



THE LITTER BOX

The official magazine of the Carolinas Jaguar Club.

The August Edition 2021

JCNA S.E. Region - Club #21

www.carolinajaguarclub.com



FROM THE EDITOR

Richard Lloyd-Roberts

Hello Fellow Jaguar Club Members

Welcome to the August post concours edition of The Litterbox.

Many thanks to Jerry Tester for a wonderful time in the mountains. Thank also to the team that helped with the event including judges, photography, admin etc etc.

What makes our club a wonderful thing to be a part of is the people. We have a group that is friendly, fun, helpful and above all just plain nice! It was a pleasure to celebrate our mutual love of Jaguar with you all.

This edition will contain some links to videos and media. I hope you all can access it. I have made available the presentation for the concours winners, a short video shot of the goings on and also a photo gallery on the website.

[Concours Winners Click Here](#)

[Concours Video Click Here](#)

**Richard Lloyd-Roberts
CJC Editor. Webmaster
Carolinajagclubevents@gmail.com**



From The President

Eric Dunn

Hello Everyone.

Congratulations to a most successful 2021 Concours. Congratulations to those that came, those that participated, and those that organized the event. Thanks to Judy Meyers who helped start things going with a Friday morning mountain drive out through the mountains and a destination lunch. Particular thanks to Jerry Tester, Concours Chair, and Steve Thomas, Chief Judge and their support teams. The award car trophy presentations at the Saturday banquet dinner were made more special with large screen pictures of each car winner--- --thanks to webmaster Richard Lloyd-Roberts. The 60th anniversary tribute to the E-TYPE at the hotel bar was a nice touch. Even the weather was a delight to round out a most delightful weekend.

During the banquet, there was special tribute to Jerry Cohen for his serving 14 years as the club's monthly newsletter editor. There was further recognition for his dedicated service to the club for 25 years. Thank you , Jerry.

There are a number of events described in the following pages of this newsletter which you may want to review and start to "pencil in" dates of interest. Some really good events to look forward to.

In a previous newsletter there was a mention of Formula E Racing. These are similar to Indy type race cars but they only use electric power. Jaguar is sponsoring 2 cars in this race program. The 15 race annual series through 8 different countries has just ended this past weekend. The Jaguar team has placed 2nd overall in the standings, just below Mercedes. A few of the other teams included BMW, Audi and Nissan.

The company wants to maintain a healthy profile in the Formula E series since the whole Jaguar fleet will soon go all electric.

Let us all try and stay healthy.

Eric Dunn

President

Carolina Jaguar Club



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Contact us: 833-418-1693

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

Stock # M76850

New 2021 Jaguar F-TYPE P300



KEY FEATURES INCLUDE

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MSRP \$72,450

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Jaguar Certified. PRICE DROP FROM \$34,900. Navigation, Sunroof, Panoramic Roof, All Wheel Drive, Power Liftgate, iPod/MP3 Input, Onboard Communications System, Back-Up Camera, Premium Sound System, Turbo Charged.

VISION PACKAGE: Blind Spot Monitor w/ Reverse Traffic Detection, emergency braking and lane departure warning, Xenon Headlights w/LED Signature DRL, headlight powerwash, Front & Rear Parking Aids, BRITISH RACING GREEN METALLIC, WHEELS: 19" SPLIT-SPOKE: gray diamond turned finish.

Sale priced at \$33,451



We anticipated it, enjoyed it, and remember it!

Can you believe it? We wait two years for the 2021 Carolina Jaguar Club's Concours and within four days, it's history. But, what a wonderful four days, even the weather cooperated. The brief period of "English fog" that rolled in on Saturday morning simply reminded us of the origin of our beautiful Jaguars.

This event happened because of the efforts of a lot of people. The following are some of our CJC members I wish to thank:

As you arrived, you were met with a welcoming, smiling face at the registration table. Eric Dunn, Brad and Barbara Merlie, Nan Tester, Don and Peggy Koepnick, Ted and Sindy Hill, Kevin and Nancy Willis all participated in making sure everyone was cared for and warmly welcomed. As membership chairs, Kevin and Nancy wanted to especially greet our new members and make them feel welcome and comfortable.

Mark Lovello certainly livened up the hotel lobby and put a smile on everyone's face as they entered the registration area and saw that beautifully restored red "Little E" car. Mark stated these were not sold in the US, only in England and Europe. Thanks Mark, for bringing the car and adding so much excitement on the 60th anniversary of the E Type. We also appreciate Mark and Jaguar South for being one of our sponsors along with Hendrick Jaguar of Charlotte, Moss Classis Jaguar, and Motor Car Traders. These sponsors make possible those very much enjoyed cocktail hours.

Judy Meyers did a wonderful job of researching locations and arranging the details for the Friday drive event. The barn quilt tour, the art gallery, and Pig and Grits proved to be enjoyed by all.

Thanks Judy.

Our Friday evening honor of Jerry Cohen was made possible by Richard Lloyd-Roberts, Diane DuFour, and Bill and Margaret Bingham. The display of Jerry's work in the lobby was the result of the Bingham's creative talents. I thank each of these folks for devoting the time and effort required to deliver this much deserved recognition.

Steve Thomas, Chief Judge did marvelous work in preparing for the Concours. But at the end of the awards ceremony on Saturday evening, Steve's work is only half done at this point; JCNA reports, final tabulations, and mailing each entrant his or her score sheets so they can see where improvements, if any, are needed. He and Mary Ann spend many, many hours completing the wrap up.

Steve assembled a top notch judging army made up of four member championship class teams and three member driven class teams. A big thank you is sent to each person who served as a judge. This is a job that requires study, testing, and sacrifice. They get to work while the rest of us walk around and enjoy the cars. These dedicated individuals are: Jerry Cohen, Don Koepnick, Tom Wright, Mark Lovello, Alan Taylor, Philip DiTrollo, Rick Wotring, Harvey Ferris, Dave Morgan, Ted Hill, Robert Eberle, Mike Meyers, Greg Gaylard, and Barry Harms. Brad Merlie was standing by "in the wings" just in case Steve needed him.

And also thanks to the runners, Phyllis Watts, Dee Wotring, Lorraine MacArtor, Jamie Lovello, and Ron Weaver who took the completed score sheets from the judges, reviewed them for JCNA rules accuracy, and delivered them to the scoring team of Ken Watts, Carol Chase, Barbara Merlie, and Neal MacArtor.

This year, as we moved the show field from the grass to the parking lot, Rick Wotring stepped up to create an electronic layout which provided placement assignments for each judged and display car. It worked beautifully. Another reason Saturday's loading the field worked so well was due to Bill and Margaret Bingham. They assisted in preventing non-authorized cars from entering the parking lot as well as helping individual entrants in positioning their cars in a way that enhanced cleaning and judging.

The parking lot itself proved easier to manage than the grass lawn (especially with grass slippery and wet with heavy dew) and also provided a safer walking area. In many ways, what we initially thought would be a negative, turned out to have several advantages over the grass.

Saturday evening's award banquet was enhanced with the expertise of Sindy Hill organizing the layout, prepping the room, and creating an organizational flow. The video and photos of award winners was created by Richard Lloyd-Roberts with Lorraine MacArtor, Bart Groeneveld, Brad Merlie, and Richard serving as the event photographers. Colleen Lloyd-Roberts and Steve Thomas managed the awards. These people just made things go smoothly, and I appreciate each of them.

Gary, Jordan, Nathan, Whitney, and Kody of the Switzerland Inn made certain that our every wish was granted. They are wonderful people to work with, and I thank them very much.

Brad and Barbara Merlie came to Little Switzerland early on Wednesday to assist Nan and me with the last minute details such as stuffing packets, hanging banners, setting up the registration table, etc. They also helped in other ways throughout the event. I am very grateful to them. We are fortunate that Brad is taking over as Chair of the Concours Committee for 2022, and perhaps even more so that Barbara is there to make sure things are perfect. As a club, we are in such great hands going forward! Thank you Brad and Barbara.

As you can see, it takes a lot of dedicated people (over 40!) to produce an event like the Concours. It has been an honor for me to serve you as Concours Committee Chair for the past three years, and I thank all of the dedicated people who worked so hard this year and also the past chairs Greg Gaylard, Harvey Ferris, and David and Rhonda Ballard, for their guidance and paving the road for me.

Thanks to the work of all the previous chairs over the years, our Head to the Mountains Concours has been called the "best Concours in the JCNA" (the words of others, non-members of the CJC). It is made possible only by all of us working together, and it's only going to keep getting better and better.

Looking forward to 2022!

Jerry Tester





Official CJC Event Calendar

August 26-28, 2021

The JCNA AGM will be held in beautiful downtown Columbia, South Carolina.

Hotel information is: Marriott Columbia, 1200 Hampton Street, Columbia, SC 29201

(803) 771-7000. The Group Rate is \$135.00 per night and includes complimentary self-parking. It will be available beginning on Wednesday, August 25th, 2021 and the last day to book at the Group Rate is Thru August, 6th, 2021. Official CJC Event Calendar.docx

Other Things To Do: On Saturdays, from 9:00 AM to 1:00 PM, the Soda City Market is held on Main Street, with over 150 local "producer-only" vendors.

September 25, 2021,

Autumn in the Mountains. See details below:

Showcasing cars and motorcycle brands "manufactured" in the British Isles and Europe and featuring the 60th Anniversary of the E-type Jaguar.

SATURDAY, 9:00am-3:30pm

Mills River Brewing Co., 336 Banner Farm Rd., Mills River, NC 28759

EARLY REGISTRATION IS NOW OPEN AND CLOSING ON SEPTEMBER 10, 2021

- \$25 for the first car; \$20 for each additional car (\$30 after September 10)
- \$15 per motorcycle (\$20 after September 10)

Register here: <https://www.bccwnc.org/aitm-registration/>

Attendance is Free to the public

Benefiting Meals on Wheels

October 16, 2021:

Carolina Jaguar Club open house, luncheon and meeting, to be held at the Hendrick Jaguar Land Rover Charlotte state of the art facility. More details to follow.

November 20, 2021

Carolina Jaguar Club annual Officer Elections, luncheon and meeting. Details in this issue.

10:30 am to 2:00 pm

Heidi's Two Wheel Cafe

1475 W Market St, Smithfield, NC 27577

(919) 989-8389

December 3-5, 2021:

Carolina Jaguar Club annual holiday party in New Bern, NC. See details in this issue.

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Other car events:

October 2, 2021, "Myrtle Beach Britfest 2021" Car Show will be held on Saturday, Oct. 2, 2021, at The Market Common, Johnson & Hendrick Ave., Myrtle Beach, SC. Come and enjoy a British car extravaganza and celebrate Octoberfest in the balmy warmth of autumn at the beach. A Friday night reception will be held and special guest hotel rates at DoubleTree Resort by Hilton Myrtle Beach Oceanfront have been arranged. More information and a registration flyer will become available at CJC Events Calendar Aug update.docx as the date nears.

October 2, 2021. The Shenandoah Valley British Car Club invites you to join us for our 40th Annual British Car Festival on Saturday, October 2nd. All British cars and motorcycles, as well as cars with British DNA & Kit Cars are welcome!

The SVBCC Car Show on Saturday will be held at beautiful Ridgeview Park in Waynesboro, Virginia. We invite you to kick off our celebrations that morning with Crullers & Coffee on the show field. Early Bird gets the jelly donut! As in years past, the Awards Ceremony will be held on-field at the conclusion of the show. All Car Show profits will go to our signature local charity: the Blue Ridge Area Food Bank.

All Car Show Information, updates, secure registration link, and printable registration forms for use with a check are available ON-LINE ONLY at CJC Events Calendar Aug update.docx. A reminder postcard should arrive by US mail shortly -- SAVE THE DATE & REGISTER EARLY! Hotel options are noted on the Car Show website.

Oct 20, 2021 Jaguar Club of Southwest Florida. 2021 JCNA International Jaguar Festival
Phil Mannino Ph: 407-312-0218
Sanibel Harbour Marriott Resort and Spa
Ft. Myers, Florida

November 5-7, 2021, Hilton Head Island's Concours d'Elegance & Motoring Festival
<https://www.hhiconcours.com/full-schedule.html>
FLIGHTS & FANCY AEROPORT GALA
Friday, Nov 5, 2021 | 7:00PM to 10:00PM
HHI Airport | Hilton Head Island, SC

CAR CLUB SHOWCASE
Saturday, Nov 6, 2021 | 9:00AM to 4:00PM
Port Royal Golf Club | Hilton Head Island, SC

AERO EXPO
Saturday, Nov 6, 2021 | 9:00AM to 4:00PM
HHI Airport | Hilton Head Island, SC
Included with Car Club Showcase
(no additional ticket needed)

CLASSIC CAR CLUB OF AMERICA'S GRAND CLASSIC
Saturday, Nov 6, 2021 | 9:00AM to 4:00PM
Port Royal Golf Club | Hilton Head Island, SC

November 6, 2021: British Motor Club of the Cape Fear: @ 10:00 am - 4:00 pm EDT
Save the date! We are pleased to announce the BMCCF will be hosting an informal gathering at the Villages at Brunswick Forest in Leland, NC.

On a sad note, The EURO Auto Festival held annually in Greenville in mid October did not survive Covid19 and will no longer be held.

November 20th is Club 2022 Election Lunch and Meeting

By: Jerry Cohen

Get ready for a drive to a unique dining experience. Nothing fancy, not expensive, just pure fresh cooked to order lunch prior to our elections for 2022 club leadership. Heidi's Two Wheeled Café will be our destination for Saturday, November 20th. All arrangements have been made by fellow CJCers Stew and Ali King. Very casual dress, no fuss, good eating, and a meeting.

Heidi's Two Wheel Cafe

www.facebook.com

1475 W Market St, Smithfield, NC 27577

(919) 989-8389

Come on out to Heidi's where you can fill up without emptying your wallet! Huge, diverse menu with something for everyone! Fresh burgers, great seafood, amazing salads, and all ABC permits... draft and bottled beer, wine, and liquor by the drink! Recently featured on Bob Garner's North Carolina Weekend segment on UNC-TV! Their goal is to serve you the best in fresh, made-to-order food at a reasonable price. We don't serve fast food, we serve GOOD FOOD, and we appreciate your patience while we prepare your delicious meal! Please stop in and give us a try!

We will plan to arrive around 10:30 am for a meet and greet and then order off the menu for a relaxed lunch. We will hold a brief meeting and then commence with our annual elections. We expect to wrap it all up by 1:30 to 2:00 pm for a ride home or check out downtown Smithfield, NC.

From Charlotte 3 hour drive

From Winston/Salem Greensboro 1 hour 45 minutes to 2 hours

From Cary/Raleigh about 50 minutes

From Wilmington 1 hour 30 minutes

From Greenville, NC 1 hour

If you want to come in the night before a convenient place to stay is:

Holiday Inn Express Hotel & Suites Smithfield-Selma I-95

190 S Equity Dr,

Smithfield, NC 27577-6034

1-877-424-6480

Or:

Hampton Inn Smithfield Selma

160 Towne Centre Pl, Smithfield, NC 27577-4488

1 (855) 605-0317



SOME ASSEMBLY REQUIRED

PART 4

By Harvey Ferris

www.newhillgarage.com

When I left off in Part 3, we talked about establishing your restoration goals and performing an evaluation on the car you're considering for restoration. Now, let's take a look at my 1963 E-Type Fixed Head Coupe (FHC) project and see how that went.

As I have mentioned in previous articles, this car came as a bare body shell, several pallets of additional large items like the engine, transmission, and bonnet sheet metal, as well as a number of boxes. An evaluation of a complete car would be more typical. You would want to itemize all the cosmetic issues that you wanted to address and you would also try to determine all the mechanical issues that needed to be addressed. This can be particularly tricky for a car that is not in running condition. Probably the biggest concern is does the car contain any rust? This one can be difficult as E-Types tend to rust from the inside out. Also, previous owners, scrupulous and otherwise, may have resorted to low cost "bodge" jobs to make their car more presentable without investing a ton of money. Those chickens will come home to roost if you get into doing a full restoration with new paint. Sometimes you just have to roll the dice and dive into a car, not really knowing what you are going to find. Just keep in mind mentally that the cost to properly restore the sheet metal of a rusty car can easily run into 4 figures. And the number of competent shops/craftsmen that can do the work is dwindling. I have learned to do bodywork. I don't like it but the alternative is that I would probably never be able to restore old cars so there you go. By the way, Jaguars starting with the E-Type and moving forward, were constructed in a uni-body fashion. This has many advantages but it only complicates restoration or even collision repair. If you want to save yourself some trouble, restore a 50s or 60s American car, which used body on frame construction. For some popular cars, like Mustangs and Camaros, you can buy almost all the pieces you need for the body and bolt them on!

In the case of my 63 FHC, the body shell was stripped and resting on a wooden cart. During my initial purchase inspection, I was thrilled to see no obvious signs of rust. No dreaded "swiss cheese" perforations in the sheet metal. I remember in the early days after my purchase, I sanded selected areas, in particular the sills under the doors, down to bare metal, just to check further. Again, I did not find any rust. I slathered the body shell in general purpose primer, just to stop any surface rust from forming. And then it sat for a number of years.

This time around, I hauled the body shell out into the daylight and gave it a really close inspection. The lack of rust remained the same. What I did find was that someone had done an adequate, but not factory original, replacement of the footwells. The footwells had been replaced with pieces of flat sheet metal. Structurally sound but lacking the distinctive reinforcement channels pressed into the original pieces. So I made a note that I would have to cut these pieces out and install new ones. Fortunately, aftermarket parts support for the E-Type is very good. From a body sheet metal standpoint, many of the items prone to rust such as the sills and floors can be had for purchase. Installation is not a trivial matter as much of the body shell was assembled using "spot" welding. This makes disassembly and repair time consuming. Jumping to the bonnet, the main panels are largely bolted together and can be purchased in the aftermarket. A complete aftermarket bonnet will run you about \$12,000. The pieces I need to repair the footwells cost me around \$1000. But if you were to pay someone to install them, that price would be quite a bit higher. A good domestic source for sheet metal pieces required to repair an E-Type body is Moncouque-Metalworks.com.





SOME ASSEMBLY REQUIRED PART 4

By Harvey Ferris

www.newhillgarage.com

Also check out their Youtube channel for valuable metal working tips. So the point of all this is to say that given enough time and money, E-Type bodies can be brought back to their original condition. The parts are available and the technology is not overwhelming. But the cost to restore a badly rusted E-Type body will be significant and with few qualified professionals left that can do the work, your wait time to get your body back will be significant.

So after painting that dark picture, not all E-Types are rust buckets and as we move into the later series of Jaguar cars, where the bodies were galvanized and such, the cars have held up much better. For this reason, picking a car for restoration that was built in the mid 80s or newer will reward you with fewer rust issues in general, due to improvements made in the corrosion protection world.

In the case of my car, the first thing I did was to mount the body shell in a rotisserie. You may have heard the term “frame off” restoration. This term does not really apply to cars with a uni-body construction as it literally means the car has a body that is unbolted from the chassis/frame and is lifted off for restoration. This phrase is indicative of a thorough restoration where the car is fully disassembled and every item is brought up to a high standard. A term you might also have heard of is a “rotisserie” restoration. This is more applicable to the E-Type but in general it means the car is mounted on a rotisserie that allows the body to be rotated and thus all the important nooks and crannies are accessible for restoration. I did this on my car more due to the physical advantages that allowed me to rotate the deficient floorboards vertical, which allowed me to work on them from a standing position. I had a rotisserie left from the restoration of my 1967 E-Type 2+2, which was made up from several inexpensive engine stands with some custom items that allowed me to attach it to the car. As you will see in the photos, the engine compartment of the car, forward of the firewall, is constructed of a framework of tubes. This concept was used in the construction of the D-Type and was carried forward to the E-Type. It is a design concept that Jaguar borrowed from the aircraft industry. It is very strong and lightweight.

The next steps can be described in one paragraph, which is totally depressing as it does not manage to indicate the time and effort it took. I used small metal cutting air tools to cut out the floorboard and footwells that had been installed previously. I purchased new reproduction pieces from SNG-Barratt. I laid these pieces into position. Fortunately, as with the original construction techniques, none of the pieces required “butt”welding, which is hard for me to do well. Rather they mainly used “lap” joints. One of the concessions I made against total originality was that I used automotive grade adhesive bonding material in these lap joints. This material is used widely in modern automotive construction. Indeed if you watch videos of the assembly process for modern Jaguars, you will see it being used. The big advantage for me, in addition to simplifying the process, is that it builds a waterproof and corrosion proof seam at the interface of the two lap joint pieces of metal. A vast improvement over the original construction technique, which led to rusting at these joints later on.

In the next article, we will look into media blasting of the entire car, as a first step towards bodywork and painting.



Jaguar

again makes
motoring history

On 30th May, 1949, an entirely standard Jaguar 3½ Litre XK 120 Sports car running on pump petrol was officially timed in attaining a speed over a flying mile of:

132.6 M.P.H.

This speed, observed and recorded by the Royal Automobile Club of Belgium on the Jabbeke motor road, has gained for Jaguar four Belgian speed records and is

**THE FASTEST SPEED EVER
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North American Dealer of the Year Award

The JCNA Dealer of the Year Award was first presented at the Annual Meeting in 2000.

This award recognizes a dealer for their close relationship with a JCNA club and for their support of and participation in local club events. The first honoree was Moore Jaguar of St. Louis.

Recognizing a Jaguar dealer each year is also a tribute to the local club or clubs which work with the dealer. It usually falls to the club members to approach the dealer management, describe the publicity and business benefits of working with a Jaguar club and convince them to start supporting the club.

This year's award will be presented at the JCNA AGM being held in August in Columbia, SC. The 2020 North American Dealer of the Year Award goes to:

Hendrick Jaguar Charlotte, Charlotte, NC

Hendrick Jaguar Charlotte has been a strong supporter of The Carolina Jaguar Club since they became a Jaguar dealership after acquiring Scott Jaguar midyear 2017. They support the club through advertising each month with a full page ad in The Litter Box, participating in our live link web site program with a linkable ad and banners. They are the chief sponsor of the "Head to the Mountains" JCNA sanctioned Concours held annually in July. Even during the COVID 19 pandemic shut down they sponsored our virtual Concours with General Manager Jeff Johnson selecting the Jaguar he would most like in his garage. Many of the sales staff recommend the club to first time Jaguar owners as a part of the customer service. They have a club point person Brian Hill who works with the club keeping us advised of new models and other Jaguar news. They have loaned cars for display at our concours and Brian Hill has spoken at the Concours event. They moved into a new state of the art facility in 2020 and immediately offered to host an event once the COVID restrictions were lifted.

That event is scheduled for November and is in the planning.

Special Recipe for Thanksgiving Leftovers:

If you are like a lot of people you love leftovers from Thanksgiving. However like most of us you can only eat them so many times. So here is a great recipe that will allow you to enjoy a different taste and enjoy the company of other CJCers the first week of December.

Announcing the Carolina Jaguar Club Holiday Weekend,
December 3-5, 2021,
In New Bern, North Carolina.

Your first ingredient is to Book your stay at the DoubleTree by Hilton Hotel New Bern - Riverfront, where a friendly staff member is waiting to greet you.

The hotel is located within the Downtown Historic District, alongside premier shops, restaurants and local landmarks and conveniently located near Tryon Palace and the New Bern Convention Center.

Everything you need for a comfortable stay is available at the DoubleTree by Hilton Hotel New Bern - Riverfront, including complimentary internet access in your room, a fitness center, outdoor pool and an excellent on-site restaurant. Wake up with a delicious DoubleTree breakfast at our family-friendly hotel in New Bern, NC.

Each guest room offers a 32-inch flat-panel TV, work desk and MP3 clock radio. Relax in a luxurious bed with a pillow-top mattress and a feather down duvet. Upgrade to a suite for increased living space and two televisions—accessible rooms are also available.

30 Rooms reserved until October 31 at special rates as follows.

Breakfast and tax are included in the rates below.

\$145.65 per night based on Single Occupancy
\$156.72 per night based on Double Occupancy
\$168.00 per night based on Triple Occupancy

After October 31, reservations can still be made, space available, however, group rates most likely will not apply.

You can either call the hotel directly at:

252-658-9000 and identify yourself as a member of the Carolina Jaguar Club OR
Book on-line at: https://doubletree.hilton.com/en/dt/groups/personalized/E/EWNMS-DT-CJC-20211203/index.jhtml?WT.mc_id=POG

The second ingredient is to sign up on the website (soon to come) and prepay for the remainder of your recipe for fun. Watch this space.

Drive your Jaguar or other suitable conveyance to New Bern and mix a quart of Captain Ratty's Seafood & Steak Restaurant, add a pinch of Trolley rides.

Stir and combine a well aged Tryon Palace tour



Special Recipe for Thanksgiving Leftovers: Cont...

Tryon Palace was originally built between 1767 and 1770 as the first permanent capitol of the Colony of North Carolina and a home for the Royal Governor and his family. Governor William Tryon had brought John Hawks, an English architect, with him when he came to North Carolina in 1764. Hawks designed the Palace in the manner of a number of fashionable country houses in the vicinity of London – Georgian in style, with symmetry maintained throughout. It was soon regarded to be one of the finest public buildings in the American colonies. Governor Tryon, his wife Margaret Wake Tryon, and their daughter Margaret lived in the Palace for just over a year. They left New Bern in June 1771, when Governor Tryon was appointed to the governorship of New York.

Top it all off with viewing the annual Christmas Flotilla, on the way to our reserved Private 3 course dinner at NC History Center.

Special Recipe for Thanksgiving Leftovers cont...

Here is a more detailed copy of the recipe:

Carolina Jaguar Club Holiday Weekend
December 3 -5, 2021

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Book on-line at: https://doubletree.hilton.com/en/dt/groups/personalized/E/EWNMSDT-CJC-20211203/index.jhtml?WT.mc_id=POG

Friday Evening -Dinner at Captain Ratty's Seafood & Steak Restaurant – closest restaurant to hotel – walking distance, pay on own. Will be in Private area upstairs at The Piano Bar and Wine Bar which flow into each other

Saturday

7:00 AM – 8:45 AM Individual breakfast at Hotel Restaurant

9:15 AM – 3:15 PM Historic Trolley Tour including private tour of Tryon Palace. The group will be divided in half with the first pick-up at 9:15 AM and the second pick-up at 9:45 AM. Each group will have 1.5 hours free for lunch - restaurant information will be in the Welcome Bags distributed at check-in. There will be a list of 13 restaurants within walking distance of the hotel.

3:15 – 5:00 - Time to Freshen up or shop , on your own

5:30 – ish Christmas Flotilla – exact time TBA – could view it while walking to the NC Carolina NC History Center for dinner where we are having our private dinner.

6:15 PM Pick-up by Trolley for those that do not wish to walk.

6:30PM- 7:30 PM Cocktail Hour with two drink tickets per person and hors d'oeuvres

7:30 – 9:30 PM 3-course dinner (with wine and cash bar.)

Return Trolley Shuttle to begin at ??.

Sunday

7:00 AM – 11:00 AM Breakfast in Hotel Restaurant

11:00 AM Check-out and depart for home

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Joy of Six: A 400-mile awakening with an E-Type and the Blue Ridge Parkway

I read it in a book once: The Jaguar E-Type is magnificent.

What a unit, that car. Launched in 1961. Body like liquid expletive. Six cylinders, two cams, a four-speed manual. Inboard rear discs and independent rear suspension at a time when most Ferraris still snorted around with a solid axle. E-Types were known for hitting a cool 150 mph in an era when most cars would clear 100 mph only if shot into space. They were built like the D-Types that won Jaguar Le Mans, a clever mix of tubular subframe and unibody. Books said that a drive would weaken your knees.

I read those books as a kid, 30 years ago. Before I thought they were all hooley.

Opinions are dangerous when rooted in reality. I grew up around a restoration shop. After college, I worked on European cars for a living, then sold Jaguar parts at a dealer in Chicago. By the age of 25, I had watched multiple men restore E-Types from bits. In school one summer, I helped a tech replace the clutch in a V-12 roadster, a two-day job iced with profanity. At the dealer, I burned lunch hours poring through factory manuals and microfiche, marveling at ship-in-a-bottle sub-assemblies; here was a machine of byzantine service notes, sustained only by frequent care and feeding. The rear suspension alone looked like a medieval torture device.

Logic said effort had to equal return. Why else would anyone put up with it?

Then, still in my 20s, I met the hero. A friend bought an early 4.2-liter roadster. I climbed behind the wheel, owner in the passenger seat, and tore off down some tree-lined road. Ten minutes later, I sat at a stop sign for a moment and quietly wondered if I was having a stroke.



Joy of Six: Cont

The owner elbowed me in the ribs.

“You love it, right?”

I lied and changed the subject.

Jobs at car magazines followed, as did other cars. There was the 100-point Series I coupe that seemed glass-fragile and slow as tectonic shift; the survivor 2+2 that stopped and turned like a 1970s Lincoln; the hot-rodded 4.2 roadster with some British tuner’s “fast comfort” suspension, neither fast nor comfy.

These were all quality cars, well-kept and so pretty. The best offered about as much of the fabled glory as an old refrigerator. Later, I track-tested a D-Type for work, yelling four-letter words at 100 mph, floored that the books could be so right with one piece of the rock and so wrong on another.

D-Types are seven-figure cars.

Wouldn’t it be great, I thought, if you could have that vibe without spending millions?

Lord, I was a doofus.

Not all icons earn celebration after their time. Drive an E-Type, people talk to you at stops. Generally along one of two themes:

1. Pretty car. What is it?

Or

2. Oof wow it is the legend in the flesh, how fast have you had it, my mother’s sister’s dog once dated a guy whose boyfriend ripped an E from Alaska to Texas in a single day hail England forever amen.



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Joy of Six: Cont

One week last summer, I met those conversations again. In Tennessee, at our trip's beginning; in Virginia, at its end; and everywhere in between. People moth-flamed to our car at stops and overlooks, drawn wordlessly, staring for a moment before offering a belated hello, as if they had briefly forgotten how to talk.

Jaguar E-Type blue ridge parkway road trip

Most of those meetings took place on or near a 469-mile scenic parkway commissioned by the American government. They happened while standing next to a 1964 Jaguar E-Type Series I coupe, black, 3.8 liters, an aged but well-kept restoration. When I planned this drive, the parallel made me happy: The E-Type is a design icon, and the Blue Ridge Parkway was famously constructed as a public-works project under Franklin Roosevelt's New Deal. One of these landmarks is a travel tool of staggering beauty, and the other is a road bridging North Carolina and Virginia via more than 200 overlooks and countless mountains. Beauty underpins the lore of each.

And oh, the car's lore. Imagine the Jaguar factory in Coventry in 1961, picture its squat, nondescript buildings. At 7 o'clock on a winter evening, a freshly rebuilt E-Type coupe left, bound for Switzerland. The man at the wheel, a former racing driver and Jaguar PR man named Bob Berry, aimed for Dover, nearly 200 miles away, and the midnight ferry across the English Channel. Landing in a dark, rainy France in an age before blanket speed limits, he tore south. He got disoriented by fog in Reims, then upped his pace, making up for lost time—triple digits between corners, as fast as the car would go. At 11:40 the next morning, he pulled into the service drive of Geneva's small Jaguar dealer. Attendants began cleaning the car before he had even climbed out. Minutes later, he was back on the road, headed to a nearby park, where Jaguar's founder, Sir William Lyons, stood waiting to make an announcement. Some 200 journalists were present.

“Good God, Berry,” Lyons said. “I thought you weren't going to get here.”

The E-Type was revealed. The crowd audibly gasped.





Joy of Six: Cont

The numbers have long carried outsize weight. In the weeks before that trip, Berry's mount hit 150 mph during testing. If you wanted a 150-mph road car in 1961 England, you could buy something like a Ferrari 250 GT—nearly £6000—or the £4700 Mercedes-Benz 300SL. The Jaguar cost £2100 and made speed like the Ferrari but was less fussy in traffic. The Mercedes was virtually faultless, but the bank draft for one 300SL would buy two E-Types and leave money in your pocket.

On top of this, the Jaguar looked like an E-Type: half airplane and half submarine, plus a healthy dose of lady bathing suit.

We left my house in Knoxville in early morning. The air was sticky and hot and the hills were fuming—trees shrouded by narrow towers of fog, the Smoky Mountains living up to the name. The Blue Ridge Parkway starts around 80 miles southeast of Knox, past a national park and thousands of acres of back roads. Sun bent through the fog, underlighting the forest.

I had figured the trip for a dawdle. The Parkway is mostly fourth-gear corners, sweeping and manicured, the posted limit never topping 45 mph. My friend Mark Hoyer drove the first stint, because the car was his. Mark is a volunteer firefighter from Southern California and the editor-in-chief of *Cycle World*. He is the sort of wry 50-year-old who says “rad” often and wears Adidas Sambas with shorts; he occasionally tours California on his 1954 Velocette MSS motorcycle; he once described a computer-controlled suspension as “Super Glidatron 7000.” Mark is also a walking encyclopedia on matters E-Type. On the road, I would ask him something simple, like how much choke one might offer an XK six-cylinder on cold start, and 45 minutes later, he would be wrapping up a detailed history of the Skinner's Union carburetor, having briefly digressed into the recitation of a lightly profane rhyming couplet referencing how certain British cars look remarkably like a specific anatomical part of the human sexual experience.

You own a finicky old Jaguar with the wrong attitude, Mark once told me, you come dangerously close to having a bad time.



International Jaguar Festival 2021

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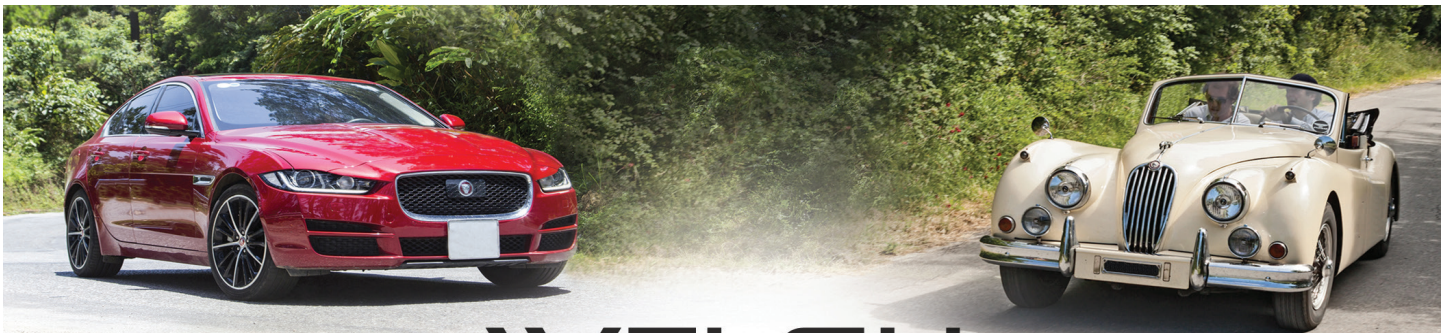
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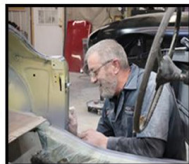


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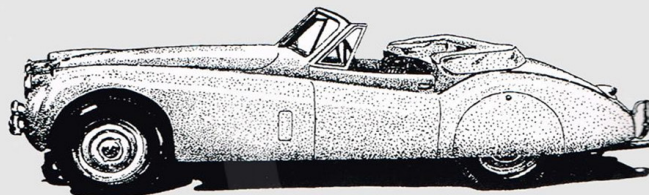
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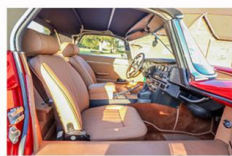
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Joy of Six: Cont

An hour in, after a long rip over coiled highway, we reached the Parkway gate. As the sun rose over the mountains, the land went purple, this graduated stair step of tone. At a photo stop, Mark offered me the wheel, and I took it.

The cockpit was tasteful and quiet, a drawing room of stretched animal, everything organic. Even the headliner was wool. The car seemed to move in long strides, the sort of sharp but yielding highway comfort that used to sell European cars, before they all grew too stiff. Machines long of footwell and gearing, happiest in big corners. Familiar stuff.

The dampers, though. And the cohesive whole, how the car felt in time with itself. Something was different.

I brushed it off. An E-Type, right? They're all the same.

The engine hummed the quiet and busy little thrum of a machine with connecting rods as long as your forearm. Torque was everywhere, no lugging, just utterly flexible pull and a sense of telegraphing down to a distant boiler room when you wanted more. When you cracked the throttle, the car simply gathered itself and waterfallled thrust, no waiting. We climbed farther into the hills.

The E-Type was created by multiple people, but its shape sprung almost entirely from the mind of Malcolm Sayer. Jaguar chief engineer Bill Heynes once called him "the most charming man you could ever meet." Sayer was also, as the saying goes, south of normal. He left university in 1938 with a degree in automotive engineering, then spent the war working on airplanes for Bristol. As an adult, he made furniture for his children from trash. He also drew odd cartoons, played the piano, built artificial plants, wrote silly poems, taught himself languages in days. He was married twice, having met his second wife atop a double-decker bus while still married to his first. One year after that second wedding, he moved his family to Baghdad to work for a university, then disappeared for six months.

When Sayer joined Jaguar in 1950, his first project was the body of Jaguar's Le Mans effort, the C-Type. The following year, the car won the French classic overall. The D-Type that followed was an aerodynamic masterwork and visual ripsnort hailed by factory testers as one-hand stable at 190 mph. In an era when most designers focused on minimized drag, for pure speed, the man cared most about aerodynamic lift and crosswind stability, because they impacted how a car felt.

You read all that and think, Great, OK, makes sense: This bright and complex spark simply sketched up one of humanity's slinkier thunderclaps through testicle and testament. Nope. The man styled cars through a sort of analog spreadsheet, a huge grid of calculated figures he called "body coordinates." He would start with a rough drawing at full scale—the C-Type was laid out on a floor in chalk—then spend months on formulas and logarithms. The results helped shape a body buck, and boom, a Le Mans winner or a production prototype to curl your toes.

I always liked the bit about trash furniture.

Joy of Six: Cont

North Carolina was a land of gifts. The first was a view to the horizon, the road diving gracefully into a small and tree-lined valley, no traffic. So I chose to hold the toothpick-rimmed wooden wheel with fingertips and flex my foot until that long throttle met the stop. On a curvy, lumpy piece of pavement, from around 1400 rpm in second gear, the car snarled up to six grand. The sound began as a rushy sort of grumble and multifaceted stir, then mutated into a thick, back-throat snort, as if the muffler were behind a blanket. At the bottom of the hill, the car hit a bump midcorner at full compression and did precisely nothing. Just a whup and some impossibly velvet damping and we tore up out of the valley.

I looked down; somewhere in the middle of the whole exercise, I had grabbed third without thinking. We were glide-rushing up the hill in a deeply illegal form of extended-legs prowl. The wheel wiggled lightly in my hands.

“Mark?” I said, cautiously.

“Yeah?”

“This car is not like ... the others? You know?”

“Yeah?” He watched the trees for a moment, unsurprised. “Well, cool.”

He told me about the rear shocks later. New-old-stock Girlings, older than me, four of them at the rear axle, as an E-Type had from the factory. They were part of the equation but not the whole—and more important, Mark quietly admitted, not cheap, perhaps more than most sane folks would pay for mummified car parts.

This was, as I learned, indicative of Mark’s obsessively chill approach to maintenance—things as they were, plus long thought in the details. His car had been restored 30,000 miles prior by a man named Ray in California, at a shop called “Dr. Jaguar.” Mark had handled all 30,000 miles and much of the service himself. There was apparently much learning and tweaking and question-asking of metal-cat physicians.



Joy of Six: Cont

“You know,” he said, somewhere in upper North Carolina, “you develop a support network, owning one of these. People who know how the cars are supposed to be, because you can’t just screw them together and expect them to automatically feel right. Hell, some of them didn’t drive right from the factory, subframes cross-threaded and tweaked, that sort of thing. There are good ones and bad ones, and it has nothing to do with money.”

“No money,” I said. “Check.”

“My support network is Ray. I was talking to him when I bought my Jaguar Mark II”—picture a four-door, live-axle E-Type—“saying, you know, it’s nice, the car has this adjustable steering column. And he was like, Well. It turns out there’s this thin piece of cardboard in there, like a greeting card, the insulator between hot and ground. And so you move the column a bunch, it wears through, and one day you have smoke coming out of your steering column and you don’t know why.”

I was reminded of the older man, in his 70s, who came into my Jaguar dealer almost 20 years ago. His XJ was in the shop every month for something. Once, a tech and I politely asked him: Why not find another car, or even a Jag that didn’t need work every four weeks?

“Well,” he said. “I love this one. You’ve been in love, right?”

A wink. Then he wandered off to wait in the customer lounge while his dashboard was reassembled for the third time that year.

Clouds drifted across the road. It began to rain, fitfully, and then the Parkway rose above the weather, over valleys carpeted with clouds, past spotty patches of wildflowers.



Joy of Six: Cont

“I did 130 mph in this car once,” Mark said, unprompted, chuckling. “There was more. But I lost interest.”

As a kid, I spent a long time thinking that great inventions are only ever created or appreciated by people with a sense of humor. Turns out that isn't how the world works, except when it does.

The rain picked up. There was no traffic, so we did not slow. I looked in the mirror and saw the mountains forming a bowl behind us, maybe 50 miles wide.

They did airflow tests with tufts of wool. Little 4-inch bits of sheep taped onto the bodywork. Sayer would ride in a car alongside, watching the wool move. He also rented a wind tunnel, mostly at night, when nearby villages were asleep and the tunnel could draw enough electricity for max pressure. But he preferred the road for research. Shortly before Geneva, Jaguar invited English magazines *The Autocar* and *The Motor* out to drive a prototype E-Type at 150 mph. Top-speed testing had begun months before, on a proving ground, then moved to public highways.

“Very often we would be doing 150,” Jaguar's chief test driver, Norman Dewis, once said, “and other [test] cars were there as well ... high speeds, Aston Martin and other firms.” Years later, in England, Dewis told me that he would drive one-handed at 150 and wave at other factory drivers. He found this funny, but then, when we spoke, he was holding a glass of gin.

“If [drag] were the only problem,” Sayer once said, “it would be very easy. But ... stable ... this is much more difficult.”

The E-Type is one of just nine cars to have entered the permanent collection at New York's Museum of Modern Art. Under “artists,” the exhibition lists three men: Sir William Lyons, Malcolm Sayer, and William M. Heynes.



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