



THE LITTER BOX

The official magazine of the Carolinas Jaguar Club.

The December Edition 2023

Dedicated to Ron And Bill

JCNA S.E. Region - Club #21

www.carolinajaguarclub.com



FROM THE EDITOR
Richard Lloyd-Roberts

Dear Readers,

Well I am not gone quiet yet.

David Hayden, who was going to co-edit this edition has had a couple of things come up so will be starting the newsletter in the New Year.

Lets all wish him a speedy recovery from his back surgery.

Merry Christmas to you all and Happy New Year.

We leave the year with sad news that Bill Evans and Ron Weaver both passed within a day of each other. A great loss to the us all. Ron had gone to live with his son after Bettye's passing and Bill had suffered a stroke that had take it's toll on him.

This edition is dedicated to both of them and I hope they are remembered for their contributions to the club. Please post pictures to the Facebook group if you have any.

Richard Lloyd-Roberts
704 754 8880
Carolinajagclubevents@gmail.com



From The President Eric Dunn

Hello Everyone.

The club Christmas event in Asheville the 1st weekend of December was a most enjoyable affair. Although there was a dampness in the weather, the spirits were high--- and believe me, there were lots of spirits. Both the food and fellowship were great, and we want to thank those who put the event together----Judy Martin, Cookie Robinson, and Carrell Chase. Many thanks!

During January, as customary, there is no club event due to the board having a planning meeting to establish goals and activities for the rest of the year during that month. Our next club gathering will be in Greensboro in February at a t/b/a.

Please remember that the Jaguar Clubs Of North America (JCNA) is having their Annual General Meeting (AGM) next year in Charlotte March 14-17. There will be typically 1 or 2 delegates from each of the 58 Jaguar Clubs from the USA , Canada, and Mexico plus any guests. Any club member may attend any of the events as a non-delegate and need not go to the business sessions, whereas delegates are only appointed by a club President and must attend the business meetings. The last JAGUAR JOURNAL issue details the events of the weekend along with registration information. Our Club is Hosting This Event and we will be needing volunteers to make this happen! Promise there will be no outside work or heavy lifting. Might need to be sociable, however. Will be in touch.

For those of you that own a Jag E TYPE like myself, must share some auction news. A couple of months ago at a Gooding & Co. auction in England, a 1961 E TYPE hammered for a record \$ 1.2 million. It was a special case, being the 4th “ E “ ever made.

As most of you know, my term as your club President ends with this month. I have so enjoyed serving as you President for the last three years but hope to see everyone at future club events. Do all you can for your cub board members, as they work hard to keep the club prospering.

Do keep driving that Jag and stay between the ditches.

Best Regards.
Eric

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Bill Evans (1944 to 2023)

A longtime friend of the Carolina Jaguar Club and big supporter of our Jaguar endeavors, Bill Evans, passed away peacefully at age 79 in his home the morning of December 13th surrounded by family and friends.

Bill was from Mocksville, NC where he played high school football and basketball earning him a place in his high school Hall of Fame. He got scholarship offers from both Wake Forrest and Davidson and played football at Wake where he received his under graduate degree. After working in design in the commercial office furniture business, before the downturn in US manufacturing Bill took what he thought would be a short stint selling Jaguars in Charlotte at Scott Jaguar. That short stint lasted over 25 years where Bill would be recognized several times as one of the top 10 Jaguar salesmen worldwide twice taking the top spot. If you wanted to know anything about Jaguars historically or modern day he was the man.

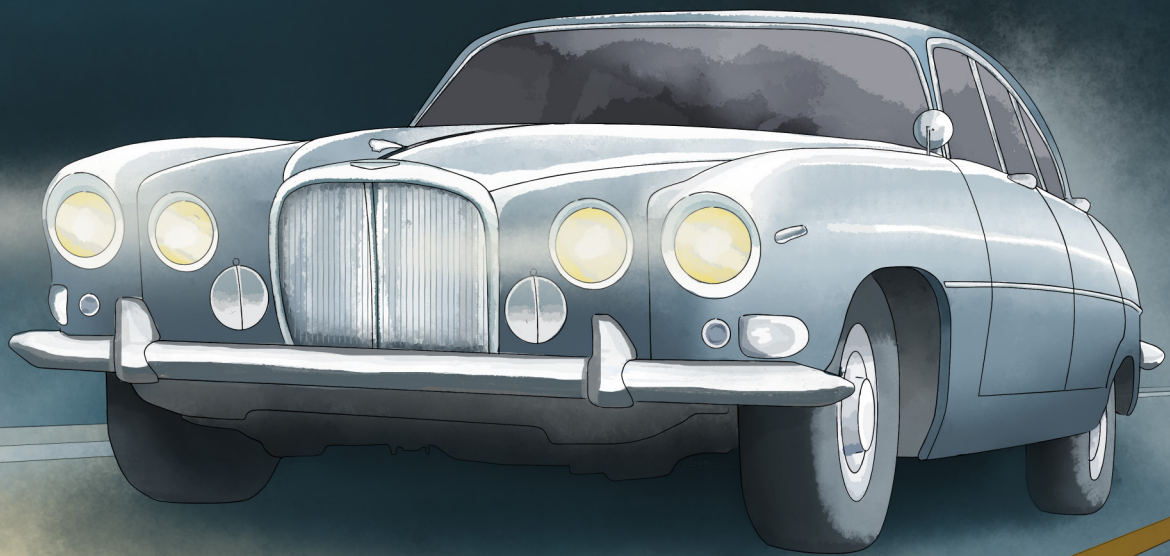
Bill was also the man for his one of a kind fashion sense where he used his own design skills to have clothes tailored to his tall and lanky frame. His style was a cross between classic American and tradition British designs. Dapper would be the term I would use. Bill's unique high waistband trousers with suspenders and short ties or bow ties earned him the nickname of "high pockets". His signature Harry Potter glasses where his before there was a Harry Potter.

After retirement from Scott Jaguar he continued his love of world travel and also began clothing design for others leading him into the fashion design scene in Charlotte. He was a master of the runway earning him a Charlotte Fashion Icon Award. He was not only bigger than life he had a big heart working fashions shows for charity and was a key fund raiser working for the Charlotte annual Heart Ball fund raising event. He still loved his Jaguars having 3 in his carport, a 1988 XJSC, 1987 XJS coupe, and a rare 1994 XJS factory 5 speed.

Bill will be missed by so many people he touched in his life. If you needed a friend Bill was there. If you needed encouragement Bill was there, if you were throwing a party Bill was there too. There is not enough space to highlight this truly unique human being. Rest in peace Bill Evans.



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Membership Report Kevin & Nancy Willis CJC Membership Co-Chairs

Happy December! We hope you all have a very enjoyable Holiday Season with family and friends (Jaguar owners or otherwise). Nancy and I will be asking Santa to bring us a new convertible top, as the glass window decided to separate from the top during last day of the Jaguar October Road Trip to Maryland. We drove back to North Carolina in the rain for seven hours with duct tape, and a donated garbage bag and towel from our host hotel. Thank you Hampton Inn! The car is with our upholstery shop to attempt to re-glue the window to the top. We hope this is successful, but we are also researching replacement tops.

We also hope you will renew your membership SOON, as we need to report out membership totals in early 2024 to the JCNA. Please note the dues for 2024 have increased \$5.00 to \$65.00 for the calendar year. The Carolina Jaguar Club (CJC) will not receive any of this increase. The JCNA receives \$45.00 of your \$65.00 membership fee.

We look forward to seeing you in February for our annual kickoff meeting. We encourage new members and infrequent attendees to come and see what all the fun is about!



2024 Carolina Jaguar Club Membership Application

(Please Print Carefully)

Last Name: _____

First Name: _____

Spouse's Name: _____

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

Address: _____

City/State/Zip: _____

Telephone (Home) _____ Telephone (Other) _____

E-mail Address: _____

Please List the Jaguar Cars You Currently Own:

Annual membership dues for the Carolina Jaguar Club, Inc., are \$65.00.

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 2024 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.

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Some Assembly Required – In Defense of Door Slammers

www.newhillgarage.com

By Harvey Ferris

Well, that's my working title. Let's see if I still like it when I'm done venting.

Wow, I've spent the last several days installing the rubber seals on the drivers and passenger side doors. My previous project, a 1967 Etype 2+2 coupe, was a "door slammer". That term can mean different things to different folks but to me, it is a car where you kind of have to slam the door shut to get it to latch. There can be several reasons for this. If you have installed new rubber seals and they are poorly manufactured, they may be too stiff or too thick. The latch mechanism can be worn such that the door has to "overshoot" in order to spring back to place the door in a correct flush condition. Worn hinges can also contribute to the problem. My current project had all three problems!

In the process of doing body work in preparation for paint, I determined that the hinges were "saggy". I took them apart and installed new pins. Then I precisely hung the doors and installed a temporary seal on the rear shut face. Coupled with the original latches I had on hand, I was able to hold the door in the desired final position while I did bodywork.

Of course, at some point after the painting process, these doors were removed and put in a safe place while I spent many hours reaching through the door openings to work on upholstery. But now upholstery is basically done and it was time to reinstall the doors. Which leads me to vent about the Etype door hinge arrangement. Unlike a door on your house or even your Toyota, there is only one hinge. There are 4 bolts that attach the hinge to the door and 4 bolts that attach the hinge to the body. The bolting points use "captive nuts" which have some play in them, such that you can adjust the position of the door up/down/in/out. This hinge design is much more sensitive to slop in the pins than a two hinge door would be and you basically have to hold up the weight of the door with one hand while you adjust the hinge bolts with the other. It is a bit of a 3D puzzle but eventually I got the door to where it was centered in the opening in the body and closed flush.



This was the starting point of installing the rubber seals. I purchased my seals from SNG, who sources them from a reputable firm in the UK, COH Baines. Baines has a good reputation on the forums. I have been reasonably pleased with their products. The seals are pretty soft, which is important. I have to assume the profiles are correct, although this is a hard thing to verify. BTW, the Spare Parts Catalog does have little "exploded views" of the various seal profiles. Based on my initial attempts, I could see that Baines sized them "generously". I understand, a seal that is too small will simply not seal. When I did a trial fit of the seals, they were clearly too big in places, for my specific car. The door stopped inches short of closing.

Here is the big reveal. My secret weapon is a bench grinder. My bench grinder has a wheel on it that is suitable for removing metal. It has no trouble chewing up a rubber seal. I generally remove material from the back side i.e. the side that will be glued to the body. This in effect makes the seal thinner. It is a trial and error process. Fortunately, in the great scheme of Etype restoration, the seals are not that expensive so if you go too far, you can lick your wounds and buy another seal and start over.

The seals I like the least are those that "snap" into a C shaped track. In theory, this should go pretty quickly. But we are dealing with rubber and it really doesn't like to "snap". I generally wind up engaging one side of the seal in the track and then using a flat bladed screwdriver to pry the opposite side into the track. One screwdriver width at a time! It is laborous and will get your fingers aching in short order. I do find that newer cars have snap in seals that really work much better.

A trick that sometimes helps with the snap in seals is to glue the seal down at one end. After the glue is well set, you can grab the free end of the seal and pull on it. This has the effect of reducing the profile of the seal and makes it easier to snap into the track. You can let the seal relax after it is installed. There are situations where you can apply glue to the seal, stretch it out, and glue it down. This works best with traditional contact cement. It does run the risk that the glue will fail long term and the seal will go back to its unstretched state, so keep this in mind.

Although I am not at this point yet, the frame around the window glass does allow for some adjustment. Basically, at the bottom of the frame, in the bottom of the door, there is an attachment point that is slotted. You can displace the bottom of the frame one way and top moves in the opposite direction. It pivots about a point that is at the top of the door. This adjustment is very important to the fitment.

Another potential culprit is trapped air in the cockpit restricting door closure. I have not experienced this but saw it as a point of discussion on a Youtube video by a UK restorer. A very simple test is to try closing your door with and without a vent window open. The UK restorer actually adds an air vent behind the license plate on Series 1 and 2 cars. He noted that the Series 3 cars already have a vent.



The door frame on my Etype had a combination of glue in and snap in seals. After multiple hours of work, I got the seals where I wanted them. The door closes with gentle pressure. See linked video below. I'm not done yet, as I have yet to install the frame that encloses the window glass. The frame is being held hostage at the chrome plater. So back to In Defense of Door Slammers. If your car is a door slammer, it is not cosmic karma paying you back. As discussed in the article, there can be multiple causes. Door hinges, latches, seals, mis-alignment, and backpressure can all contribute. Hopefully this has given you some ideas on how to proceed to evaluate and fix your Door Slammer.

My article series Some Assembly Required is available on my webpage www.newhillgarage.com.

The Jag that was lost and then 'found'!!

Steven Goodbred Sr

My interest in cars started over 70yrs ago when I was 6yrs old. In 1952 there were not nearly as many brands and models as now, but I learned most of them and would name every car when on trips. It would take a bit of time before I got my first car in 1968, a 1959 Austin Healy 100/6 but it was worth the wait!! It was an incredible vehicle but as suspected it required a fair amount of maintenance!! Unfortunately, I had to sell it when I came back from spending a year in Japan, curtesy of the U.S. Army, as I brought back a rt hand drive Honda S800. It was very special and interesting to begin driving again in the U.S. on the right side of the road in a rt hand car! Unfortunately (again!!) I had to sell it when the starter motor went out and I couldn't get parts in the U.S. for it. My next sports car was an 1969 Alfa Romeo 1750 Spyder which was exceptional in every way. One of the exotic things it had was sodium cooled exhaust valves!! I kept that for a long time but again reluctantly sold it in 2000. Oh, how it hurts to think if I could have kept all those cars!!!



The Jag that was lost and then 'found'!! pt2



In 1972 my first job after leaving active duty was in Goucher College, MD doing environmental research on the Susquehanna River. Our neighbor in the apartment building we lived in had just bought a brand new 1972 Jaguar XKE FHC V12. What an incredible, beautiful, and FAST vehicle!!! To emphasize the fact my friend liked speed and parked next to the jag was a 17ft fiberglass speedboat with a very big inline six, triple carburetor Mercury 15hp engine (The Tower of Power)!!! You might not be able to imagine the 'rest of the story'. To my amazement he had a trailer hitch put on the jag to pull the boat!!! Could this be a first for an XKE? To my great pleasure he invited me to go boating in Ocean City, MD for the day. It was quite an experience!!! To my surprise the jag actually handled quite well towing and launching the boat. Zooming around Assateague Bay was exhilarating and very enjoyable when a very loud and wonderful sounding V8 inboard/outboard speedboat (Donzi 18) challenged us to a race!! With throttle wide opened, we must have been doing well over 50mph, the Donzi was just a tad faster and won the race, but the adrenaline rush was a life-time memory over 50 years ago!!





The Jag that was lost and then 'found'!! pt 3

After selling the Alfa when we were living in Sacramento, CA my wife wanted to get something with a bit more room, so I started looking for a Gran Touring vehicle. My sights were set on a V12 exotic remembering the incredible V12 XKE I saw 40 years ago. The options included the Mercedes Benz SL600, BMW 860 and the Jaguar XJS. Well, 'grace, space, and pace' won the day!! I did a bunch of research on the XJS and had my focus on a V12 model, but seeing a bunch of potential issues with excess heat in the engine bay and challenges of just changing spark plugs I thought an inline six might be a better option. Now I started looking for XJSs for sale and came across a 1993 XJS (facelift) signal red coupe with a little over 21K miles and a 4L, 5sp manual for sale on an eBay auction!! Well, that got my attention BIG TIME!!! I was very hesitant to bid on a car without first seeing it (a first for me!) but with enough pictures and very detailed information provided I decided to take the plunge and chance it.

The most important thing was to establish a maximum price to not pay more than you wanted or could afford. So, with much anticipation the auction started online, and the bidding quickly went over my max! Then panic loomed and very disappointed I couldn't resist bidding a little more a few times but needed to come back to reality that somebody else wanted the car more than I did, or at least was willing to pay more money. My perfect car was not to be!! However, even though it was a long shot I emailed the winner (a law student in S.C.) and said if he ever wanted to sell the XJS please let me know.

The Jag that was lost and then 'found'!! pt 4

Then out of the blue in about 6 months not expecting to every hear back from him, he decided to sell the car as it was too good to use just as a commuter to school!!

Realizing I still really wanted the car even though it was a bit more money than he paid at the auction I bit the bullet and bought it, FINALLY!! Then I had the challenge of finding the right carrier to ship the car across the country to California not knowing that six years later I would need to do the same thing moving to North Carolina!! With MUCH anticipation it finally arrived and totally exceeded my expectations!!! There is nothing like the burled walnut wood trim, Wilton wool carpets, and Connelly leather seats!! But the real surprise was driving it!! The 5sp manual made all the difference in the experience, and with a lighter engine up front (344lbs less than 12cyl coupe) it handled great. In fact, the 0-60mph acceleration of 7.4 sec is 0.4 sec faster than an automatic with a 5.3L V12!! This indeed is a very special car, one of 37 manual coupes with a 5sp out of 1,277 XJSs produced in 1993, that embodies every aspect of 'grace, space and pace'. This is a car I will NOT sell like earlier ones that I wish I hadn't!! I just hope one of my three grandsons will enjoy it someday.



This car has every available option. It is loaded.

Exterior: Polaris White

Interior: Truffle

Tan Convertible Top

Mileage: 52,000 original miles

Service records are available.

Garage kept.

Contact me for more information.

Mark Lovello

Jaguar South

3404-C Rutherford Road Ext.

Taylors, SC 29687

864-244-1555



2024 Calendar of Events (Proposed)

January: CJC Board Meeting: No scheduled club wide event.

February: New Members Meet and Greet (TBD)

March: Judges Training TBD

March 14-17: JCNA AGM Charlotte

April: The Gathering at Shelton Vineyards, Dobson, NC

May: TBD

June TBD

July 11-14 : CJC annual Concours

August: TBD

September: Possible CJC Road Trip

October: TBD

November: Club Elections TBD

For Sale: 1974 Jaguar E-Type V12 OTS

Contact me for more information

Mark Lovello 864-244-1555.

Mileage: 63,072

Color: Dark Blue with Biscuit Interior

Convertible Top: Black Canvas

The following items were replaced or upgraded:

- Transmission rebuild
- Complete rear brakes
- Aluminum Flywheel
- Replace 331 differential with XJS 281 differential. Still have the original dif.
- SU Carb conversion, still have the original carbs.
- Robbins convertible top
- New power steering pump
- New R34 AC compressor
- Kenlo fans
- Upgraded Aluminum radiator
- Upgraded front torsion and sway bars
- Installed rear sway bar
- New brake booster and master cylinder
- New clutch plates
- New clutch Master and slave cylinders
- Upgraded 70amp alternator versus original 60 amp
- New Lucas ignition
- New Windshield from Welch, we got the last one we could find in the US
- European bumpers
- Removed the side markers when it was repainted
- New center console
- Numerous relays and electrical parts replaced



1970 Jaguar E-Type 4.2 FHC

**Gorgeous and fully restored E-Type ready to be shown and driven
Now reduced in price. Call for details.**

Exterior: Sable Brown

Interior: Cinnamon

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Matching numbers

All books and documentations

See history below:

Originally purchased in the fall of 1970 by Richard Merryman and his wife. It was sold to Harold L Hall, Jr. on February 15, 1972. Harold and his wife owned the car until August 1983.

Ownership / history of the car from August 1983 till Sep 1995 is missing. Paul C Henry bought the car from Donald Goff in Ohio in 1995. Henry entered the car in a Jaguar Club competition in Ohio in 1997 and scored an overall 98.94 points on a scale of 100 points.

The next known purchase of the car was October 2002 on eBay by Daniel Myers of Pittsburgh, PA. Meyers apparently owned the car for a good many years. Around 2005 (65,000 miles), he had the car restored which included a rebuild of the rear end and the he engine, and replaced the clutch with a new clutch assembly. .

There is an extensive folder of receipts and notes and documentation that Daniel kept. He put a lot of money into this car as evidenced by all the receipts and notes.

An email of Oct 24, 2019 from Charles Clarkson Hines tells the story as the car moved from Daniel Myers in Pittsburgh, PA to Mr. Hines in NY. (A copy of the email can be provided upon request.)

The second owner of the E-Type, Harold (Hap) Hall, began thinking of the car that he owned. By coincidence, he found the car at an auction in 2019 and purchased the car for a second time.

This car is in exquisite condition. It is ready to be driven and to begin winning awards at car shows.

Price and Pictures upon request: Contact Mark Lovello at 864-244-1555



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