



THE LITTER BOX

The official magazine of the Carolinas Jaguar Club.

The May Edition 2022

JCNA S.E. Region - Club #21

www.carolinajaguarclub.com



FROM THE EDITOR ***Richard Lloyd-Roberts***

Fellow Carolina Jaguar Club Members

Welcome to the May Edition of the CJC newsletter.

In this bumper edition I have included the first chapter of a book given to me by Ed McClean while we were at Shelton Vineyards. It was written for his children to tell them about the life he lived. Its very inspiring and I am sure if you ask him you can get a copy to read. I will be adding chapters as the year goes on. I hope you find this edition colorful and appealing...

We have a fantastic lineup of events and a road trip in honor of Jerry Ellison. Please be sure to attend. Please be sure to contact Kevin Mann to RSVP.

I was just contacted by the daughter of a gentleman from Australia. He has moved to the USA to be close to his family due to an illness. He is selling his collection of Jaguars over time. There are two available currently. He is offering an XK 150 and an XJS. I visited with him this week and am happy to offer these cars to the club before they are released for sale anywhere else. He wants the cars to go to true Jag enthusiasts. These cars are in excellent condition. They are posted here and on the website.

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



From The President

Eric Dunn

Hello Everyone.

The Shelton Vineyards April club event was truly fun! British cars of every make and year as far as the curvature of the earth. The picnic lunch under the shade trees was reminiscent of an old time family reunion except that everyone in attendance from the club liked each other.

Our next club event is the Coventry Foundation in Columbia on May 28. The Foundation serves as the focal point for preserving the Jaguar marque in the USA for present and future generations. It is a large undertaking with mainly just a few volunteers. Lunch, tour, car dedication----see details later in newsletter. Also, be sure and review all the upcoming club events to plan out your calendar. Make special note that a road trip is on the schedule in late September, which has been a missed feature for a few years. As everyone knows from the movie ANIMAL HOUSE, when you want to get away and have some fun, go on a “road trip”.

For the fiscal year end, world wide Jaguar Land Rover sales volume was approximately 440,000 units which is 13% down from the previous year. Think this is probably a good number given all the negative problems in the auto industry as a whole. The volume in China showed a 23% increase in units to 111,000.

**2022 Road Trip In Memory of Jerry Ellison
September 25 – October 1, 2022
Home 2 Suites
Lewisburg, West Virginia**

Sunday, September 25 **First Guests Arrive and check in to hotel**

Dinner Reservations at 7:00 PM – (can get more if necessary)

The French Goat **16 people**

Hill & Holler **10 people**

Monday, September 26

Morning - Cranberry Glades Visitor Center and Botanical Gardens featuring boardwalk and trails and a visit to Hills Creek Falls

Afternoon - Lunch on a private deck at the “Greenbriar Grille “which is on the banks of the Greenbriar River.

3:30 PM - Tour of Lost World Caves which is very close to the hotel, making it convenient for those that may not want to go, to easily get back to the hotel.

Evening

Dinner Reservations at 7:00 PM

Hill & Holler **10 people**

The Humble Tomato **10 people**

Stardust Café **up to 20 people**

Tuesday, September 27

Morning

Visit Sandstone Visitors Center which serves as a gateway to the Southern portion of the New River Gorge National Park and Preserve. You can learn about the natural and cultural history of the New River through interactive exhibits and a 12 minute video.

Afternoon

Lunch in private room at “Pies and Pints” in Fayetteville

Spend time at the New River Gorge (one of Jerry Ellison’s favorite places) It is one of the oldest rivers on Earth, and is the longest river gorge in the Appalachian Mountains. (Naoma has a story about this...) Building the bridge was an amazing feat. This incredible place offers adventures and inspiration for all.

Evening

Dinner Reservations at 7:00 PM

Food & Friends **10 people**

Hill and Holler **10 people**

The Livery **20 people**

Wednesday, September 28

Morning

Leave hotel early to drive the Highlands Scenic Highway, one of the Monongahela National Forest’s most treasured features. We will drive the 23 mile loop, and peak at 4,500 ft. There are 4 scenic overlooks, all with Restrooms.

Afternoon

Lunch in Cass at “The Last Run”

2:00 - 4:00 PM 2 Hour Durbin’s Rocket Train Ride

Evening

Dinner Reservations at 7:00 PM

Food & Friends **10 people**

Hill and Holler **10 people**

The French Goat **10 people**

The Livery **10 people**

Afternoon

Lunch in Cass at "The Last Run"

2:00 - 4:00 PM 2 Hour Durbin's Rocket Train Ride

Evening

Dinner Reservations at 7:00 PM

Food & Friends 10 people

Hill and Holler 10 people

The French Goat 10 people

The Livery 10 people

Thursday, September 29

Morning

We will visit Tamarack Marketplace, featuring unique shopping of locally made and crafted arts by more than 2,800 artists and artisans from all fifty-five counties of the state. Following shopping time there, we will have lunch in a private room of the restaurant.

Afternoon

Tour of Beckley Coal Mine and Miner's Homes

Evening

5:15 PM Group Dinner The Bluestone Dining Room at Mc Keever Lodge located in Pipestem Resort State Park. Dinner will be private, the menu looks great and reasonably priced.

Friday, September 30

Morning

Private Tour of the Greenbrier Bunker in White Sulpher Springs which is very close to Lewisburg

Afternoon

Lunch suggestions - You may want to have lunch at the Greenbrier Restaurant, Draper's for some old fashioned Southern Hospitality. The "Big Draft Brewing Company", also in White Sulpher Springs, is supposed to be fun and cool, and has an outdoor deck.

You might also like to head back to Lewisburg which has interesting shopping and plenty of places to grab some lunch. Greenbrier

Evening

Dinner Reservations at 7:00 PM

The French Goat 10 people

Food & Friends 10 people

Hill and Holler 10 people

Stardust Cafe 10 people

Saturday, October 1

Group to depart after breakfast.

PACKAGE PRICING:


If you plan to participate for the entire week, the per person cost will be \$135.88 per person. Below are the prices of each tour, so that you can calculate your trip price based on the days you will attend.

Private Lost World Cave Tour- \$9.00 per person

Durbin Rocket Train - \$50.88 per person

Private Beckley Coal Mine Tour - \$15 per person

Private Greenbrier Bunker Tour - \$61 per person, based on a minimum of 20 people



Register NOW!
Deadline is June 18, 2022

Head to the Mountains
Carolina Jaguar Club
Concours

Switzerland Inn
Little Switzerland, NC

July 21 - 24, 2022

[Visit \[www.carolinajaguarclub.com/concours\]\(http://www.carolinajaguarclub.com/concours\) to register online.](http://www.carolinajaguarclub.com/concours)

This is a JCNA sanctioned event governed by the rules found at www.jcna.com.

Deadline is June 18, 2022



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CJC CONCOURS

What to expect.

Thursday 7/21

- Check in begins on Thursday afternoon. A registration table will be set up in the lobby of the Inn.
- Dinner will be on your own. Reservations are recommended if you choose to dine at the Inn, but there are also options in Spruce Pine.
- After dinner, join us for an informal gathering at the bar on the patio (or the Fowl Play in case of inclement weather). Come catch up with friends and make some new ones!

Friday, 7/22

- The Last Open Road GTA Rally - Our Friday drive will be a Game, Tour, and Adventure Rally to Spruce Pine. There will be questions to answer and photographs to take as we drive along the scenic Blue Ridge Parkway and other lesser known roads.
- Friday night dinner in the Chalet Restaurant - We will start with cocktails on the patio where a cash bar will be available. Our special guest speaker will be author and sports car aficionado Burt Levy. Self-proclaimed as the "World's Fastest Novelist", Burt admits that he has always had two great dreams: to become a great novelist and write books that people wanted to read and to become a racing driver and drive all the greatest cars on all the best racetracks in the world.

Saturday, 7/23

- The main event, our annual JCNA sanctioned "Head to the Mountains" Concours Plan to spend your day enjoying beautiful cars and wonderful people in a spectacular setting.
- Saturday evening we will wrap things up with our awards banquet.
- Sunday. Wrap up with breakfast, say goodbye for now to old and new friends and start planning for next year.



2022 Concours USO Fund Raiser

Once again, we will be raising money for the USO at the CJC Concours this year. We will hold a “Wine Raffle” on Saturday and look forward to this being a fun way to raise lots of money.

Please bring a bottle (or 2) of a great wine – the value of the wine should be at least \$15.00.

You can purchase a special bottle, ask your favorite wine store for a donation, or bring a bottle from your own collection.

Each bottle will be assigned a number. Attendees at the Concours can buy a ticket for \$20.00 and draw a number – you will take home the corresponding bottle of wine.



2022 Concours The Last Open Road Rally*

* A GTA Rally – Game, Tour, Adventure rally not Grand Theft Auto

Join us for a rally to Spruce Pine, NC via the Blue Ridge Parkway and a few other roads less travelled.

The Last Open Road, by Burt Levy, tells the story of a young mechanic from Passaic, New Jersey who becomes involved in automobile road racing during its peak in the 1950s. The coming-of-age story follows Buddy Palumbo as he attempts to balance family life with his love of cars, specifically Jaguars, and racing.

A lesser-known piece of trivia about this book is that this classic story was originally set in Spruce Pine, NC. Some of the early working titles were The Last Open Parkway and The Blue Ridge Road. In subsequent revisions, the author decided to move the backdrop to Passaic, New Jersey in order to better facilitate some of the story lines.

Through exhausting and diligent research, we have discovered the true locations of a number of important places mentioned in the original manuscript.**

Entrants will want to pay close attention as they will be charged to answer questions as well as to find three locations and take photographs in order to complete the challenge.

After the rally, we will meet in for lunch in the Spruce Pine Historic District.

** This story is completely true except for those parts that are made up.



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Essential Updated Parts for the XK8

When the XK8 was launched in 1996, it came with all the grace and pace you would expect from a luxury Jaguar with jaw-dropping looks to boot! The all new V8 under the long bonnet was a big hit at the time and has long continued to delight Jaguar owners all over the world with its torque and power – the perfect GT car.



The new engine wasn't without its teething issues though and, while most cars have long since had the much-publicised piston liners replaced, it is still worth making sure that the purring heart of the Jaguar XK8 receives the upgrades it needs to ensure a long and healthy life. Leading Jaguar parts specialist, SNG Barratt, strongly advise keeping an eye on the timing chains and tensioners. The original tensioners were plastic and prone to early failure, so would need upgrading to a modern version. Likewise, the early XK8s came with a thermostat housing and water pump that didn't stand the test of time, so it's worth checking these parts too. SNG Barratt offers updated replacements to resolve all these issues.

SNG Barratt manufactures a wide range of updated parts for the XK8 and XKR including new door glass guides and the brake pedal switch which was discontinued by Jaguar many years ago. They also manufacture polished stainless steel tread plates that have been reverse engineered and finished using the latest laser engraving technology.

[Click here](#) to view a select range XK8 and XKR parts available now at SNG Barratt. SNG Barratt also has a comprehensive XK8 parts catalogue available to download for free when you [click here](#).

For all your classic and modern Jaguar car parts, visit www.sngbarratt.com

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1995 XJS2+2 Convertible:
Located in Huntersville NC
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email carolinajagclubevents@gmail.com for more details.
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Offered to the CJC Before going on the open market.
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[Click here for more details or visit our website and click on members cars for sale.](#)



Cars For Sale



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3.4 litre - Heritage listed - Built 26/09/57

Contact carolinajagclubevents@gmail.com for more details

Click here for more images and contact information

<https://carolinajaguarclub.com/members-cars-for-sale/>

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2022 Carolina Jaguar Club Events Calendar

- May 28: Columbia, SC, Coventry Foundation lunch and tour with special Presentation, Details in this issue,
Please RSVP to: Kevin Mann mannkm@aol.com
- ***June 18: Fayetteville, NC, Airborne Special Ops Museum Tour. We will be meeting for lunch and a tour of the museum. Details to follow.
- July 21-24: Little Switzerland, NC, Carolina Jaguar Club Annual Concours. This event will be held at the Switzerland Inn. 3 Nights, Friday Drive and scavenger hunt, followed by cocktail reception, welcome dinner with special guest speaker: Author, race car driver, and general gear head, Burt Levy. Saturday Concours, cocktail reception, and awards banquet. Register on line at www.carolinajaguarclub.com
- Sept.24: Autumn in the Mountains
Mills River British Car Show
(optional add-on Saturday before Road Trip)
- Sept 25: Lewisburg, WVA. Dr. Gerald Ellison Memorial Road Trip. Based at
To Oct 1: Home2 Suites hotel with daily drives and site seeing and food of course. Advance hotel reservations are needed, details in this issue.
- Oct: Date to be determined, Smithfield, NC a return to Heidi's Two Wheeled Café, 1475 W Market St, Smithfield, NC 27577.
<https://www.facebook.com/twowheelcafe/>
- Nov 12: Cary, NC. CJC annual club officer elections. Held at Leith Jaguar/Land Rover, Cary. Open house details to follow.
- Dec 2-4: Wilmington, NC. CJC annual Holiday gathering activities plus 2 group dinners. Details in past issues and this issue. Reservations are encouraged, Embassy Suites, Wilmington.

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YOU ARE INVITED - May 27-28
JAGUAR CLUB EVENT
COVENTRY FOUNDATION - COLUMBIA SC



We plan to visit the Coventry Foundation facility at 6326 St. Andrews Rd, Columbia SC on Saturday May, 28th. The occasion for our visit is to witness the donation of a very special Mark II by Roger Wright of the North Florida Jaguar Club. Your Carolina Jaguar Club will also make a donation to the Foundation in honor and memory of Jerry Ellison. Members of the Florida and SC clubs will also be in attendance.

Festivities will occur on Saturday afternoon, but those wishing to have more time to explore the treasure trove of Jaguar cars, parts, tools, and memorabilia at Coventry Foundation are welcome there anytime on Friday May 27th thru Saturday May 28th. For optional overnight stays either Friday or Saturday night, accommodations are available nearby, along with shopping and dinner restaurants. We recommend ALoft Columbia - 217 Lanee St. 803-407-6166 or Comfort Suites - 750 Saturn Pkwy. 803-407-4444.

Tentative Schedule is as follows:

11:30 am – Arrive for lunch at the British Bulldog Pub – 1220 Bower Parkway Columbia SC.

1:00 pm – Transfer short distance to Coventry Foundation - 7001 St. Andrews Rd, Columbia SC

1:30 pm until..... – Donation ceremony and tours of Foundation facilities. Cash bar and snacks will be available, along with slalom competition with RC cars & prizes and a “Foundation’s Choice” award for the best Jaguar driven to the event.

Please RSVP to mannkm@aol.com before 5/18 with your intention to attend.



Drive Toward a Cure - '75 Days of Summer' event!

Thanks in advance for taking a few moments to get to know our Foundation for Parkinson's Disease... 'Drive Toward a Cure'..... it's a worthy cause!

Drive Toward a Cure's '75 Days of Summer' commences Father's Day and runs through Labor Day weekend. We welcome all drivers with either cars, motorcycles or (surprise us!).

For just \$20, entrants nationwide are entered in 10 random weekly prize drawings for great items that are mostly valued at a minimum of \$100. The Grand prizes this year include a set of RSR Forged custom wheels complete with Michelin Tires (a value of up to \$5,500!), a day at the BMW Performance Driving School, Grand Prix Original USA apparel, JBL speakers and more. Additionally, for those that start their own fundraising page, the first \$100 in donations that they raise for the program will earn them \$200 worth of Mothers Polish detailing products – so it's a win-win for all!

Complete information and registration may be found in the Events section at the Porsche, Jaguar and / or MG club logo at www.drivetowardacure.org/summer.

We encourage grass roots approaches with groups, clubs and organizations creating their own 1-day program on our behalf – similar to the Drive Toward a Cure events that I've been organizing over the last number of years here in North Carolina.

Thanks in advance should you choose to support Parkinson's, and feel free to touch base should you have any questions.

Gregg Gaylard
919-270-1406 cell

- PCA member-Hurricane Region
- MG Club member-NC Region
- Jaguar Club member-NC Region
- The Mild Hogs, NC
- TVR Club member-(past)

YOU ARE INVITED – June 18 JAGUAR CLUB EVENT
AIRBORNE / SPECIAL OPS MUSEM
FAYETTEVILLE NC

On June 18th we plan to visit the US Army Airborne and Special Operations Museum at 100 Bragg Blvd, Fayetteville NC. Their website is at <https://www.asomf.org/>. Plenty of free parking is available. We will begin our tour of the museum & grounds promptly at 11 am, so plan to arrive a few minutes early. Admission is free, but donations are encouraged.

Lunch will be at 2 pm at the Huske Hardware House – Fayetteville's oldest brewery, located in an historic building only 3/10 mile away from the museum. Their website is <https://www.huskehardware.com/> where you can view their menu and learn about their history. Great food and exceptional craft beer, as well as selection of wine and cocktails. Lunch will be self-pay with 20% gratuity added to each check.

Please RSVP to mannkm@aol.com before 6/3 with your intention to attend.





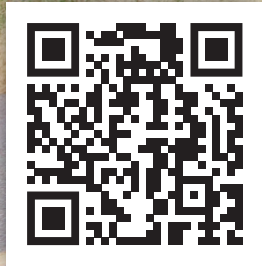
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drive.toward.a.cure.org/summer

The Grand Prize is awarded for the total of miles driven plus fundraising dollars gained.

Miles Driven + Dollars Raised = Winner!
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*The first \$100 you raise on your **75 Days of Summer** fundraising page earns you **\$200 worth** of detail products including the all-new **Ultimate Hybrid** product line, courtesy of **Mothers!**



Grand Prize:



Up To a \$5,500 Value:
 A custom-built set of RSR Forged 20" Wheels + a set of Michelin Tires!



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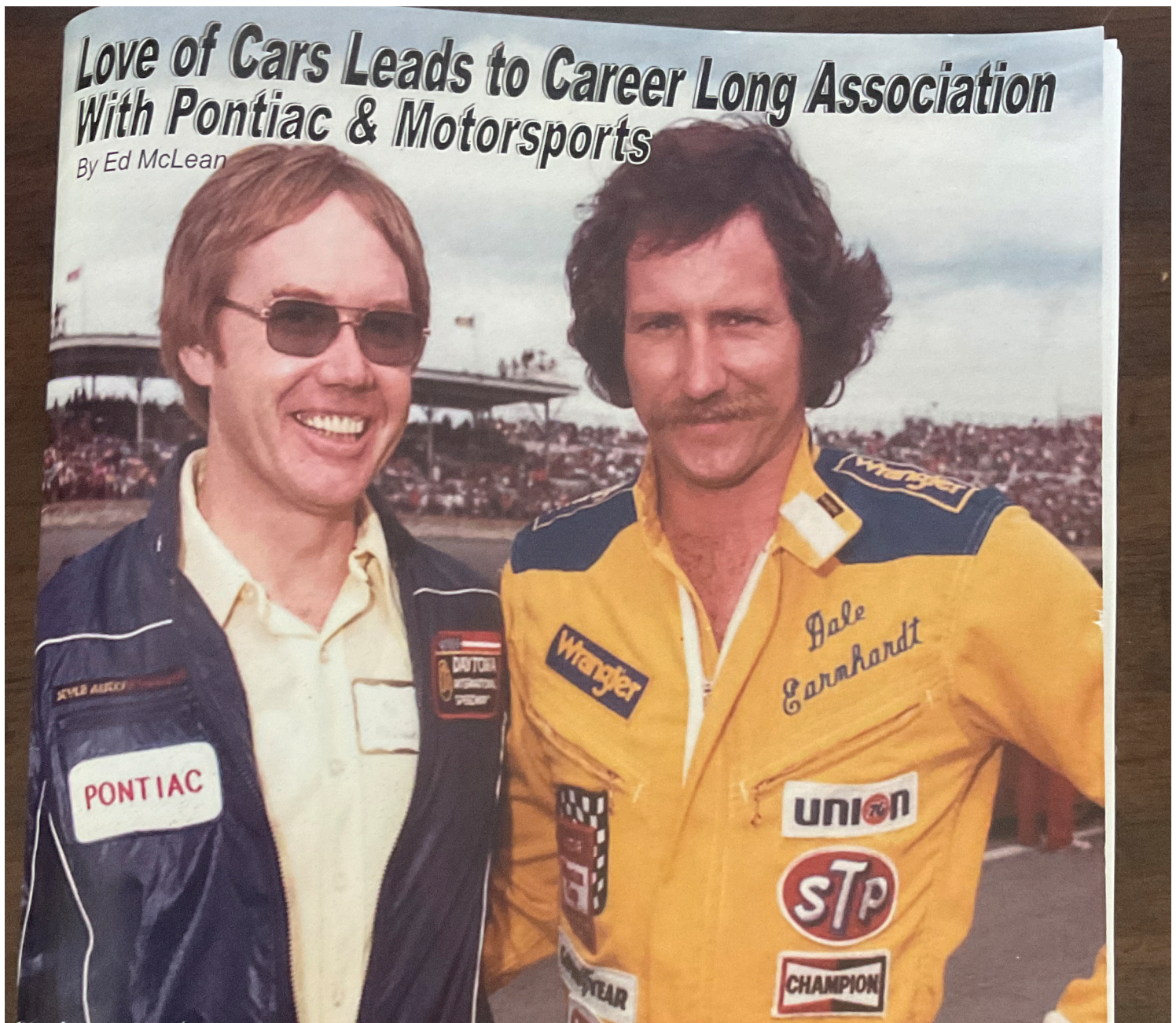
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Memories By Ed McClean

I have written this book, encouraged by Don Conkey, the Archibald Walker Family Historian, for the purpose of letting my children and grandchildren to know more about their father and grandfather, Edward Walker McLean. It is a story about the events that shaped the life that I have lived. All of the stories are from my recollection of events that go back to my childhood. We think that we will have a master plan for our life. When we step out into the world, reality steps in and we react to the opportunities that are presented to us. My first plan was to be an undertaker. My second plan was to be a certified public accountant. At the Pontiac Motor Division, as I worked my way through college, I found that I really liked the world of sales and marketing.

I was born and raised in Pontiac, Michigan in the 1940's, 50's and 60's. My father worked at the Pontiac Motor Division from 1934 until he retired in 1972. It seemed only natural that I was aware of the automobile manufacturing business opportunities. After all, Michigan was the home to many automobile and truck factories.

My first year in college was at the Northwood Institute in Alma, Michigan (Now Northwood University). My parents paid for my first year of college. I was a little independent and wanted to pay for the rest of my schooling. I went to work at the Pontiac Motor Division in the summer of '63 as an hourly worker in the stamping plant operating large metal stamping presses. When I saved enough money, I made arrangements to transfer to the Ferris State College in Big Rapids, Michigan (Now Ferris State University). At that time the personnel department would have an "exit interview" for all employees leaving.

They asked me if I was interested in coming back to Pontiac after I finished college. Because I said yes, they granted me an "Educational Leave" As it turned out, I had three educational leaves and one military leave while I was on active duty with the Army Reserves.

When I ran low on money, I would call back to the Pontiac Personnel Department and they would assign me anywhere that they had an opening. It was sort of like a co-op educational program. The only thing they asked was "what date do I want to start?"

At Ferris, I was in the school of Business Administration with a major in Industrial Management. I thought that this would be the best fit if I intended to go back to Pontiac.

In 1966, I went to Florida on a spring break with three college friends. We ended up in Daytona Beach where I met my soon to be bride, Judy Ann Weitzel. She was on spring break from Penn State with some of her college friends. The evening prior to meeting Judy, I spent in the Daytona Beach jail!

After a few days in Daytona, my friends and I went to Sebring, Florida for the "12 Hours of Sebring" race where the new Ford GT 40s were competing.

This book is about illustrating how I developed my career and personal life by taking advantage of the opportunities that came my way.

When my mid-life-crisis hit me, our neighbor and friend, Marion Kay, played a major part when she gave me a book "What Color is Your Parachute?" I read every word and sat down and wrote a job description for my dream job. This was in about 1978 or '79. I just needed to find a place that could help make my aspirations come to pass. I wanted to be involved in motorsports. Then I realized that I already worked for that company - Pontiac!

My co-worker from Charlotte, Dick Emerick, had been promoted a few times in the '70's and was in the Sales Promotion Department in Pontiac, Michigan by 1978. I saw that Dick was in charge of the 1980 Indy 500 Pace car program. I contacted him and we developed the plan. We would expand the Indy 500 program to NASCAR! There were corporate policies in place that restricted the car divisions from being involved in racing. Dick was able to get the corporate policy changed and he and I became the Special Events Group.

After the policy changed, we became the "Motorsports Group" within the Sales Promotion Department. I was still working from Charlotte. By 1982, I was full time in the Pontiac Motorsports Group. We sold management on the idea to become involved with professional motorsports activities with the idea of selling more Pontiacs! I had considered leaving the security of Pontiac and starting a new career path with my own business when General Motors developed a plan to reduce its salaried work force by 25% during 1987. When that incentive program was placed in front of me, I went home and talked with Judy about going back to North Carolina and starting a business of my own. The new business became the "McLean Marketing Group" and operated from 1987 until 2009.

This is a story about how the people that I met along the way helped open doors and find opportunities that fit my person.

In the last chapter, I am going to tell some short stories that I think might have changed how I would think and/or act over the years

Chapter 1 Growing up in Pontiac

Ed McLean-Youth through 1973

I grew up in Pontiac, Michigan, the home of the Pontiac Motor Division of General Motors. My father, Clifford McLean had started working at Pontiac in 1935.



Clifford McLean's retirement India Head casting from the men in the Pontiac Motor Division Foundry. He was with Pontiac between 1935 & 1972. 37 years at the Pontiac Motor Division of General Motors.

I built my first car when I was about 13 years old from some scrap wood and a lawnmower engine and some wheels from a Soapbox Derby race car. My first real car was a 1926 Model "T" Ford Coupe with a Frontenac overhead engine modification. I purchased this car before I had a driver's license at age 15. It had major rust problems and a rotten roof. By my senior year at the Pontiac Central High School, in Pontiac, Michigan, I had a nicely restored car that I took to the Detroit Dragway and ran in "X-Modified" class bringing home my first trophy. This was also the car that I took to my Senior Prom in



First real car was 1926 Model T Coupe

after his four-year stint in the Navy. He had saved his money and purchased a new 1964 Pontiac GTO, 389 CID with a 4-speed transmission in the fall of 1963. A real factory hot rod at the time. Today, that car would be a collector's prize! He would take it to the drag races around Detroit and bring home trophies about every other week. That car also raced on the famed Woodward Avenue that ran between the north city limits of Detroit at 8 Mile Road north to Pontiac.



Ed's Restored 1926 Model "T". Age 17 - Senior Prom!

I was known to purchase cars and fix them up, drive them for a while and sell them for a profit. I had a nick name of "Trader Red" because of



My first car, hand built at age 13 (July 1958 photo)

the spring of 1962. I traded the "T" for a 1959 Triumph TR3. It was an even trade.

My brother Don McLean started working at Pontiac in 1962



Ed's 1959 Triumph TR3 - Traded my '26 Ford even



Don McLean's 1964 GTO, 389CID, Tri-power, 4 speed. A real "factory hot-rod"!

all of the different cars that I bought and sold.

I had gone off to college in the fall of '62 for one year at the Northwood Institute. At the end of the school year, I needed to come home and earn some money to return to college. It was only proper that when I wanted to go to work that I would see what the Pontiac Motor Division had to offer a young man. At first, I took a job in the stamping plant. I was able to purchase a 1955 Chevy Belair Convertible with a 1957 Corvette drag race engine for about \$700 from a friend. It was a real street rod. After I saved up enough money, I was granted an "educational leave" from Pontiac Motors to go back to school. In 1963 I transferred from Northwood to Ferris State College and took my '55 with me. I met my new roommate,



My 1955 Chevy with '57 Corvette engine cost \$700 (1964)

Doug Smith and we have remained friends since.

In 1965 upon returning to work, I was able to purchase a 1964 Corvette convertible with a 327 CID/300 HP for \$3700. The engine was slightly modified and had a four-speed transmission attached. The car had only 4,000 miles on it. I had even more fun with that car at the age of 20/21. My love for cars has continued. I rebuilt a 1932 Ford Roadster in the early 1990's and installed a 1990 Tuned-Port Corvette engine. Today I drive a 2000 Jaguar XK8 convertible.

In the fall of 1965, I again went back to Ferris State College, (now Ferris State University).

In the spring of 1966, I went to Florida with three school mates on our spring break from Ferris and ended up in Daytona Beach where I met Judy, who was to become my bride later that year. She had traveled to Florida with three friends from Penn State University where she was a senior. It was the first time that I had seen Daytona Beach and the Daytona Interna-



1932 Ford Roadster with Corvette Engine (1992)



My 2000 XK8 Jaguar (2020)

tional Speedway. They were racing motorcycles on the big track and road course that week. After a few days in Daytona,

the fellas I was traveling with all went to Sebring, Florida for the "12 Hours of Sebring" race. We slept next to the racetrack in sleeping bags that evening during the race. The Ford GTs were preparing for competition at the "24 hours of Le Mans". Ford wanted to beat Ferrari at the Le Mans race in France. Little did we know that 50 years latter a movie would come out celebrating the series of events that produced a top three platform for Ford at Le Mans in June 1966. "Ford vs. Ferrari." The 24 Hours of Daytona and the 12 hours of Sebring were



(1965) Ed's '64 Corvette Convertible. 350/4 speed. Age 20

just test programs for the assault on Le Mans. We watched history being made. And little did I know that I would return many times to both tracks during my career. At the time I did not even know what my career was going to be!

Upon returning home to Michigan, I returned to work at Pontiac in the accounting department, joined the Army Reserves, was in three weddings that summer and asked Judy if she would marry me. We were married in September 24, 1966. 1967 brought six months of active Army basic and advanced

CJC Membership Report
 Kevin & Nancy Willis
 CJC Membership Co-Chairs



Dear Members, we are happy to report that our membership continues to grow. We currently have 182 members (including our Associate members). This is the largest membership in Club history! Our members primarily live in North Carolina, South Carolina and Virginia. We also have members from other states including Alaska and Florida. All are welcome in our Club. We look forward to seeing you at an upcoming event!

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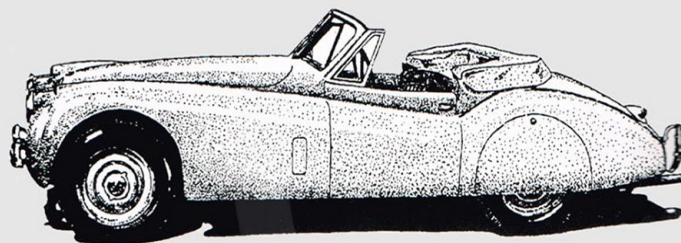


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2022 Carolina Jaguar Club Membership Application

Last Name:

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

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

Birthdates (month and day)

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

Address

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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 \$60.00.

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 2022 calendar year.

Renewals are due by January 1 of the renewal year and new memberships are accepted year long.

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.



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training leaving my new wife at home. She shared our apartment with Kathy Bradley, the wife of my childhood friend Ed Bradley, while he was off to the Air Force for the beginning of his four-year tour of duty as an officer. While in the Army Reserves, they trained me as a vehicle mechanic because I was assigned to a motor-pool battery. By the way, Pontiac granted me a "Military Leave" for this period.

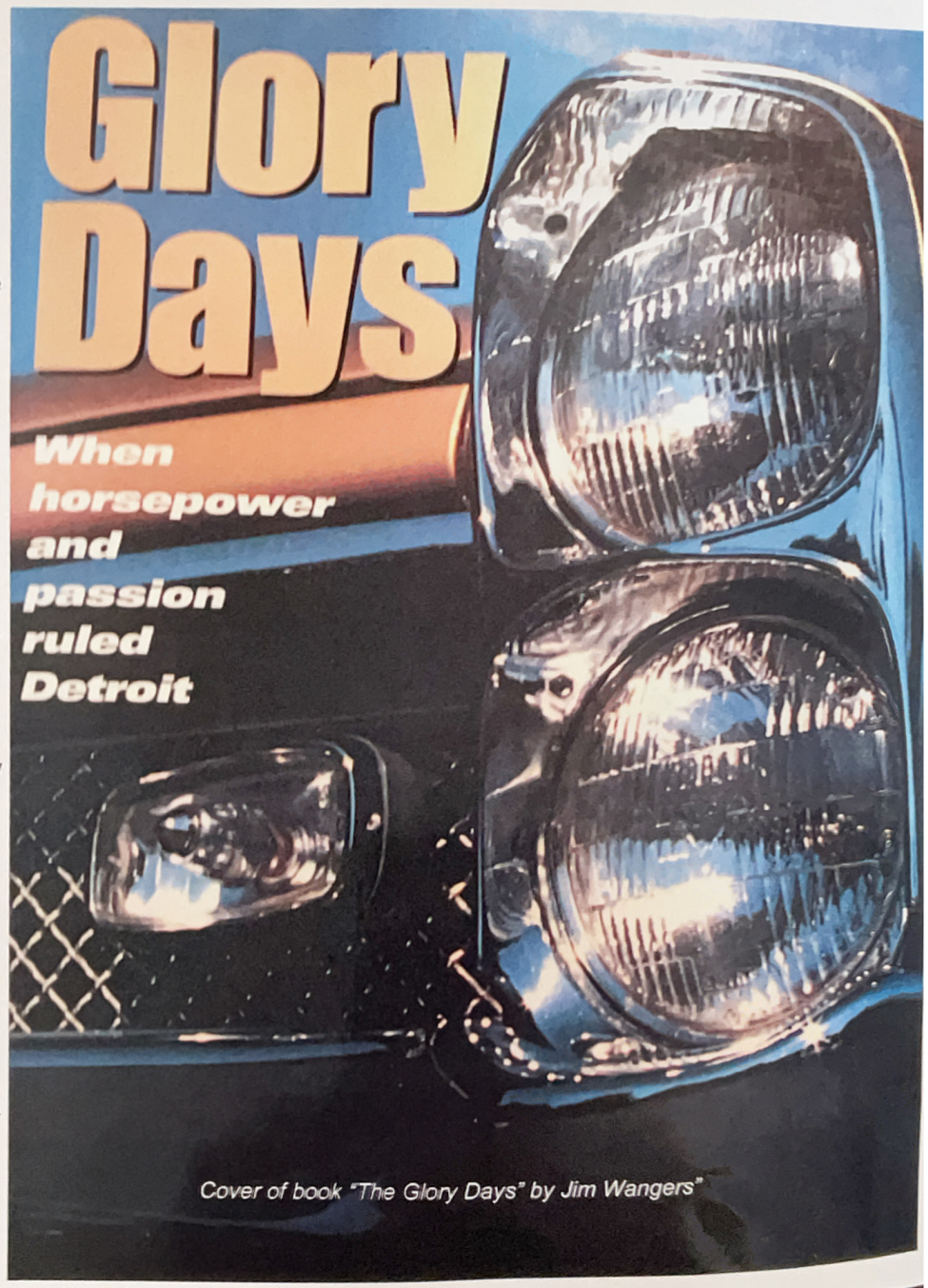
In the fall of 1967, I took Judy with me back to Ferris State College so that I could finish my degree in Industrial Management. Another educational leave was granted! By this time, I thought that I would go back to Pontiac to work in the assembly plant in some capacity like my father and brother. When I finally received my degree in 1969 and went back to Pontiac to see where I could fit in, they suggested that I consider training as a service representative and go out into the "field", calling on Pontiac dealers to sell them parts and helping solve service problems that the dealer could not fix. We were also going to be business consultants to our dealers. It seemed like a great move and we went south!

My first "field" assignment was to Monroe, Louisiana. My territory covered Vicksburg and Natchez in Mississippi and the center section of Louisiana down to the Gulf Coast. By that time, we had one child and a dog. Sending a Yankee to Louisiana was sort of a challenge. We had three great years there. I became friends with sales manager Fabe Ingraham at Twin City Pontiac in Monroe. Fabe's name will resurface later in my story. One of the great benefits of being a service representative was that I got a new company car about every month. This meant that I drove Trans Am's, GTOs and Grand Prix Pontiacs as my company cars. These were some of the hottest automobiles during this time period. It was a great perk for a young man like me.

In early 1972, I received a call from Mr. Mapley, the father of one of my best friends, Ron Mapley. We grew up as neighbors in Pontiac. Mr. Mapley worked as the Assistant Budget Director at Pontiac and would be part of the process of employees being approved for promotions, transfers and salary raises. He saw my name come across for a promotion from District Service Manager to District Sales Manager in Monroe, Louisiana. He called me to congratulate me before I was "officially" notified. There was a slight problem. The promotion never came through for me. I could not say anything. The Assistant Car Distributor from our Zone office in Memphis got the job. He was to replace me as service manager, but he knew nothing about automo-

biles. So, they made him the district sales manager. It was almost a year later when I received a call that I had been transferred to the zone office in Charlotte, NC. Instead of being assigned to a "small" sales district, I was assigned to the largest sales district that included 23 Pontiac dealers in North & South Carolina. I have always thought that Mr. Mapley had something to do with me being assigned to the larger sales district because I kept my mouth shut about the call back in 1972.

In the spring of 1973 Judy and I were on our way to Charlotte North Carolina with two young girls and a dog.





SOME ASSEMBLY REQUIRED PART 11

By Harvey Ferris

www.newhillgarage.com

Article 11 – Reliability

Many folks, when they are thinking about the restoration of a car, think about both improving the appearance of the car for sure and maybe the reliability. How much emphasis you place on either category of course depends a lot on the starting point you are working from. In the case of my Some Assembly Required car, this decision was easy. The car's appearance was "in a boxed state" and it was definitely not running! So I really needed everything. Most of us are not starting from such an overwhelming position. The car you are going to restore is running but you may have your doubts. Can I limit myself to local drives with the number for the AAA towing service on my speed dial? Do I want to go on longer trips up into the mountains where cellphone coverage may be spotty? Do I want to drive coast to coast? Or does it only need to get from its personal trailer to the show field? How you answer these questions will determine how much effort you want to place into getting the car to be reliable.

A close cousin to reliability is ride quality and performance. If the car is decades old then, regardless of the miles it has covered, most of the rubber and plastic parts may be badly degraded. The brakes and shock absorbers, representing safety critical items, will almost certainly want to be gone through. The fuel system may be clogged up with deposits and crud. On a high mileage car, metal components in the engine and drivetrain may be worn to the point of being problematic. Regarding electrical systems, it is not commonly understood but wiring and electrical components and connections will have built up corrosion layers that can be an issue. Frankly, the situation on my 63 E-Type is quite liberating, as I plan to bring everything up to a virtually new condition. Not the cheapest route but the best for peace of mind from a reliability standpoint.

Another fact of life is that cars that get driven on a regular basis are probably going to be more reliable than those are only started up occasionally. This one can be a hard to resolve. Most of us generally are not going to use our nicely restored classic car to commute to work. But if possible, getting your car out once a week for a drive that gets the car nicely warmed up with provide long term benefits from a reliability standpoint.

There are many ways to approach reliability. One rather global approach would be to pull out the car's Owners Manual and review the service and maintenance sections. As you review it, you should be able to discern routine activities, like changing the engine oil and more intermittent items, such as replacing the engine cam timing belt. All of these items fall into the category of Scheduled Maintenance. If your car has been maintained religiously to these published requirements, then congratulations, you are my kind of person and just need to keep up the good work. If on the other hand, the maintenance history is spotty or unknown, then bringing your car up to date on these items is a very good first step, giving you a plan on how to proceed.

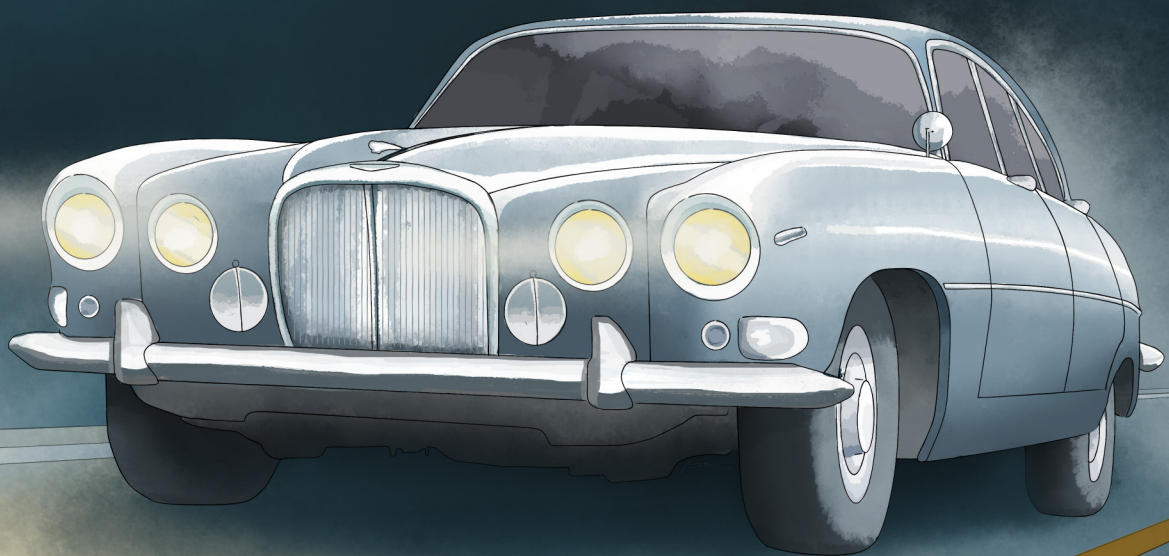
Most cars have certain known problem areas that may cause known reliability issues. Since there are many cars and many problems, all I can say is either gain a trusted mechanic who is familiar with your model car and/or join an internet forum that is specific to your car and learn what areas to look out for. A note of caution. People by nature are much better at complaining on internet forums than they are on complementing. So take what you read with a large grain of salt. But frankly, when I get serious about a car, I not only read the current forums but I spend some time and go backwards in time, looking for prevalent issues. I also use this research time to spot commentators who seem to be knowledgeable. For example, on my Porsche 944 I found a guy who really impressed me. One utility this particular internet forum allowed was to find all posts based on that guy's username. Reading his collection of posts from over the years provided a treasure trove of knowledge.

To provide one example specific to early E-Types, they were known for overheating issues. Through my perusal of the Jag-Lovers internet technical discussion forum for E-Types, I was able to spot an enthusiast, Mike Frank, who has engineered specific aftermarket solutions for this problem. On my 67 E-Type 2+2, I purchased and installed his radiator and cooling fan solution. He also provided recommendations regarding thermostats and coolants. Applying his body of knowledge to my car, I never once had a cooling issue with that car.

One reliability area that commonly comes up for older cars is the ignition system. Directly related to this is carbureted cars versus fuel injection cars. We are pretty spoiled nowadays in that we expect our cars to start right up and smoothly pull away at a moments notice. This is an advantage to modern computer controlled cars with fuel injection and electronic ignition. If you like this degree of reliability, you should probably stick to cars from the 80's and newer. On the flip side, if you want to be able to work on your car without having to access specialty dealer only service equipment, you should probably stick with cars that are at least 20 years old. Of course, if you cut your teeth on cars with carburetors and points type distributors, the pre-80's cars have those features. At some level, I like to keep them stock, including the points, as roadside repairs remain an option. Many folks on the E-Type opt for an electronic module to replace the points. They work well but when they fail, then you are really stuck. That said, on my 67 E-Type 2+2 I went with the 123 electronic distributor. It resolves issues not only with points but also resolves the problem that most original equipment distributors are 50+ years old and getting a little wobbly, to say the least. Gear reduction starters and modern alternators are other popular upgrades on the E-Type. Some intrepid folks have fabricated computer driven ignition and fuel injection systems that are cleverly integrated with SU carburetors. It just depends on your mindset and goals.

In conclusion, obtaining a reliable car is a goal we all applaud. How we get there can take many paths. It is all part of the planning process when you restore a car. Just don't let it be an after thought.

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