



THE LITTER BOX

The official magazine of the Carolinas Jaguar Club.

JULY 2020 Edition

JCNA S.E. Region - Club #21

www.carolinajaguarclub.com





From the EDITOR

Richard Lloyd-Roberts

Welcome to the Carolina Jaguar Club July Newsletter.

So this month we have been begging, nay pleading for you all to get out and take a photo of your car for our virtual concours. So far we have about 16 entries. SO

You have until July 30th to submit your entry.

We extended the deadline.

The reason we are putting this forward is to create a sense of community and to keep you engaged with the club. Please participate. You can send an image to carolinajagclubevents@gmail.com

We will announce the votes in the August/Sept Newsletter on the 15th.

I need articles, cars for sale member photos etc to be sent to me by the 10th of each month for inclusion in the next months newsletter.

Your car for sale will be included in the newsletter until you tell me its sold for a maximum of 3 months.

Make sure to send updates price increases or decreases etc.

Richard Lloyd-Roberts
CJC Editor. /Webmaster/Social Media guy
Carolinajagclubevents@gmail.com



From The President

TED HILL

Ladies and Gentlemen, we are in the mist of summer 2020. To say this has been a most unusual year would be an understatement. Normally at this time of the year many of us would be making preparations for our annual “Head To The Mountains” trip to Little Switzerland. Whether to make an escape to some cooler weather, compete in our annual Concours or just for some great social fun it is always an event we all anticipate. Unfortunately we will have to postpone that anticipation until next year. As the year rolls on we are just one of many cancellations. We were all hoping as the summer approached and the heat arrived the covid-19 virus would become an unpleasant memory. Unfortunately that is not the case.

JCNA’s annual general meeting that was rescheduled the month of August in Columbia, SC. has been cancelled by Les Hamilton, JCNA President. Although a quorum would likely be possible a small number of in-person attendees and delegate proxies would have greatly limited in-person participation. Travel restrictions and meeting sizes in place of course was a concern. In substitute a video conference call will take place Saturday, August 22nd where critical motions that require club vote will be voted on by a roll-call vote and will be advisory until ratification at the next in-person AGM. Many thanks to Rob Thus, George Camp and the Coventry Foundation for their efforts in trying to reschedule the AGM.

Last week the International Jaguar Festival board met and recommended delaying the Fort Meyers IJF until 2021. A great deal of planning has been done by the Southwest Jaguar Club of Florida, so we appreciate all of their efforts and look forward to the re-scheduling of this event. The North Georgia Jaguar Club Concours event is still on the schedule, October 25th, however the nice buffet that always accompanies their concours will probably be deleted this year.

On a positive note many thanks to Jerry Cohen for his continued efforts in procuring advertising and sponsorship revenue. So far a total of \$6140 has been received with the possibility of another renewal still to come. Thank you Jerry for your continued contribution to our club.

Your board will continue to monitor the covid-19 virus and the restrictions put into place by our state and local authorities. We have all missed our monthly events and the opportunity to socialize with our fellow club members. I wish everyone a safe and healthy summer as we work our way through this pandemic.

Ted Hill

Club President

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Behold, the Carolina Jaguar Club has done the impossible! It has virtually resurrected the 2020 Concours.

This virtual concours is of course a sanctioned one – sanctioned by the authority of those having authority.

Like the Little Switzerland concours, this event is also held in July and like all JCNA events, you must follow rules, rules, and more rules. You are invited to enter this contest by observing the following protocols:

1. Decide to participate (i.e. register in your mind)
2. Clean, clean, clean your car
3. Choose a location to take a photo of your car
4. You and your spouse or significant other must also be in the shot
 - a. Your car is clean, so be sure to have taken a bath yourself within a week or so of taking the photo
 - b. This step is important since we haven't seen each other in months – a virtual reunion of sorts
5. Prepare to take a perspective angle shot of your car showing the front and drivers side
6. Use the following link to review your photographic expertise
 - a. <https://expertphotography.com/professional-car-pictures/>
 - b. Since many of us are in our golden years, we should use the golden hours of the day for the photo shoot
7. In light of COVID19, you must position yourself on the right side of the photo and your spouse on the left side of the photo
 - a. Be sure to “social distance” at least 12 inches from the car
 - b. In lieu of actually wearing your mask, you may instead hold it in your hand by your side – we need to be sure it is indeed you after all
8. Submit the photo along with your name and JCNA concours class in which you wish to compete to Richard at: rlloydroberts@gmail.com
9. The deadline for submission is midnight July 15, 2020.
10. Each one of us is a “qualified” judge and will use our expertise to vote in every class category we choose.
 - a. More on viewing (judging) the cars and the voting process in the July Litter Box

Winners will be presented in the Awards Ceremony edition of the Litter Box in August

We look forward to “seeing” each other and our beautiful cars soon!

Jerry Tester, Concours Committee Chair

2020 Officers and Committee Chairs

President Ted Hill

Phone 704-668-7641

E-Mail tedwh2@icloud.com

VP Events Cookie Roberson

Phone 919-426-8106.

cookie_davis@hotmail.com

Secretary Bettye Weaver

Phone 727-364-7677

RonBettye@gmail.com

Treasurer

Rick Wotring— rswotring@gmail.com

Ph. 336-337-6253

Membership Kevin & Nancy Willis

Co-Chairs

Phone 336-765-1170

carolinajagmembership@gmail.com

Concours Jerry Tester

Committee Phone 252-756-4890

tester.xk@gmail.com

Newsletter/Webmaster

Richard LLOYD-Roberts

Editor Phone 704-754-8880

carolinajagclubevents@gmail.com

Chief Judge Stephen Thomas

Phone 919-471-6469

stephenreps@earthlink.net





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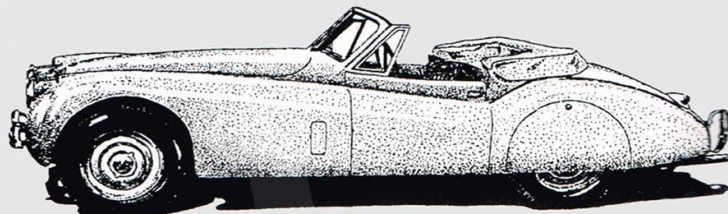
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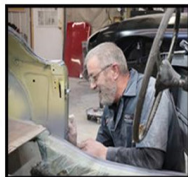


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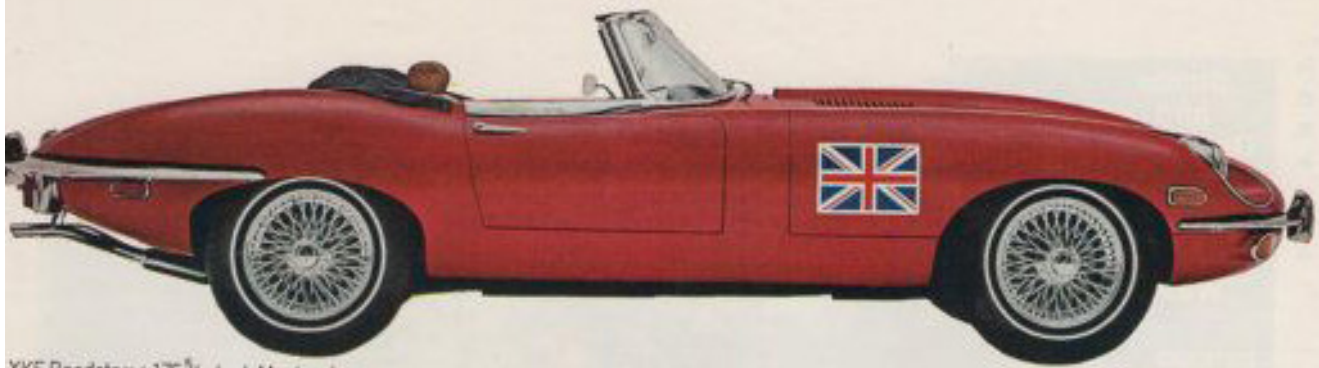
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




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 Porsche 911E (Germany)	standing 1/4 mile: 16.0 sec. (0-60mph: 8.4 sec., 0-100 mph: 22.5 sec.)	
 Mercedes-Benz 280SL (Germany)	standing 1/4 mile: 17.1 sec. (0-60mph: 9.9 sec., 0-100 mph: 30.5 sec.)	

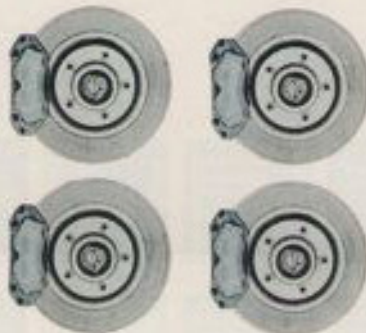
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New Member Introduction Charles Moore



I am one of your newest members and I reside in the mountains of northeastern Tennessee. I am so excited to be part of the club, and look forward to meeting everyone.

I am attaching a picture of my lady when I first purchased her. Since the purchase I have had her totally restored. This is a very unique Jag that I will share the story on it. This is the only model Jag that Jaguar didn't build. In 1986 there was a perceived large tariff that was said would be placed on all convertibles not built in the US. Jag had already told their dealers that they were coming with the first truly convertible XJS, but the tariffs would make it cost prohibitive for what they had committed to sell to the US Dealers. Solution- build them in the US. There was no way they could have a line up and running in the US to produce this car, so they went to motor coach builder Hess and Eisenhart in Ohio. H&E was licensed to build the car, but made some significant changes. First they put in a split gas tank so the top would actually go completely sunken into the back of the car (future convertible xjs will not do that- they sit up extending to about 12" above the trunk line). Second they reinforced the car underneath with tubular steel to strengthen the frame. And lastly they put in 40 lb. weights behind each headlight to cut down on road noise (I don't think it made much difference). Well the tariffs never materialized, and the Hess and Eisenhart factory burned down in 1989. All the records were lost and people guessing on the production number of these cars is all over the board from as low as 700 to as many as 2100. Net there are very few left today. Other than the above, which only the top going completely into the car is noticeable, there are two small emblems that have the Hess and Eisenhart name. These are found behind the front wheel wells. Thought I would share as I love history and that is a cool story.

Cheers!
Charles Moore, MBA

Our Semi-Teutonic 2020 Jaguar XF-S and Other Tales.

By Mike Gregory

Ever since we got our first Jaguar in 1971 (a 1966 E-Type OTS), there has always been a Jaguar (or two) in our garage. Well, maybe along the way, there was one Jaguar-less gap of 8 months or so. During most of those years, it was always a “used” Jaguar (or two) in residence, with obvious wants and needs. That always kept things very affordable, and provided endless projects. Finally around 2008, I decided that if we were going to experience true Jaguar-ness, we needed to step up to buying a new one and use it as a daily driver.

Coincidentally, around this time, the Jaguar dealership in Augusta, GA had just gone bankrupt. We stumbled onto their lot on their final weekend, with only two new Jaguars left in stock, both about to be sent off to auction the following week. An XJ8 LWB, and a more size-friendly S-Type. SWMBO immediately chose the S-Type. I eagerly concurred, since it was not just the garden variety S-Type. It was a 2008 Satin Edition, the last of the line into which Jaguar had emptied the contents of the factory parts shelves: lots of bits which had previously been reserved only for the S-Type R, and gorgeous mahogany wood all over the interior. Plus it had that wonderful 4.2 V8.

We then kept the S-Type as a daily driver for seven+ years, during which it carried out all duties without a single stumble. So much for the myth of Jaguar unreliability. I replaced the S-Type (...blush...the Sportbrake had not yet been released here) with a new special-ordered 2016 BMW 3er Sports Wagon, a practical hauler, I argued. SWM(not...always)BO has never forgiven me for showing the S-Type the exit. Well, we still had that old E-Type in the garage.

Fast forward to late 2019. In the interim, I had flirted around with three Porsches (bite your tongue), and spent two years with a grin-inducing, uproarious F-Type R AWD Coupe. But the palms had started to itch again. Perhaps it was time to ditch the BMW and get another practical, daily driver Jaguar? Hmm, the current X260 XF was after all the grandson (or granddaughter?) of our fondly remembered S-Type, albeit a bit larger, all in aluminum, and of far greater complexity.

But it had to be specifically an XF-S, with its supercharged 380 hp / 339 lb-ft drive-train (same as the uprated 3.0 V6 F-Type). And “Jaguar Journal” was reminding readers that Jaguar had a Private Offer for JCNA members, providing an immediate 10% off MSRP. Plus Jaguar was offering an additional \$8,000 rebate on the XF-S to anyone walking in off the street. The rebate could be stacked on top of the Private Offer. This was turning into a classic no-brainer. A 20% discount on a new 2020 with no haggling? SWMBO said...whatever.

Next step: find a suitable XF-S before that substantial rebate expired. There was insufficient time to do a special order, so the choice would have to be out of existing-dealer-stock. A trip to our nearest Jaguar dealer in Columbia, SC started the ball rolling. I was leaning surreptitiously toward the Sportbrake that was now available in the US, but SWM(now)BO put the deep kibosh on that. Something about the BMW wagon always having a filthy rear window and load gate, so she hates all wagons. I tried to mansplain that effect was a function of the excellent aerodynamics of the long-roof wagon geometry (sort of a Kamm-back), which led to a drag-cutting low pressure region at the rear of the body, causing most of the levitated crap in the air stream to deposit back there. That got nowhere fast. Sigh...it would have to be the XF-S four-door sedan.



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I hate to sell, but the wife's Car Fever needs a cure! If not sold by next Monday, July 20, I must trade it to the dealer who will likely sell it to "just anyone" who might not really appreciate the glorious Jaguar Heritage.

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Our Semi-Teutonic 2020 Jaguar XF-S and Other Tales.





2020 Carolina Jaguar Club Membership Application
(Please Print Carefully)

Last Name: _____

First Name(s) (husband & wife if Family Membership): _____

Spouse's Name (if not a Family Membership as indicated above) _____

New Member _____ Renewal _____ (include JCNA # from Jaguar Journal back page) _____

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E-mail Address _____

Receipt of Club Newsletter by: Email _____ (quicker) **OR** US Mail _____ (slower, more costly)

Please List the Jaguar Cars You Currently Own:

Annual membership dues for the Carolina Jaguar Club, Inc., are \$50.00.

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 2020 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.





Painting by Lou Mazzie

1997 Jaguar XK8 Coupe -- Brooklands Green, coffee interior. DOHC 4.0L V8 290 hp, ZF 6-speed, 178k miles. Rebuilt AT, ECM. Replaced TB, PS pump & hoses, heater hoses, headlamp reflectors & lenses, brakes, shock absorbers, battery. Upgraded metal thermostat housing and timing chain tensioners, rear silencer delete. Replaced seat leather, repainted body, refinished wheels, CD service manual, car cover. Located in Georgetown, SC. \$6500 Contact Bill Unger wm.c.unger@gmail.com or 843-527-7840.





Our Semi-Teutonic 2020 Jaguar XF-S and Other Tales.



2000 Jaguar XK8 Convertible

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Our Semi-Teutonic 2020 Jaguar XF-S and Other Tales.

So, what specs? Even though the local Jaguar dealership did not have anything in stock that rang our mutual bells, the advantage of working with them was that they could see what every other dealership in the US had in stock, plus see exactly what would be on all the incoming trans-Atlantic carriers for the next couple of months. So what were SWMBO druthers, since it would be HER daily driver? That meant the aesthetics now became the main consideration.

It seems that in recent years the Jaguar sedan interior design language had changed from that of the waiting room of a high-end Parisian house of ill-repute (hello, S-Type), to that of the waiting room for a Prussian dentist (hello, XF) – severely austere. To compensate for that austere interior, our XF-S must not have a boring exterior: it must be, gulp, Firenze Red. Most of the XF-S that the dealers everywhere had ordered seemed to have the Full Monty (FM) Pack, every box on the order sheet checked. That's OK – we have that 20% discount to deaden the pain.

But the Firenze Red...very scarce in the database. Just like Porsche dealers, Jaguar dealers seem to mostly order boring color combinations for their stock. Over an hour was spent in a dealership sales office, staring at the database up on the computer display, up to five of us in the small room. Finally, a pair of Firenze Red XF-S hits – one at a dealership in Massachusetts (inexplicably ordered without the Driver Assistance Pack, thus minus all the new safety features), the other at a dealership in Wisconsin (with the expected FM Pack). So Wisconsin was the target for the XF-S raid.

Actually we let the Jaguar Columbia do all the hard work. Behind the curtains, they did a swap of the Eiger Gray XF-S (ugh, saith SWMBO) they had in stock in Columbia for the Firenze Red at Jaguar Fox Valley in Wisconsin. A week later our new XF-S magically appeared in Columbia. We drove over to collect the car with a bit of trepidation since we had never actually seen an XF-S in that color, except on the jaguarusa.com build configurator. We did squint at a Land Rover in that color on the lot and tried to mentally paint it on an adjacent XF. But there it was finally in the flesh...magnificent.

Nine months on, how has our XF-S fared? Flawlessly. I am a well known picker of nits on new cars (service managers generally find something else to do whenever I show up). But I have yet to find a single flaw, anywhere. We have only covered 2,500 miles in this time interval, since the Curtain of CV Doom was drawn across Western Civilization, leaving "P" the most used position on the transmission selection dial. A planned road trip Out West was postponed, for which the XF-S would have been the perfect long distance hauler. Some day, Jaguar touring at its best.

Beyond the 1,000 mile break-in point, I did do some flogging in Sport/Manual mode on my favorite local winding small roads. Mm-mm. To quote my favorite tester of refrigerators and electric toothbrushes (Consumer Reports), whose car advice I usually ignore: "The XF is arguably the sportiest mid-sized luxury sedan. It's taut and agile, with lively steering, yet possesses a supple and composed ride." Then CR plunged the low-overall-score knife in the car's back. In enthusiastic driving, for me the XF-S is much like a larger, slightly clumsier, more subdued, four-seat F-Type. The interior still remains...Prussian. But that color-shifting red exterior in varying ambient light conditions, together with the Black Pack option...yowsa. I think that I have finally been forgiven for selling the S-Type. Perhaps that is because the build standard, quality of materials, and engineering design of the XF-S significantly exceed those of its late predecessor.

Oh, yes – what's with that "Semi-Teutonic" in this piece's title? Well, if one reads the original window sticker carefully, one finds the small box with the Parts Content Information: U.S./Canadian 5%, United Kingdom: 46%, Germany: 47%. The remaining 2% probably came from Bob's-your-uncle?

Mike Gregory

JAGUAR BOOKS, MANUALS, MODELS & TRINKETS FOR SALE

I reluctantly sold my '54 XK120 S/E (with a '67 4.2 E-Type engine) four years ago and we moved to Mooresville, NC in the following year. During the 44 years that I owned the car, and the four years that I also had a '66 S-Type, I accumulated a fair amount of Jaguar "stuff". Before advertising it in some other media, I am offering it first to the Carolina Jaguar Club members. Here is what is available:

BOOKS: (\$15 each unless otherwise stated).

1. Jaguar Sports Cars, Paul Skilleter (signed by author) \$25
2. Jaguar Driver's Yearbook (1977), Paul Skilleter
3. Jaguar E-Type, A Collector's Guide, Paul Skilleter
4. Jaguar XK Series, The Complete Story, Jeremy Boyce (signed by author)
5. Jaguar XK in Detail, A.D. Clausager. \$30 – this is the best reference book for XK owners.
6. The Jaguar XK, Chris Harvey
7. Jaguar Scrapbook, Phillip Porter
8. Jaguar, History of Classic Marque, Phillip Porter \$20
9. Jaguar XK120/140/150, Duncan Wherrett
10. Jaguar from the Shop Floor, Brian James Martin
11. The Jaguar Story, Joseph Wherry
12. Jaguar, Lord Montague of Beaulieu (large, 187 pages)
13. Jaguar, Lord Montague of Beaulieu (paperback), free with purchase.

WORKSHOP MANUALS, Etc.:

14. An original Service Manual for Jaguar 420, original cover. \$40. Although rare, the 420 engine, transmission, rear drive assembly are E-Type/S-Type.
15. Complete Official Jaguar "E", published by Robert Bentley, Inc. \$20
16. Chilton's Repair and Tune-Up Guide. 340, 420, 420G, XKE. \$10
17. Jaguar XK120/140/150, Mk7, 7M, 8 & 9, Kenneth Ball, Autopress Ltd. \$10
18. Jaguar XK120/140/150, Mk7, 7M, 8 & 9, Original Jaguar Manual, but without original cover. \$50
19. Tuning SU Carburetors and a Uni-Syn synchronizer for multiple carbs. \$30
20. XK Camshaft timing tool. Free
21. Whitworth open ended spanners (yes, they are British). Qty 11 various, from 3/16W to 5/8W. If you have a Jaguar with Whitworth nuts and bolts, they are free to the first person.

MAGAZINES: Jaguar Driver (Jaguar Driver's Club) 17 issues, April/May 1972 – February '76. Jaguar Journal (JCNA) 14 issues, Spring '72 – Fall/Winter '80. Also, The Bulletin, (Vintage Sports Car Club, UK) 11 issues, Spring '70 – Autumn '75.

MISC.: Grill Bar Badges: JDC, JCNA, CJA, VSCC. Cloth Jacket Patches: Jaguar, JDC, British Leyland/Jaguar, England/Union Jack. Belt Buckles: Jaguar (3, different), JCNA. Lapel Pins: Jaguar (round, 3 different), classic style (2), XK120 & E-Type image, leaper, JCNA (2), Lucas, "Prince of Darkness" logo

JAGUAR MODEL CAR COLLECTION – This is a great collection of over 50 Jaguars ranging from SS100 to the current XK. A few are in the original container; some models are quite old and rare. There are too many to list individually so a summary: SS100 – qty 4; XK120 – 19; D-Type – 5; E-Type – 10 (1 is glass); XJS – 6 (incl. TWR #12); XJ6 – 3; XJ12C; XJR9 #60; XJR #50 (metal hinged container!); current XK – 3; EuroSport group (small): E-Type Coupe, Mk II, MG TF, TR3 & Alfa Giulietta. I would prefer to sell the entire collection to one enthusiast. Offers?

This is a great opportunity for Jaguar enthusiasts to obtain some nice and rare Jaguar items. I will email detailed photos to anyone seriously interested.

Michael Pope mjk.pope@gmail.com







Membership Report: By Kevin and Nancy Willis Membership Co-Chairs

Greetings all Jag Members! We hope you are all doing well and staying safe during these trying times. We have certainly missed seeing you and spending time with all of you at our outings and meetings. Hopefully we will be able to meet again soon. We are happy to report that we now have 164 members, representing over 300 individuals in the club!

Please find below the names and cities of our newest members that have joined even during this Pandemic time. We give them a big welcome and Shout out. Can't wait to get to meet you all in person.

O Cause-Williams Carol & Joseph Pinehurst NC

Hilton, Jr.	Joe & Janis	Statesville	NC
Zeiler Peter	Charlotte	NC	
Owensby	Charlton & Karen	Charlotte	NC
Cuthill John	Fayetteville	NC	
White Byrd	Beaver	NC	
Wagner	John	Durham	NC
Macnabb	Philip	Raleigh	NC
Viano John	Youngsville	NC	

Remember if you have any member news you would like to share with us, you may contact us at carolinajagmembership@gmail.com or you may call us at 336-765-1170.

Stay safe and be well. Please wear your masks so we can all be together again soon.

Fondly,
Kevin and Nancy Willis

2020 JAGUAR E-PACE

PERFORMANCE, MEET PRACTICALITY



The Jaguar E-PACE packs more than just extra space. Its fully independent suspension helps deliver sports car-like handling and the available Active Driveline[†] provides greater levels of traction, stability and composure in challenging conditions.[§] With options ranging up to a 296-horsepower turbocharged engine, a journey in the E-PACE is as exhilarating as it is powerful. Experience the 2020 Jaguar E-PACE for yourself Jaguar Cary.

Jaguar Cary
1000 Auto Park Blvd.
Cary, NC 27511
919.469.1000

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2020 JAGUAR
E-PACE P250 AWD

\$339 /MO[†]

39-MONTH LEASE.
\$4,995 DUE AT SIGNING.
\$0 SECURITY DEPOSIT.

[†]\$4,995 total due at signing includes capitalized cost reduction first month's payment, acquisition fee, tax, tag and \$698 administrative/documentary fee with approved credit through Jaguar Financial. Monthly payment includes tax. No security deposit required. You pay 15 cents per mile for all miles over 32,500 at lease end. See dealer for details. Offers expire 07/31/20. [†]Active Driveline is standard with the P300 engine. [§]This feature is not a substitute for safe and attentive driving, nor can it overcome all extreme circumstances. Please consult the owner's manual or Jaguar Cary for more details. © 2020 Jaguar Land Rover North America, LLC

1963 FHC- Finally Getting Started By Harvey Ferris

I'm finally getting started with my 1963 FHC project. What? It only took me 18 years to reach this point? Well, a lot of things got in the way. The main distraction was my career in nuclear power. This took me on the road a lot! This left limited precious time for projects at home. My first Etype project was the restoration of my 1967 2+2. This took many years but I finished around 2010. Around that time the track bug bit. I started with my Etype but swiftly switched to a dedicated track car, a Porsche 944. All of this is discussed elsewhere on my webpage. For the last 2 years, I have been engaged in a Restoraton 2.0 of the 67 2+2. I am literally just finishing this up at this time. That, and my retirement, have opened up the opportunity to get started on the FHC. I learned a lot restoring the 2+2. It would have been stupid to try and do the FHC, in boxes, first. Now I am confident that I can do justice to the project. So after a major garage cleanup and reset, here we go.







Carolina Jaguar Club Newsletter
7815 Garnkirk Drive
Huntersville NC 28078
www.carolinajaguarclub.com

