map to a monkey."

But I had Google Maps, and routes that I'd carefully planned out and saved months before, and provided to everyone. Unfortunately, Google Maps was designed and built according to the ethos of today's Big Business: make it worse, and charge more for it. Those who managed to make good consistent use of these Google Maps routes, you have my respect. Your "leader's"

continued on next page

results were mixed ("your mileage may vary," as they always say on the forums).

"That horseradish was SEVEN DOLLARS!!" –Jim Crowell

Yes, Jim, seven-dollar horseradish is just part of our less-for-more economy these days …

But it takes more than that to bring me down, down, down
'Cause there's still a lot of wine and lonely girls
In this best of all possible worlds

—Kris Kristofferson, 1970

Because we did have all the really important ingredients nailed down. A group of folks who wanted to be there (or made a good show of it, at least), outstanding weather, good roads (if you're from the mountains, just cut us some slack on that one), a whole bunch of good food, seven-dollar horseradish—and Jaguars. (Plus a Kia and a Mazda and I think a Lincoln; we don't check your VIN before we let you sign up for something.)

Elevated consumption of anti-anxiety meds aside, I get a huge kick out of seeing a group of Jaguars in one place. It so seldom happens. Other people get a kick out of it, too. And that's a fun bonus. (It's even better when those Jaguars are following you, and there's supposed to be eight, and there are actually eight.) But this was a strong lesson in letting reality be reality. You can plan and plan (I planned this for eight months), you can try to factor in every detail, but when it actually goes down, improvisation and adaptability will be required. Every time. That's life. And when you aren't in charge, it makes life more interesting. When you are in charge, well, there's probably a big psycho-

continued on next page

logical payoff from expereince. I'm calling "exposure therapy," and that's a real thing.

I did learn a couple tricks having to do with impromptu pull-overs (safety first though) and slow-downs you'd never do in regular driving. And a few more tricks for app-based GPS navigation.

We do not need to go back to paper maps, y'all. We used to not have to mess with GPS, that's true. We also used to get lost a lot. And pull over to look at a big map spread out everywhere that had one big drawback: it didn't show us *where we were* on that map. And then we'd ask random people for directions, which (if you're me, at least) you would immediately forget; actually, you wouldn't have understood them in the first place. Smile, say thanks, hit the gas, stay lost. Repeat.

The statistics for the amount of miles saved (and thus fuel and wear-and-tear) since the widespread adoption of GPS-based navigation in vehicles indicate that it probably qualifies as a technological revolution.

I'd like to say thanks to all of you who signed up for the road trip this year. I'm sorry those of you who wanted to sign up, or signed up and had to cancel, weren't able to join us. And special thanks to Jim Crowell and Kevin Mann for letting me run point on this. We kept it between the ditches for five days straight, so I'll call that a win.

photos on following pages

photos on these pages contributed by your Editor and by Kevin and Nancy Willis





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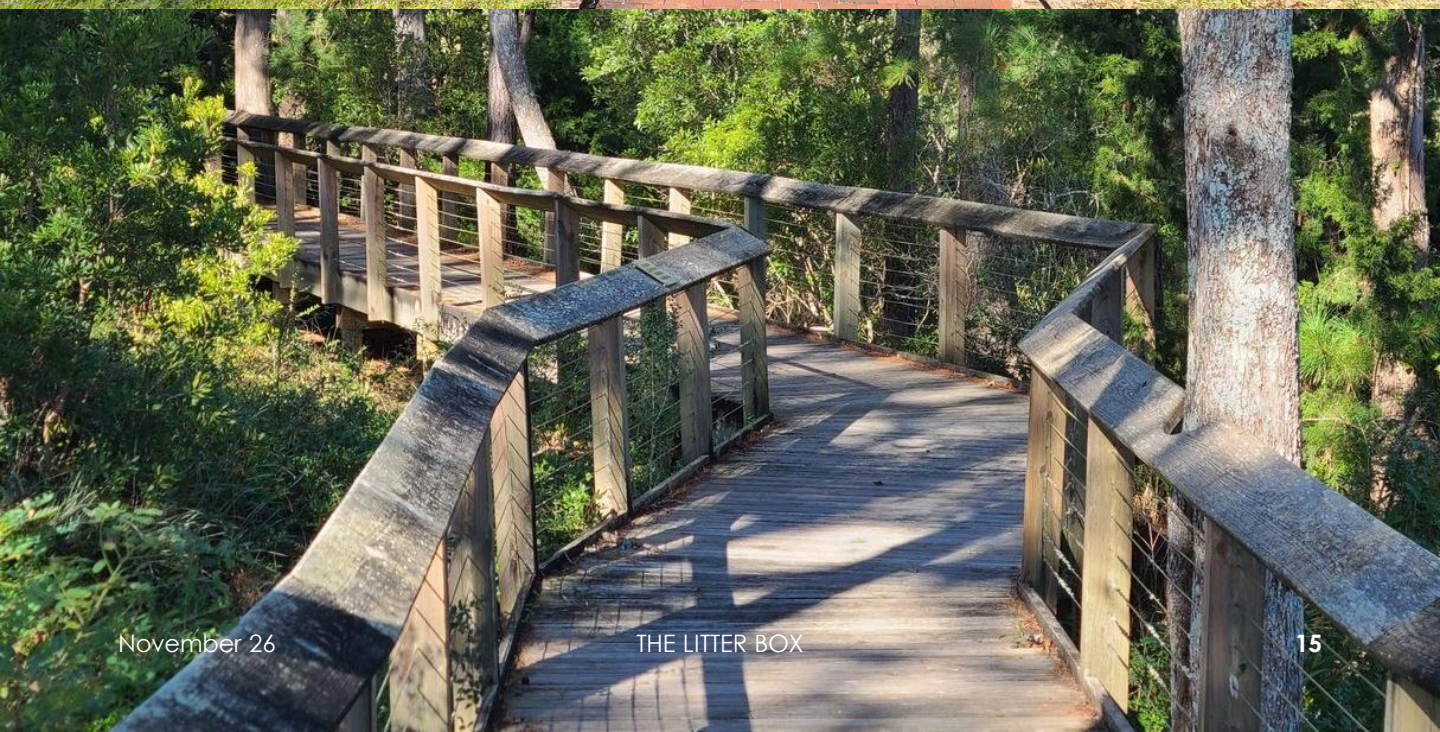






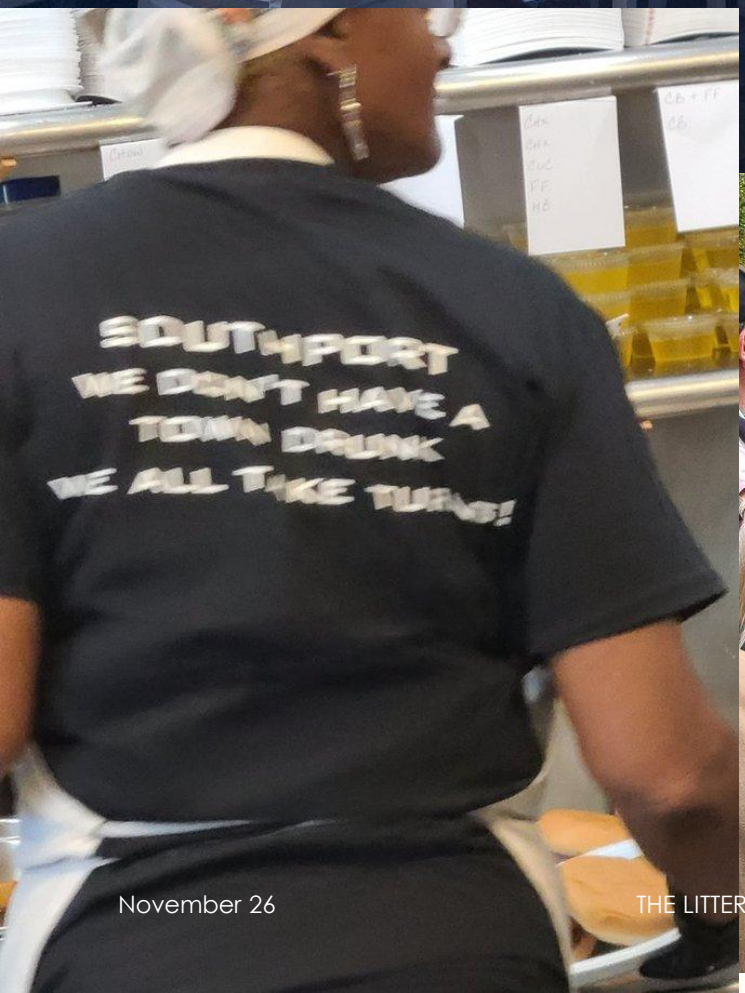
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Lorraine McArtor



Lorraine McArtor

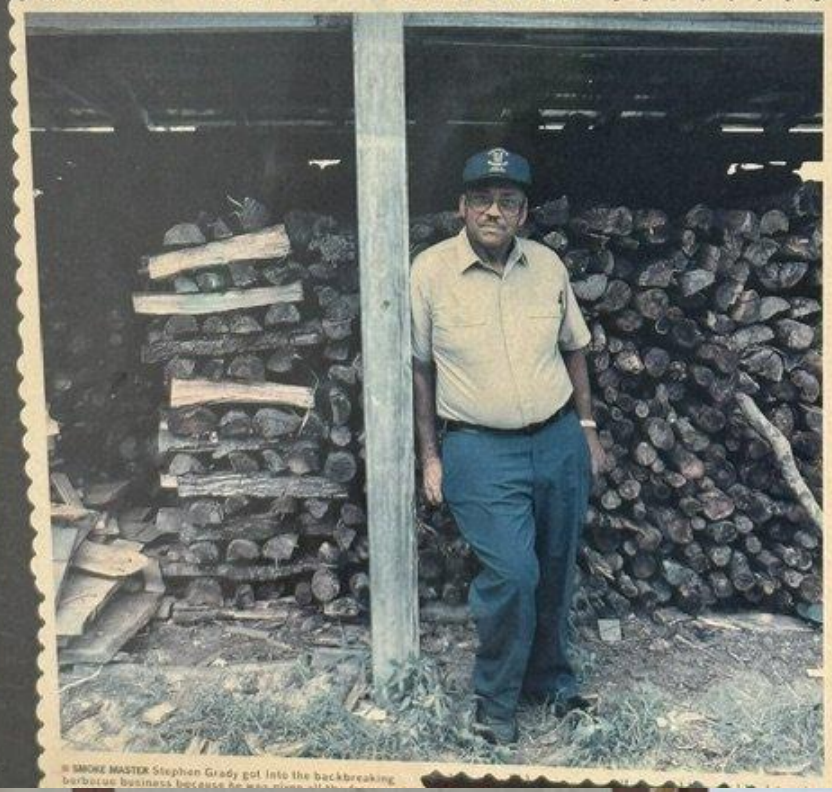
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GENTLEMEN'S QUARTERLY - NOVEMBER, 2000



SMOKE MASTER Stephen Grady got into the backbreaking barbecue business because







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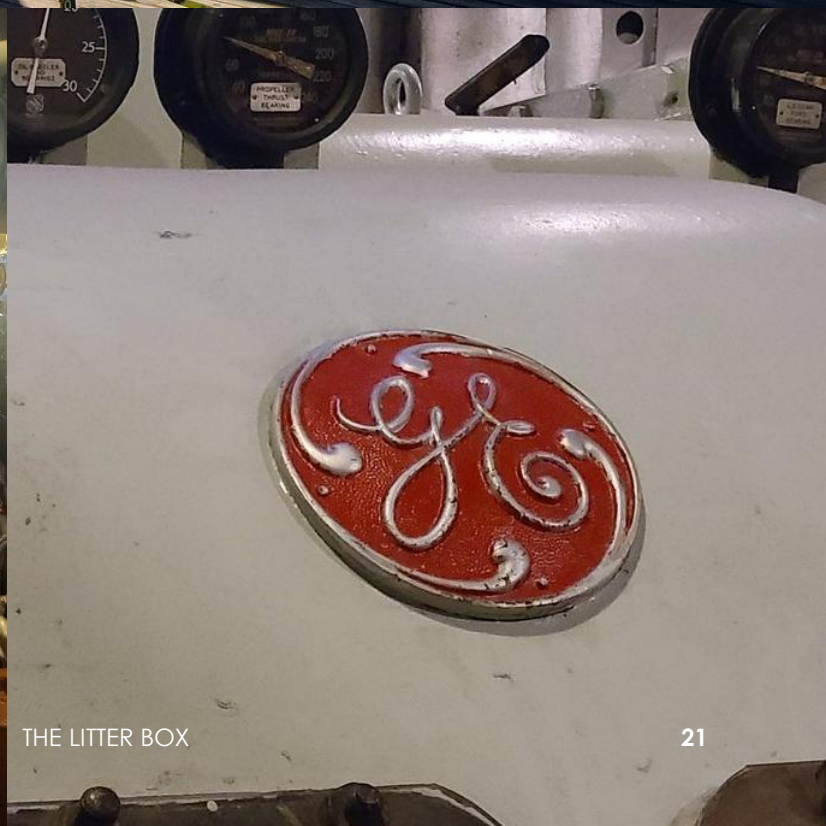




photos on these pages contributed by your Editor and by Kevin and Nancy Willis
for more, see the Road Trip gallery on the CJC website







CJC Membership Report





Greetings to All!

We just attended the Officer Election hosted by Foreign Accents in Greensboro, NC, a long-time supporter of our Club. The current officers were re-elected for another term. We are still in search of a member to assist on locations/ideas for our meetings. If you would like to learn more about the opportunity, please reach out to our VP, Kevin Mann.

Our Club continues to grow and it is our emphasis on people first, cars second that is a key driver of our growth. If you know anyone who would like to join us in 2027, please share our website with them and let them know you do NOT need to own a Jaguar to join our Club.

Speaking of 2027, on December 1st, we will open the website to renew for next year. We ask that you sign up as quickly as possible, so we can meet the submission date established by the JCNA. Dues remain the same for 2027 ($75 for the year of which the CJC retains $20). The fastest and easiest way to renew is via our website CarolinaJaguarClub.com.

Please make an effort to join us for one of our monthly meetings and get involved in the Club. You may meet your new best friends!

Happy Motoring,

Kevin and Nancy

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PERSONAL MECHANIC

Come in today to meet your personal Jaguar Specialist

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TRUSTED AUTOMOTIVE SERVICE

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www.foraccents.com

2026 Carolina Jaguar Club Membership Application

Click anywhere on this form to go straight to the Membership application page on the CJC websitehttps://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

10-12 Dec	**CJC Holiday Excursion, Winston-Salem NC**—see p. 27 Reception, Tanglewood Lights Tour
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

The Club is looking for a volunteer to help conceive and plan events. Please email Kevin if you might be interested.



Hilton Head Island
Concours d'Elegance & Motoring Festival

29 October—1 November 2026

submitted by CJC Chief Judge Steve Thomas

I want to thank Dave Kirkman for contacting me about this show back in June. Dave gathered 40 cars for the show from all over the US. The Carolina Jaguar Club had four cars attending:

- Jared Reinert in his beautiful 1967 Maroon Sovereign;
- Two of our best E-Types: Gary Dodson's '68 FHC, and Mark and Loria Havemann with their '72 2+2;
- I was showing my XJ-SC.

Parked next to me was a beautiful Mk 10; you don't ever see those. I invited them to our show.

In 2023, Eric Dunn and I attended the AGM in Wisconsin. We were bused out to a member's house to see his collection of Jaguars –early XKs and a Group 44 E-Type. In the back of his garage was a 1934 SS 1 that he was working on, finished from the firewall back. Mike and Deb Kornelli's car was shown at Hilton Head this year, and took honors. Notable cars shown were a 1952 XK120 "Lightweight," made before the C-Type; an F-Type 7 Series and Mike Gross's XJ220 .

It had rained really hard on Sunday morning, but by 0900 it had stopped, making the day great for a show.

(see following page)

Mike and Deb Kornelli
and their 1934 SS 1



Mike Havemann and Gary Dodson



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: S-Type in Burke VA
Ben Trawick

Some Assembly Required – Photo Memories

by Harvey Ferris

In the last few months, I have sold two of my long-term cars. My 1963 Jaguar E-Type Coupe and my 1986 Porsche 928. Of course, during the process of getting both of these cars ready for sale at auctions, I took a ton of photos. Auction photos can be a little utilitarian. Especially for on-line auctions, you want to provide as many photographic details as you can, as in many cases, the on-line buyers will not be able to come and check out the car in person. I typically wind up taking several hundred photos of my cars, from all conceivable angles. As I go, I am thinking about the one photo that will be used to anchor the ad—i.e. the thumbnail that will be used on the auction site with the brief description of the car. Most auction sites restrict these photos to a front 3/4 view of the car. I guess they do this to give some uniformity to their websites. Additionally, for any car that I have restored, I have a trove of photos from the restoration process. Also there are candid shots of the car "out in the wild." Additionally, some track days that I attend have professional photographers on site that will sell you a disc with all the photos that they took of your car that day. As a consequence, my laptop has a ton of photos for each car. But at the end of the day, there is typically one photo that rises to the top and is my favorite.



My most recent restoration, a 1963 Jaguar E-Type painted in Opalescent Golden Sand. My son-in-law Andy also took this photo, showing the beautiful lines of the fixed head coupe.

(continued on next page)

Some Assembly Required
(continued from previous page)

I used to get my favorite photos printed out in an 8 1/2 x 11 format. I would mount them in simple frames and arrange them on the wall of my shop / man cave. Then, I was introduced to the concept of Metal Prints. AI says "Custom photos printed on aluminum plates offer vibrant color saturation, sharp contrast, and high durability through a dye-sublimation or direct-print process." All I can say is the first picture I had done this way really knocked my socks off. The quality and impact is just amazing. I formed the habit of picking a favorite picture of each of my restoration projects and having it printed onto aluminum plates, typically in a large format suitable for hanging in my shop. One other advantage is that these typically do not need a frame in order to look good. These pictures provide great Photo Memories of my various cars. It is much more effective than looking at photos on a phone or laptop screen. There are a number of firms that come up in an internet search for metal prints. I started out using Vivid Metal Prints, mainly because they are a local NC firm. I have ordered all my metal prints from them and have been happy with their service. Following is a brief stroll down memory lane with some of my cars.

My Porsche 944 track car, captured here by a pro photographer at a track event. He turned a normal photo into something special by rotating the camera and catching the car in the pits on a wet track. Or was it on the banking at Daytona? I'll never tell.

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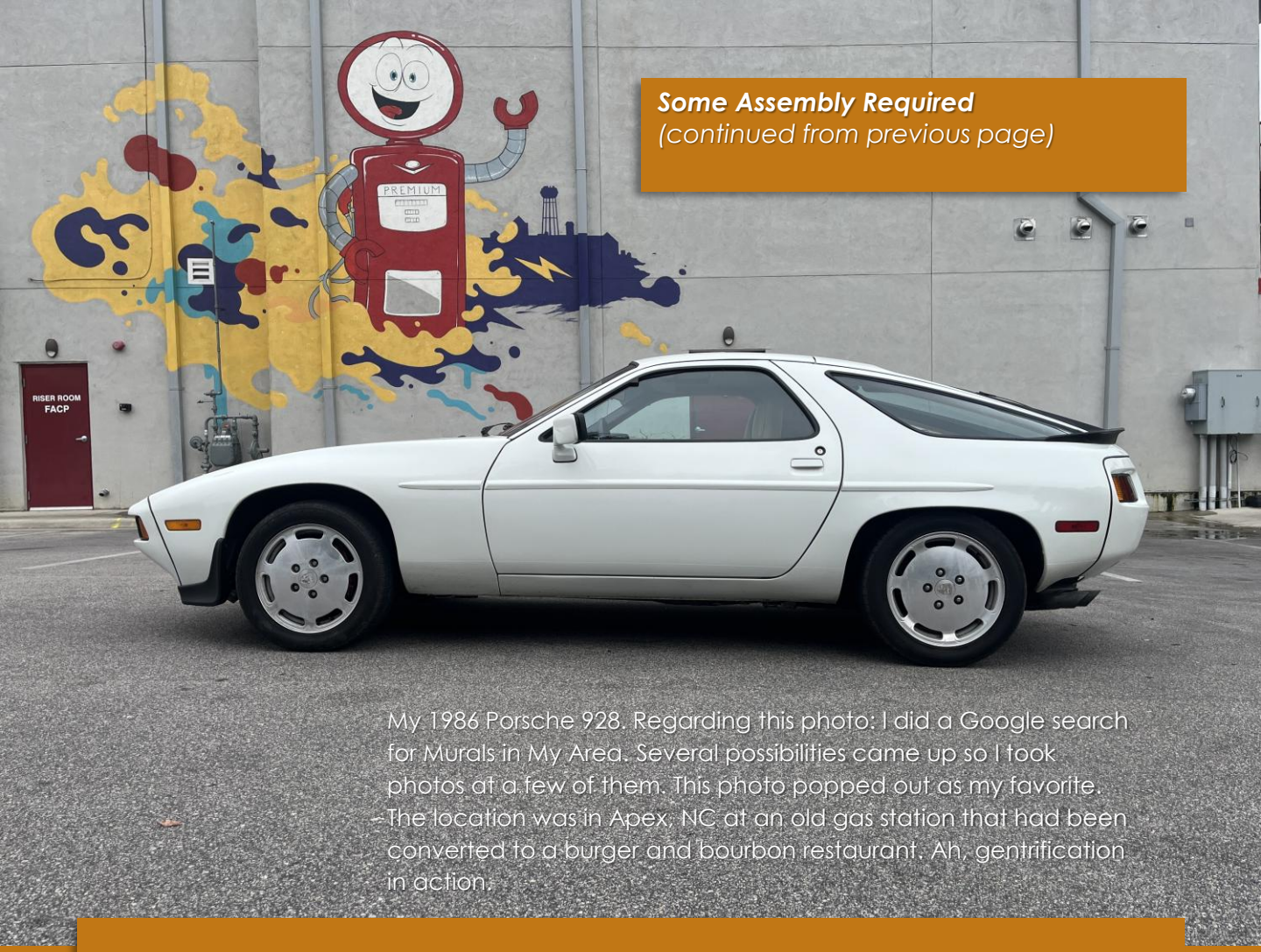
Some Assembly Required
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My first Jaguar E-Type restoration, a 1967 2+2. I was so excited to get it out and drive it, I didn't take the time to put on its bumpers. This shot was taken by a pro photographer at VIR. I assume he applied some standard techniques to blur the background, capturing the essence of speed.

Another Porsche 944, that I spent way too much time and money on. I was very proud of the self-applied blue paint. My son-in-law Andy took this photo in front of the brick wall of an old tobacco warehouse in Fuquay-Varina, NC.





My 1986 Porsche 928. Regarding this photo: I did a Google search for Murals in My Area. Several possibilities came up so I took photos at a few of them. This photo popped out as my favorite. The location was in Apex, NC at an old gas station that had been converted to a burger and bourbon restaurant. Ah, gentrification in action.

So there you go. If you haven't taken or selected any favorite photos of your special car, don't delay. Photo Memories are kindled every time I walk into my garage.

Harvey restores cars for fun and profit (not!) in his retirement.

Previous articles from *Some Assembly Required* can be found at his website www.newhillgarage.com, and in past issues of *The Litter Box*.

Hendrick JAGUAR CHARLOTTE

Contact us: 833-418-1693

6710 E. Independence Blvd Charlotte, North Carolina 28212

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



Navigation, Sunroof, Panoramic Roof, All Wheel Drive, Power Liftgate, Heated Driver Seat, Back-Up Camera, Premium Sound System, Onboard Communications System, Keyless Start, Dual Zone A/C, Cross-Traffic Alert, warranty 60 months/60,000miles.

Certified Pre Owned 2024 Jaguar E-PACE R-Dynamic SE



Navigation, Sunroof, Panoramic Roof, All Wheel Drive, Power Liftgate, Heated Driver Seat, Back-Up Camera, Turbocharged, Satellite Radio, Onboard Communications System, Keyless Start, Dual Zone A/C, Smart Device Integration, Apple CarPlayÂ®. Rear Spoiler, MP3 Player, Keyless Entry, Remote Trunk Release, Privacy Glass. 19,414 miles Portofino Blue Metallic

Hendrick JAGUAR LAND ROVER CHARLOTTE

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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 Sport Dynamic SE



Leather Seats, Navigation, Sunroof, Panoramic Roof, All Wheel Drive, Power Liftgate, Heated Driver Seat, Heated Rear Seat, Cooled Driver Seat, Back-Up Camera, Aluminum Wheels. Rear Spoiler.

$107,098

Pre-Owned 2026 Discovery Sport Landmark



Navigation, Sunroof, Heated Leather Seats, Power Liftgate, Panoramic Roof, All Wheel Drive, Turbo Charged, Alloy Wheels, Rear Air. Landmark trim. $55,655 Exterior ColorFirenze Red Metallic

LAND ROVER CHARLOTTE

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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.
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LAST CALL:
Storm Buddy Registry

I've received from verbal interest from a few folks, but no firm responses. If you want to be on the "storm buddy registry," please email cjceditors@gmail.com by the end of this month. After that, if we actually do have a list, I'll let the folks on that list know. And I'll re-post the announcement before next storm season.

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.



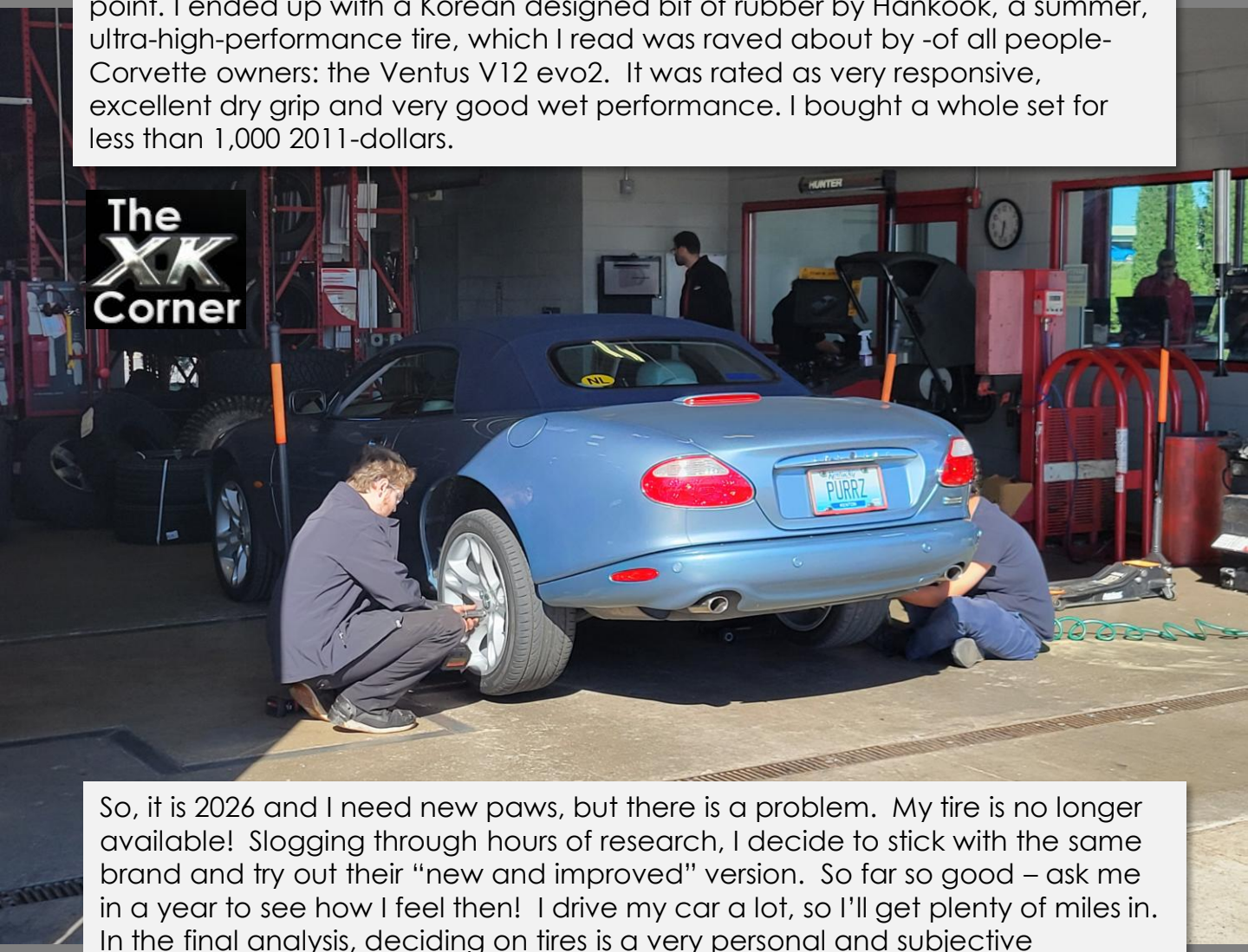


Where The X100 Rubber Meets The Road
by Bart Groeneveld

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,

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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.



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.

Here's why you need to use your tonneau cover—with photographic evidence

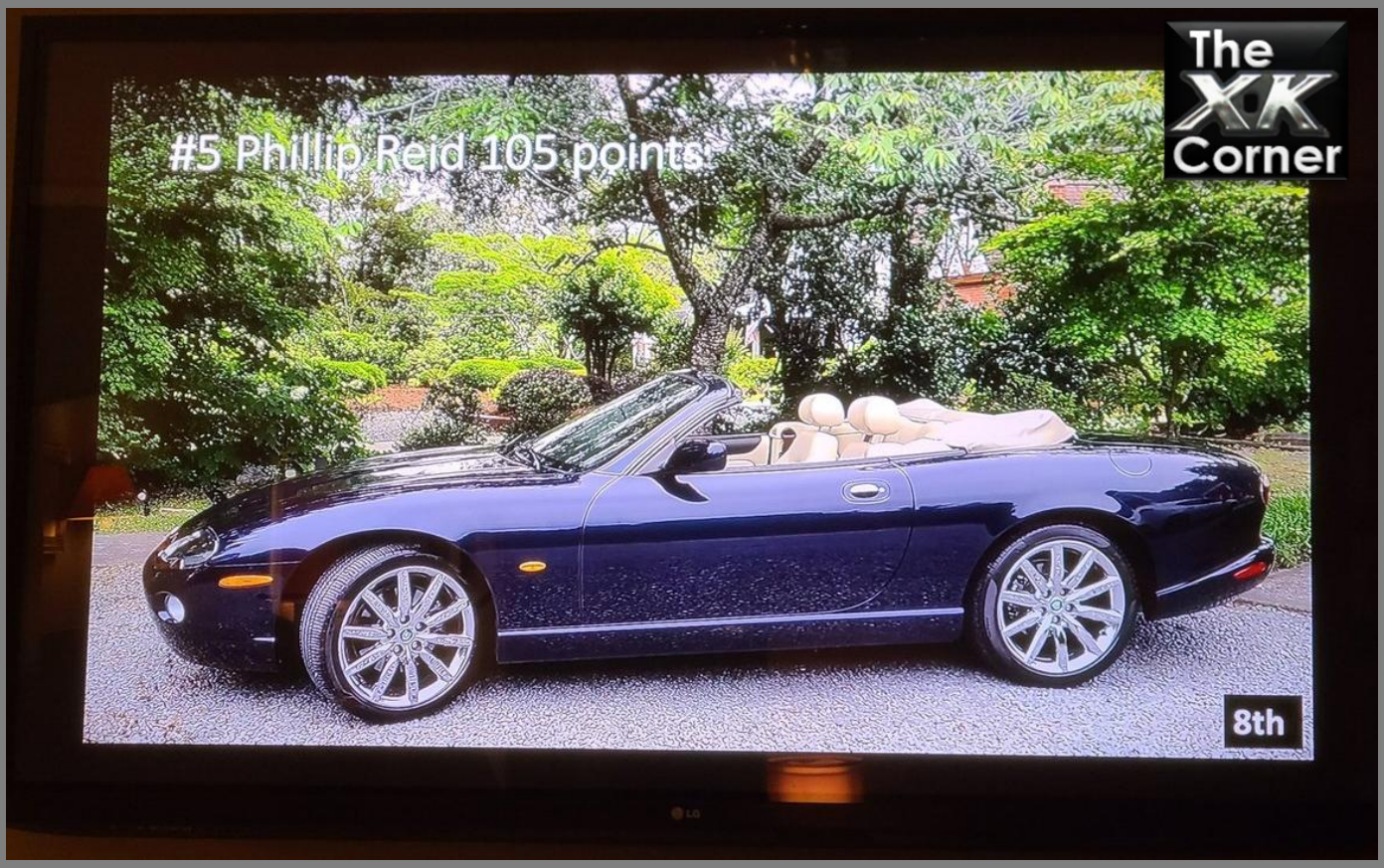
The X150 has a mechanical, automatic, hard tonneau cover, for which Jaguar sacrificed half the boot in the convertible version (because they kept the back seats; we could debate that choice but it's a bit late …) But the X100 has a modern take on the old-fashioned tonneau cover that you put on and take off yourself. It's ingeniously easy to use—and it's important. The exposed lining fabric of the folded top is thin and a bit loose with the top down; the wind will blow it around and stretch it out over time. And the road will deposit grime in it—you won't see it, but it's there. And it's far more of a pain to clean than just wiping off your tonneau cover with a slightly-damp clean cloth every few outings.



Here's a photo I took yesterday of the cloth I used to wipe mine down after maybe three day trips—on clean roads, no dust clouds or other visible airborne contaminants.

My last convertible was a Honda S2000 roadster, with a simple one-layer top, with the frame exposed. I never used a tonneau cover—didn't even own one. Sure, it made it easier to open and close the top at will. But the price we pay for these thick lined tops that insulate well and keep noise down to near-hardtop levels is that we have to protect their headliners. If you buy an X100, make sure it comes with one, in its black nylon storage bag, or be prepared to buy one right away. Tip: from the ones I've seen, nice examples always come with them.

I've written elsewhere (pp. 30—32) on how to replace and retain the toggles and toggle caps in these. Cleaning it and protectign it is just like any other vinyl. You can also use touch-up dye to spiff up areas where the dye is starting to wear through. Take care of the thing; originals in good shape seem to sell for around $700 and new reproductions around $500.



Your Editor's XK8 made #8 in the ToTheGarage photobook voting that ended 31 Oct. Thanks to any or all of you who voted (for my car or any others); I think it's good to support consistent serious efforts to keep our cars on the road and appreciated by current and future owners. I'll let you know when this year's book comes out and how to order one if you want. There are some great photos of X100s in the mix.





From the editor

ALL THINGS TO ALL DRIVERS?

Steering feel and having it all in the modern car

A car has either three or four primary driver control inputs, depending on whether it's got a manual or an automatic transmission. And the line between those two is blurry, since we have "automated manuals," which some may assume are newfangled but are most definitely not; my first experience with one was in 1984, accelerating a '67 Pontiac GTO down a residential straight in the dark near my parents' house with the Hurst 4-speed clutch-less manual gearbox. I knew that car was cool, but I didn't know that it would ascend to Valhalla and sell more dearly than some air-cooled 911s. (When I drove the GTO, you would never have said "air-cooled 911" because all 911s were air-cooled.)

The core concept behind the "automated manual" is a core theme of this particular musing: figuring out how to have two things at the same time when, before, you had to choose between one and the other.

The '67 GTO had a lot going for it: straight-line acceleration, a downright-erotic engine note (455 V8), the Hurst gearbox, which was way better than the standard 3-speed automatics of the time that we inherited from Fred Flintstone, and seats you could make love in, if you happened to be doing way better at life than we were.

But, as is routinely noted with Detroit products, the powertrain was writing checks that the handling couldn't begin to cash.

Steering on American cars from my youth would be most generously described as garbage by current standards. Or those to which performance-driving enthusiasts of the time adhered, for that matter.

When I was a kid, you got two choices in steering set-ups in a car. We'll call them "sloppy suggestion" and "pre-war tractor" just for fun. I stole "tractor" from my friend David, who owns an '83 911SC, to which he applies the term; (this beautiful thing is actually up for auction right now; only has 1 day 4 hours left). Twenty years ago, David handed my wife the keys and told her to take it for a spin around the neighborhood. She had cut her teeth in a '71 Super Beetle,

From the Editor--continued from previous page

eventually sold to a restorer, and replaced by a new '94 Civic EX 5-speed. She knew how to drive a "real" car. Unfortunately, she was driving the 911 around the neighborhood, so she could no more appreciate what it could do than you can appreciate an albatross by watching it waddle around the nesting grounds. That car was built to get out on open roads, with curves in them, and rule. They're literally legendary for it. But on 20-mph residential streets with stop signs and speed bumps? No fun at all. Just a workout.

Detroit, on the other hand, went in the other direction. Even with their "performance" cars, they wanted you to be able to "steer" with your left wrist while you right arm adjusted the radio or the air-conditioning or the person sitting next to you. And their customers wanted that too. "Effortless" was the brief. And with the technology they had, "effortless" meant "sloppy."

If you're too young to have driven these things, and you're watching a movie and notice how the person driving the car keeps moving the steering wheel a little from side to side, even though the car is going straight, and you assume that means they're not actually driving, you might be wrong. "On-center feel" with these set-ups was, shall we say, a fleeting thing—something you passed in a nanosecond as you sloppy-steered from left to right and back again—which wasn't actually steering, because it didn't do anything. The steering rack was connected to the wheels. To a certain extent. But not in any way that felt remotely direct.

To European or Japanese engineers, this was unacceptable. But that posed a problem for those working for companies that wanted to export cars to the U.S. Which they did, because, thanks to Detroit's hubris and complacency, and the geopolitics of the oil industry, there were billions to be made by doing so, come the 1970s. No longer did they have to settle for niche markets of enthusiasts and the super-rich. There was a hole in the market big enough to drive a Cadillac through—or, several Toyotas, Hondas, and BMWs.

Non-U.S. automakers figuring out how to make cars they could sell in the U.S. pushed automotive technology far enough along that engineers of the '60s would have been astounded at what was coming off the line in the '90s.

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And no automaker serves as a more instructive example than Jaguar.

Jaguar had been wrestling with this challenge almost since its founding. Its sensibilities as a carmaker were thoroughly European—thank goodness. But its biggest market was the U.S. As Norman Dewis, long-time chief test driver, told an interviewer not long ago, Sir William never let them forget this. "We can't forget the Americans, Norman!" The specific context of that recollection was the development of the XJ-S. Dewis complained about the light steering. Sir William reminded him that American buyers insisted on that, and the car's success depended on those buyers.

But, in the '90s, steering-system engineers were figuring out a have-it-all solution. Jaguar customers—and those who bought the German cars too—appreciated the differences between their European luxury cars and the domestic offerings. Enough to pay hefty premiums for those differences. If someone could come up with a steering system that combined effortless low-speed operation and on-road precision, they would have no trouble selling it.

And that was a perfect goal for Jaguar, whose greatness always rested on its ability to dial in the ideal compromise between comfort and engagement.

My car, the XK8, launched in '96. Thanks to the company's own ambitions, primed for success by the reforms of John Egan, and Ford's money, this was a thoroughly modern car, with components sourced from the top suppliers around the world. One of those suppliers was ZF, in Germany, who supplied an all-new transmission and a very clever servotronic steering system.

The key advance of the "modern" car was the use of microchip electronics to integrate and control systems much faster than a human could—or something mechanical could. Yes, this can have its drawbacks—all technology has pros and cons, just like the rest of reality. But it means that a "computer" can sense what's going on and offer the driver a degree of control over a system that was previously impossible. (Think anti-lock brakes.) This new steering rack was programmed to hold the wheel on-center with very heavy steering effort—total "tractor" mode. But the thing was, you never knew it, because the instant you moved the wheel a little left or right, the system reduced steering effort progressively, while retaining precise connection to the wheels. You could steer with your wrist going straight, then put both hands on the wheel and turn—without working, but without slop either. "Light, but precise" is how reviewers

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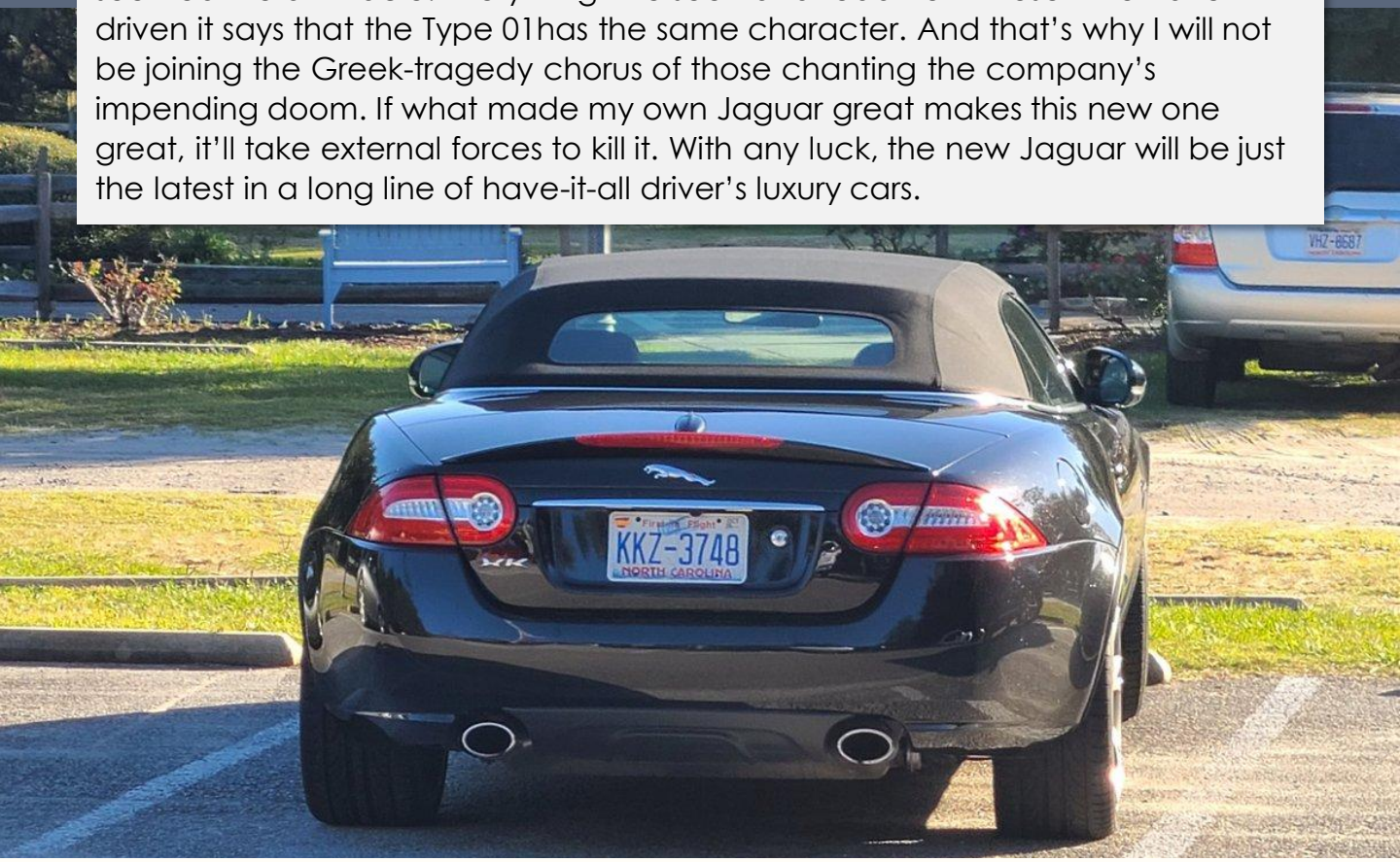
From the Editor--continued from previous page

consistently describe the experience. And for a luxury GT, it's perfect. It's exactly what the buyer of such a car wants. They don't want an '83 911 and they don't want an '83 Fleetwood Brougham, either.

It was the European luxury automakers who delivered here, and the Japanese brought the same concept to the mass market. And then to the luxury market. And they all cleaned up.

Now, the have-it-all concept pervades not just the tippy-top of the market, but the whole upper half. Variable valve timing. Adaptive suspension. Driving modes. Paddle shifters, when you want them. Driver engagement with low decibel readings and super-comfortable seats. (But you can't make love in them.)

And I have to wonder if Jaguar's success in figuring out the have-it-all concept so early, and sticking with it so well, is how they survived, even when that seemed like a miracle. Everything I've seen and read from those who have driven it says that the Type 01has the same character. And that's why I will not be joining the Greek-tragedy chorus of those chanting the company's impending doom. If what made my own Jaguar great makes this new one great, it'll take external forces to kill it. With any luck, the new Jaguar will be just the latest in a long line of have-it-all driver's luxury cars.



A couple of folks have asked about a piece on the Type 01. Thank you. I'm going to wait until the car is released for road tests to do that here, but I did write a macro-view long-ish piece about where I think Jaguar is—and where we are. If you're interested, you can read it here.



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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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2009 Jaguar XK Coupe
Triad area NC
Exterior: Salsa Red; Interior: Warm Charcoal
32,,060 miles
Purchased in Ohio 11/23 by current owner's late husband.

Mostly stored. Recent service attention. New battery.

Contact Rita at rabbott5@att.net









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2001 Jaguar XJ8 Vanden Plas 156,000 Miles
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Exterior: White Interior: Tan

2 North Carolina owners- Purchased from Scott Cars Jaguar in 2007 with 63820 miles

Excellent condition; meticulously cared for and garage-kept.

Still lightly driven and serviced, with oil change and new battery in 2025.
Service records available/

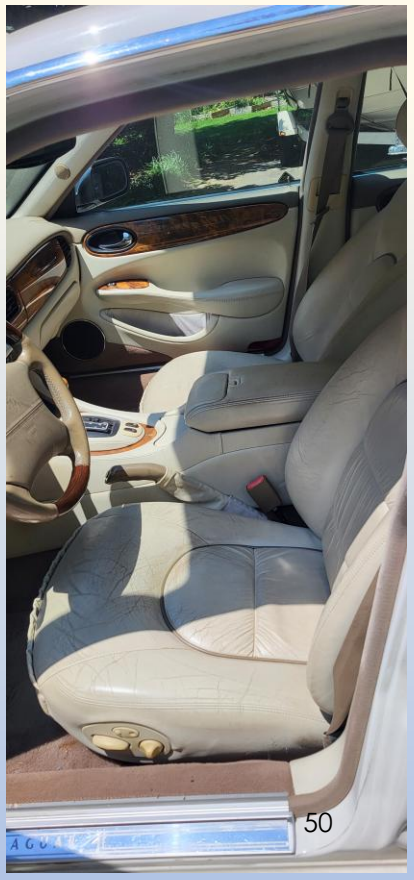
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2004 XJR, Platinum over Dove (gray), $12,500.
More details soon. Contact Mark Lovello, Jaguar South, at 864-395-2933.



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. **Offering $500 reward--$250 to first person and $250 to Club for making the connection that makes the sale.** Two-door two-seater. Rare targa-roofed cabriolet. Runs and drives nicely. Clean, newer upholstery, rugs, and top. Good paint. Selling for estate of a meticulous mechanic, Marine Corps electronics expert, and tinkerer who restored many MGs, Austin-Healeys, and more. 151,000 miles. Garage kept. New cover included. OEM hardtop on car. Convertible targa included. Multiple manuals and service records. Clean title (no estate conflict). Located in Moore County, NC. Come see it. $12,000 or make an offer. Last potential buyer didn't want to ship. Family needs to sell. Text or voice 919-815-6902. Email teri.boggess@gmail.com.

1988 Jaguar XJS-C 5.3 V12
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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.

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



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Price reduced: now $49,500



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Lady-driven and well-cared-for.
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Smooth, powerful, and comfortable.
Pictures available upon request.

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For Sale XJ-S , 6-cyl. RADIATOR NEW—STILL IN THE BOX, Purchased by mistake; ordered the wrong part number. $695.00 purchase price; I'll take $450.00 for it.
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*New Points and Plugs
* Carbs Rebuilt
*New Battery
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*No Rust
*Jaguar Heritage Certificate
*1982 Texas Title

See photo below.

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

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