



THE LITTER BOX

The official magazine of the Carolinas Jaguar Club.

Feb 2020 Edition

JCNA S.E. Region - Club #21

www.carolinajaguarclub.com

JUDGES TRAINING 14 th of March 2020

March Meeting

Carolina Jaguar Club will be having our annual Judges Training School on Saturday, March 14 from 10am until 2pm at Starmount Forest Country Club in Greensboro. Coffee, tea, and soft drinks will be served in the morning. Lunch will be from the Bistro menu. Please join us for a good time, to meet new club members, and to update your judging status. If you're new to the club and would like to judge, please join us.

Last year Bill Bingham and Brad Merlie brought their cars for us to go over. We had 18 people last year including Bryan Allen from Canada. Everyone had a great time.

I'd like to ask Mark Lovello and Greg Gaylard to join us and renew their status as certified judges.

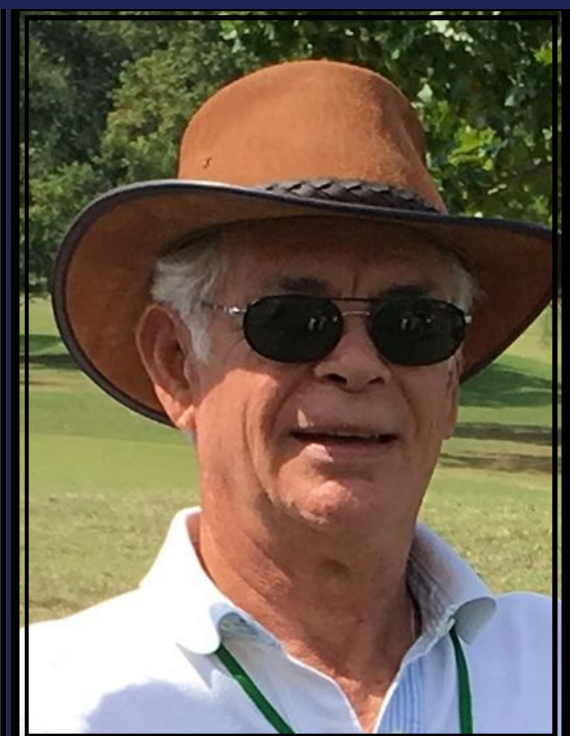
Please let us know if you plan on coming. The Country club needs a head count no later than March 10. Give me a call at 919-906-6802 with any questions. See you in March Don't forget to bring your JAG!!

Steve Thomas

*Starmount Forest Country Club
1 Sam Snead Dr.
Greensboro NC*

CAT TALES By Ted Hill. President

Welcome to the Carolina Jaguar Club 2020 version. As we look forward to this new season many activities are being planned. The board met in January and had a very productive meeting. I am very fortunate to be working with a wonderful group and I sincerely thank them for their service to our club. In addition to our board members I would like to mention several other club members who are and will be making significant contributions to our club this year. Steve Thomas is our Chief Judge. JCNA has revised some of the rules pertaining to judges, including judges qualifications for this year. If anyone is interested in becoming a judge please contact Steve and let him know of your interest. Judges training is March 14th at the Starmount Country Club in Greensboro. Every certified judge must take and pass the current Judges test. Please consider helping the club by participating in the judging.



2020 Officers and Committee Chairs President Ted Hill

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Jerry Cohen, our long time newsletter editor, has agreed to continue the duties obtaining Advertising and Sponsorship. Jerry has secured a multi platform agreement with Hendrick Automotive Group for advertising in our newsletter and website along with sponsorship in our Concours. Thank You, Jerry and to Hendrick Automotive Group for your support.

Richard and Jerry are doing an outstanding job with the newsletter and advertising. Judy Meyers and Jim Crowell have agreed to be our Road Trip Committee. Thank You Judy and Jim for continuing our road trip tradition.

Our February meeting has traditionally been the opportunity for the club to welcome our new members. No, this is not for just new members. It is an opportunity for our club members to become more aquatinted with our new members and for them to learn more about what makes our club the success that we all enjoy. The meeting will be held Saturday February 22nd at The Cape Fear Seafood Restaurant in Raleigh. Make plans to attend and welcome our new members.

I hope everyone is doing well and looking forward to seeing you in Raleigh.

Yours
Ted Hill

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Featured Jaguar

Owner Steve Thomas

Jaguar 1975 XJ12C



Jaguar 1975 XJ12C, This is the first year of the 2 door coupe, the first year of the fuel injection.

V12.Coupes where produced from 1975- 1978, there where only 600 12's manufactured per year .

Less than 100 still exist. The 6 cly are more common , with over 1800 produced per year .

My car in the picture was purchased from the orginal owner in 2007 with 54,000 on it , an I upgraded it.

It's all original.In 2015. Achieved a national award in C-12 class at the AGM in Philadelphia.

Steve Thomas

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EVENTS CALENDAR

Official CJC Meetings in blue
Sanctioned Concours Underlined
www.carolinajaguarclub.com/events

March 14th Official annual Concours Judges Training. Starmount country club in Greensboro NC ,March the 14th from 10 to 2 . Coffee and lunch to be served.

March 14th 5th Annual Petty's Garage Spring Cruise-In. For those not attending the training there is also this event going on. 9 - 1pm
<https://www.facebook.com/events/2594251720898813/>

Saturday April 18, 2020 The Annual Gathering of British Cars and Wine at Shelton Vineyards, Dobson, NC. Register at <https://triumphclub.org/> . We are having a picnic so please contact Cookie with what you are planning to bring. cookie_davis@hotmail.com

May 1-2 British Motor Club of the Cape Fear 22nd Annual British Car Show scheduled for May 2, 2020, at the USS North Carolina Battleship Park.

May 16, 2020 will mark the twenty-fourth annual North Carolina MG Car Club's Triangle British Classic Car Show.

May 22-24 The Sandhills Motoring Festival 2020 in the Village of Pinehurst www.sandhillsmotoringfestival.com

June 7th Trip to winery (Raffaldini's?) in NC with lunch and a tasting. Final details to follow but this is the general idea An Afternoon in Tuscany. A catered luncheon (platters of food, real plates, etc)....a wine tasting and a short tour of the vineyards. \$70

July 23-26 Carolina Jaguar Club annual JCNA Sanction Concours at The Switzerland Inn, Little Switzerland, NC August

August. Richard Petty Whiskey Run
September TBD Road Trip

October 17 Proposed : The one-day festival has grown into the region's premier juried arts and crafts event and celebration of all things apple. Waynesville NC. This year's festival will feature exhibitors, live entertainment and great food. Come, and be among the crowd of more than 40,000 festival goers strolling the street! <https://visitncsmokies.com/event/27th-annual-apple-harvest-festival>

November TBD CJC AGM and officer elections
December TBD Annual Holiday Event weekend.

Club Members Cars for Sale

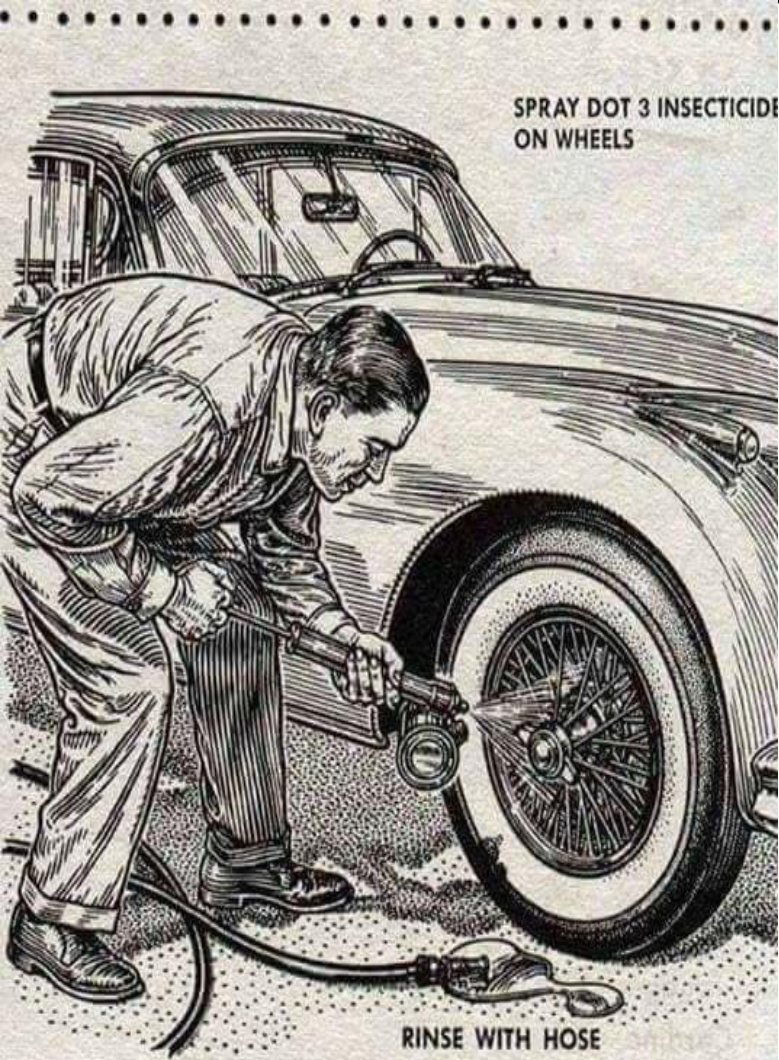


A very good condition 2000 XJR in classic British Racing Green. Will be a collectable car. Rated at supercharged 370 HP. Very well maintained—has been used as “daily driver”. Approximately 145,000 miles. All matching serial numbers. Has won multiple popular vote awards at the Gathering British Car Show every year. Numerous service actions over the past several years:

- Trunk mount Factory CD player plus aftermarket Sirius XM receiver (cassette player does not work). New antenna motor in 2016*
- New battery—2013*
- New alternator--2013*
- Replaced most of ignition coils*
- New water pump & thermostat—2015*
- ABS/Cruise Control circuit repair—2015*
- New front seat leather upholstery—2016*
- New tires—2017*
- Front brake pads & rotors—2017*
- New windshield--2017*
- O2 sensor—2018*
- Silver Star headlights—2018*
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Courtesy of Ferman Wardell

May 16, 2020 will mark the twenty-fourth annual North Carolina MG Car Club's Triangle British Classic Car Show. It is again being held at North Hills, in Raleigh, NC, where there is something for everyone. This is a wonderful opportunity to see more than 125 cars representing over 60 years of British motoring history. Come join us for great family fun. We are sure you will have a wonderful experience and a fun-filled Saturday. There will be the car show, regalia for sale, raffle prizes, and a 50/50 drawing. This year we will again have a Hot Wheels car race for children—the cars will be provided, and each child will be allowed to keep the car he/she races.

There is no charge for spectators, who can vote for their favorite car. Just pick up a spectators' ballot at the voting booth beside the Regalia table.

The first 150 registered cars will receive dash plaques. Early registration will close on April 10th. Registration must be postmarked by that date to be considered early. All early registrants will receive a free car show t-shirt. Early registration is the only way to guarantee that you receive a t-shirt. A limited number will be available for purchase at the registration tent and at the regalia tent. All early registrants will be entered in a drawing for a \$100 gift card.

You can find the information about the car show along with a registration form at <https://ncmgcarclub.org/event-3733125>.

If you have any questions or if I need to send this to someone else to reach your organization, please let me know.

Thanks for your attention to this matter.

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1967 Etype 2+2- Winter 2020 Progress Report

By Harvey Ferris

www.newhillgarage.com

I'm getting closer to being done but oh that last 10% is so hard to complete. Here are some things that have been completed since my last update. I decided to get the engine running and things completed in the engine compartment as much as possible. When I added a small amount of fuel to the gas tank, I had a strong odor. Unfortunately fuel was leaking out of the bottom of the tank from somewhere. After replacing the sump gasket, there was still a leak. This was the original 50 year old tank so I decided to get a new one. SNG sells a nice package with a new tank, fuel sender, sump, filler neck hose, and assorted gaskets and hardware. From here forward, I'm never going to screw with old fuel tanks when a new one can be had for less than \$600. Anyway, the biggest drama of removing the tank, which I resolved after some internet sleuthing, is that you need to remove the support bracket at the right/forward corner of the tank. The nuts can be accessed, barely, from the bottom of the car in the IRS tunnel area. Once that bracket is gone and you've sawed through the old filler neck hose, the tank will come out but the fit is very tight. With the tank out, the area under it got a good cleaning from 50 years of filth. Then the new tank was put in and hooked up. It's a tough job but not as bad as I anticipated. And yes, the old tank had terminal corrosion in its bottom, which was the cause of the leak. The fuel tank on an Etype resides inside the interior of the car. Not the greatest design feature. If there is any hint of a leak or loose fitting, the occupants get to smell the gas fumes. But all is good now.



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I moved back to starting the car. I rough set the various adjustments on the carbs and attempted to start the car. With starting fluid, it would fire and run for a few seconds, and then die. I checked fuel float level in the bowls and confirmed I was getting a spark. Just about when I was feeling stumped, I remembered that I had not put oil in the carb dashpots. I did that and the car fired right up. Without the oil, the pistons in the dashpoints shoot right up and as a consequence the mixture is all out of whack. The oil fixed the problem. With the engine running, albeit rough, I had a chance to precisely adjust the base timing on my 123 distributor to 9 degrees BTDC. With a few more adjustments, I was able to get a decent idle at 800 rpm.





At one point I goosed the throttle and the engine sped up to 3000 rpm or so and hung there. Upon inspection, I found that the throttle linkage levers were slipping on the throttle shafts. The levers grip via friction from a pinch clamp mechanism, that didn't have any more pinch to give! I took the levers off and sawed through the pinch area to restore it's ability to compress. This and new screws resolved the problem.

I pulled my stock air cleaner parts down off the shelf. They were pretty sad looking next to all the shiny bits in the engine compartment so I cleaned them and gave them a new coat of the correct silver hammertone paint. When doing final tuning on this engine, you want the air filters to be in place, as the minor restriction to air flow that they have is important to be there when you are setting the mixture. As an aside, when I bought my blue Etype years ago, the previous owner had ditched the stock air filters and put little foam pancake filters directly onto the carb inlets. I'm sure they thought they were making a performance mod. Unfortunately, they did not revise the carb needles to suit and the car did not run well at higher rpms. After going to a "richer" needle to match the increased airflow, I had the car running like a champ. So keep in mind, increasing just air flow or just fuel flow is not good, they have to be coordinated.

The car had been on my single post lift for months. There were no seats and no doors installed. The lift blocks off access to one side of the car, in my case the passenger side. I installed the drivers seat and drivers door. Getting the door lined up and closing properly is not a trivial task. In general, one half of the hinge allows the door to be rotated slightly up and down at the back edge when the door is closed. The other side of the hinge allows the door to be rotated up and down with the door wide open. And both hinges halves, which are attached with 4 bolts each, allow a modicum of straight movement up/down and left/right. As such, you have a lot of potential adjustments that can help resolve fitment issues. Also, the chrome window frame can be adjusted slightly. It is pretty hard to describe in words but with work, you can eventually get a decent fit. The next problem is that brand new rubbers, which are generally a good idea, can be stiff and keep the door from shutting nicely. When I look at the 50 year old door rubbers on my unrestored Etype, they are quite squashed in places. So there is a period of time with new rubbers that the door closure is just going to be stiff. I've got it looking pretty good but its not perfect. I also took the opportunity to put in new door closure check straps. Once I got the drivers side done, I lowered the car off the lift, pulled the lift back, and did the same on the passenger side.

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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) _____

Address _____

City/State/Zip _____

Telephone (Home) _____ Telephone (Other) _____

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.



Now that I had all the major weight items installed on the car, it was time to check ride height. I had set the ride height using the “setting link” process from the Bentley shop manual, which basically involves installing the torsion bars into the lower A arms to achieve a precise dimension between the upper and lower shock mounting bolts. Then you cross your fingers and pray! That setting was made many months ago when I was reassembling the front end of the car. Now for the moment of truth. I was amazed to find that, measuring from the door sill to the garage floor, the car was basically level. Wow, that was a relief because messing with the torsion bars is no picnic. With no need to further mess with the torsion bars, I proceeded to tighten the lower and upper balljoints and the steering tie-rod. And just a few days ago, I checked and fine tuned the castor, camber, and toe-in.



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I also took the opportunity to spruce up the steering wheel. During my original restoration, I had gone with a replacement wood rim obtained from British Autowood. It is a little thicker than the stock rim. A lot of folks like the thicker rim, as the stock rim feels too delicate to them. I originally stained the rim and topcoated it with tung oil. I like the tung oil finish because it is not hard and slick like a modern polyurethane finish. You know you are grabbing a real wood wheel, not some plastic facsimile. This time, after some internet sleuthing, I decided to go with a lacquer topcoat. It's a little more slick and shiny than the tung oil but you still can feel the wood grain, which is nice. I also polished up the aluminum spokes and the black bakelite horn push on my buffing wheel, with nice results. And I confirmed that the horn works. Many don't!



Now for that last 10%. I've got the following issues that are going to hold me up for at least a few months. Most annoying is that I suddenly spotted a crack on the passenger side of the front windshield. I am gobsmacked but it's there. The only thing I can figure is that the single post lift, which engages the car under the front firewall and rear trailing arms, causes the engine weight to torque the chassis and the frame for the window. Man, that hurts. I have a new windshield on order from SNG but of course they are backordered. Another thing I found was that the chrome trim just under the windows on the doors is not up to snuff. It looked pretty good when I took it off but not so much now in comparison to all the new chrome elsewhere. So those pieces are off to Pauls Chrome, which usually has an 8 week turnaround time. Last but not least, although it seemed like a good idea 10 years ago, my decision then to go with Series 3 seats means I would take a major originality deduction in a JCNA concours event. So I am biting the bullet and getting the original seats from the car retrimmed by BAS. Another 8 week leadtime.



More For Sale

Bill Unger, member JCNA, CJC, BCCC, GSBCC
email wm.c.unger@gmail.com / tel. 843-527-7840

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.

Jaguar 1974 E-Type Roadster. Asking \$63,000

Unfortunately I have to part with one of my E types. Need the space. This is a matching numbers, rare greensand exterior, cinnamon leather interior. 47,800 miles. Smooth silky v12 power with the emissions removed. Automatic, with original AC, Nardi steering wheel, wire wheels and Tri Bar headlights. The car was purchased new at Baker Motor Car Company in Atlanta. And 2nd owner purchased from the original owner in Atlanta in 1984 and kept it for 30 years until 2015. I purchased the car in 2015, and had extensive work done (within the last 200 miles): New Mohair convertible top; New carpet kit; New tires; Rebuilt complete front suspension; Rebuilt power steering rack; Rebuilt all 4 Stromberg carbs; new alternator; New Kevlar brake pads, brake hoses, and reservoirs; New Optima red top battery; Complete service- new spark plugs, plug wires, complete tune up and all fluid change including transmission, brake, radiator; Replaced all belts and hoses; Car comes with following original items owners manual, Tool kit, Jack Knock off hammer and brass tool.

Please contact Sandy Bhasker (email: sandy.bhasker@gmail.com Phone: 336-682-0217) for additional information



For Sale



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From the **EDITOR**

Here we are already in February. Issue two of the newsletter is done and we have a great lineup of events for the year. A couple of weeks ago we had a board meeting at Ted Hill's house. Much was discussed regarding the membership benefits.

So here are some housekeeping points. The newsletter is for anyone that cares to read it. We feel that club news is important and should encourage people to join for the exclusive events that we hold 12 times a year. Given the newsletter is available through the JCNA website the board decided it is a good ambassador for the club. The Facebook page is open to anyone that wishes to like it. It encourages good folks to find out more about the club. The Facebook group is going to be now closed to all but members. This should enable some privacy and discussion. Please feel free to request entry.

There are several ways to obtain the newsletter. You will get an email from us via our mailing service with an online link to view the interactive version. This contains links to sponsor sites and other resources. There will be a downloadable PDF version and a web version. There will also be a PDF version posted to Facebook the website, and the JCNA website. Finally there will be a few versions mailed out via postal services. Essentially if you cannot lay your hands on some version you are beyond my reach.

Last month we did mail the Jan version out. A few came back in the mail. The post office didn't like where I put the return address. I guess live and learn.

Thanks to those that provided content this month and thanks to our sponsors.

Many of the images and links are clickable if you are reading this on line. Please visit our sponsors websites.

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

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Jaguar Cary



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