



THE LITTER BOX

The official magazine of the Carolinas Jaguar Club.

The November Edition 2023

The Final Cut

JCNA S.E. Region - Club #21

www.carolinajaguarclub.com

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

Dear Readers,

Well here it is. The last episode of my career as a newsletter editor for the CJC. I hope that you enjoyed the issues.

The last 7 years has been wonderful and I have made lasting friends. There have been some sad losses to the club over the years and it is in their memory that I dedicate my last edition. I have included some photos of my favorite times in the club. To those new members, enjoy your time. This is a true group of great people.

David Hayden will be compiling the newsletter from now on so the next one will be from him with a bit of help from myself for the transition.

Happy Motoring, look afgter each other and thanks for the memories.

Richard Lloyd-Roberts
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Carolinajagclubevents@gmail.com



From The President

Eric Dunn

Hello Everyone.

Our meeting this month took place a few days ago on the 11th and was held in Greensboro at Foreign Accents, a foreign car service shop specializing in Jaguars. We learned about the company's decades of history and received direct highly praised testimonials from several of our own club members. We were also treated to a wonderful on site prepared lunch which was fabulous. Our next event is December 1 in Asheville, which is well presented in previous newsletters, and you might be able to still attend if you hasten.

Our meeting also included 2024 officer elections and resulted in the following--
-President, John Stewart; Vice President and Events, Kevin Mann; Secretary, John Fryday; Treasurer, Rick Wotring; Concours Co- Chairs, Brad and Barbara Merlie; Membership Co-Chairs, Kevin and Nancy Willis; Newsletter Editor, David Hayden. Congrats to them all and also a sincere "thank you" for being such a critical part in the success of our club. It is noted that Kevin and Nancy reported total membership of over 400 as of meeting date which, I believe, is mainly a result of the past and present officers of the club and the participation of the membership.

There was also a unanimous vote to increase club dues by \$5 per year.

The feedback from those on the Road Trip last month has been super. Everyone was more than pleased by all the itinerary. Many thanks to all the effort put forth by Jim and Elaine Crowell and Judy Meyers in putting the trip together. Also, please see enclosed newsletter note from Steve Thomas reporting on the Hilton Head Concours and Club Show attended by some of our club members.

Must say it did my heart good to see the article in the recent JAGUAR JOURNAL profiling the Jaguar Formula E endeavor. We have been trying to keep the art updated from time to time, and hope you review the article.

Once again, much appreciation and thanks to our new and re-elected officers. Be sure and drive your Jag this week and keep it between the ditches.

Best regards.
Eric

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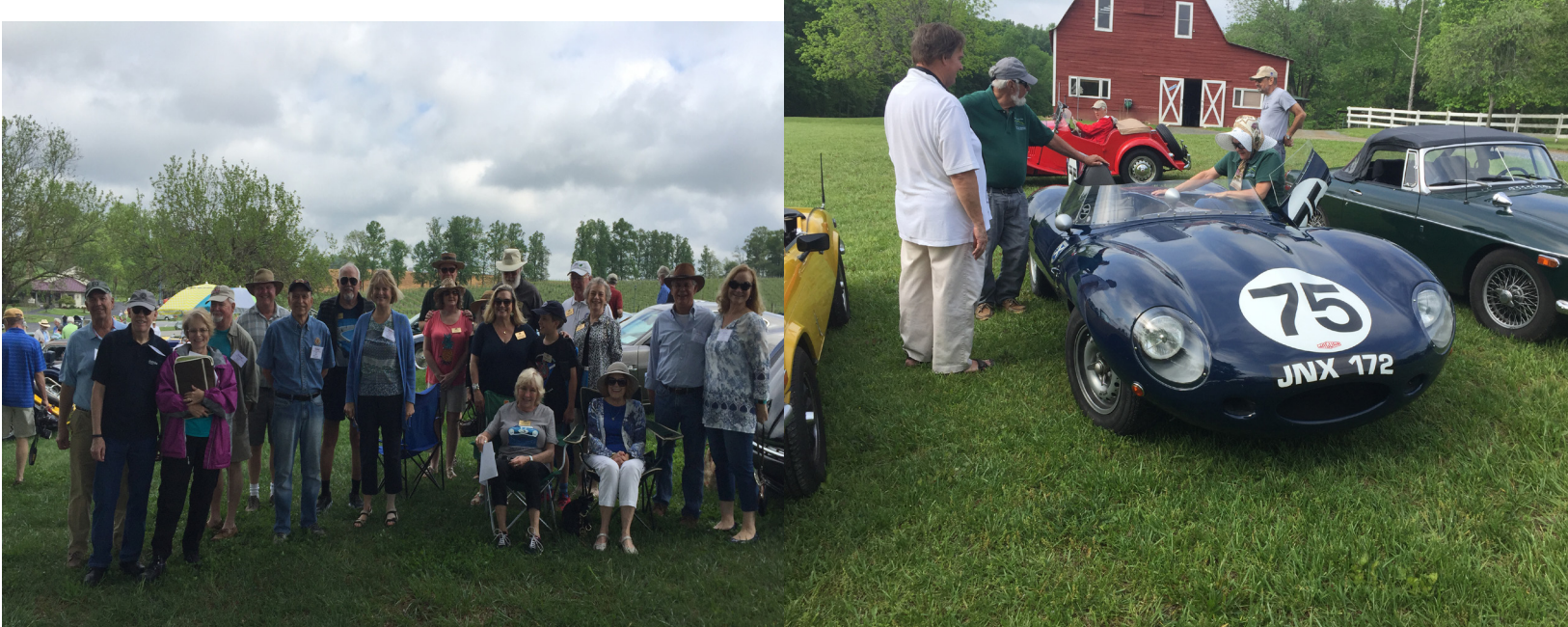


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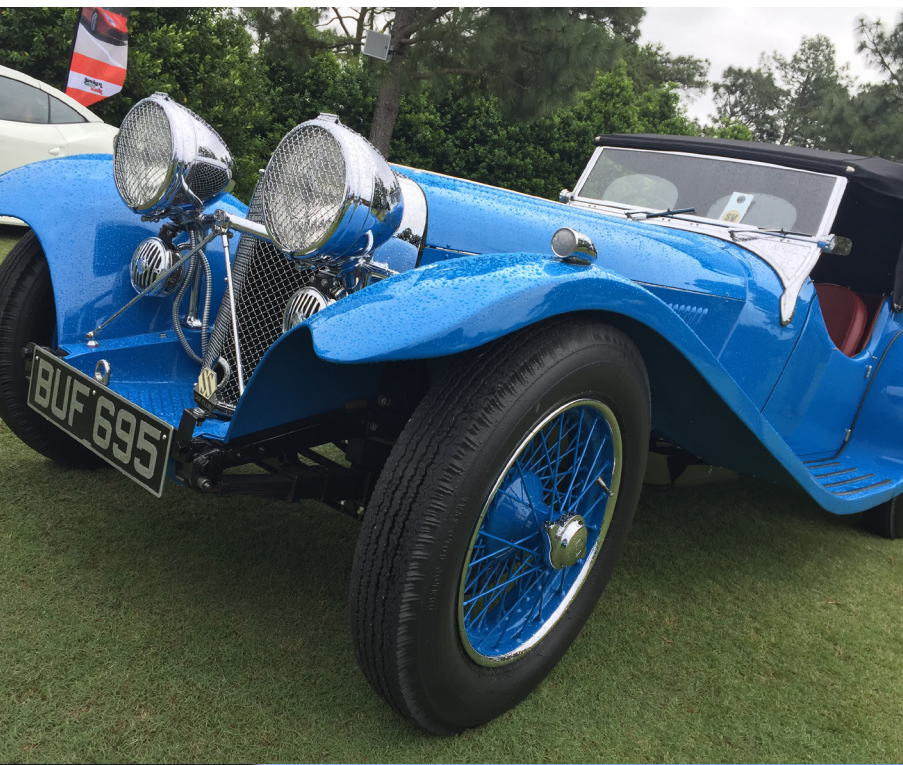


HENDRICK RED TAG SALES EVENT

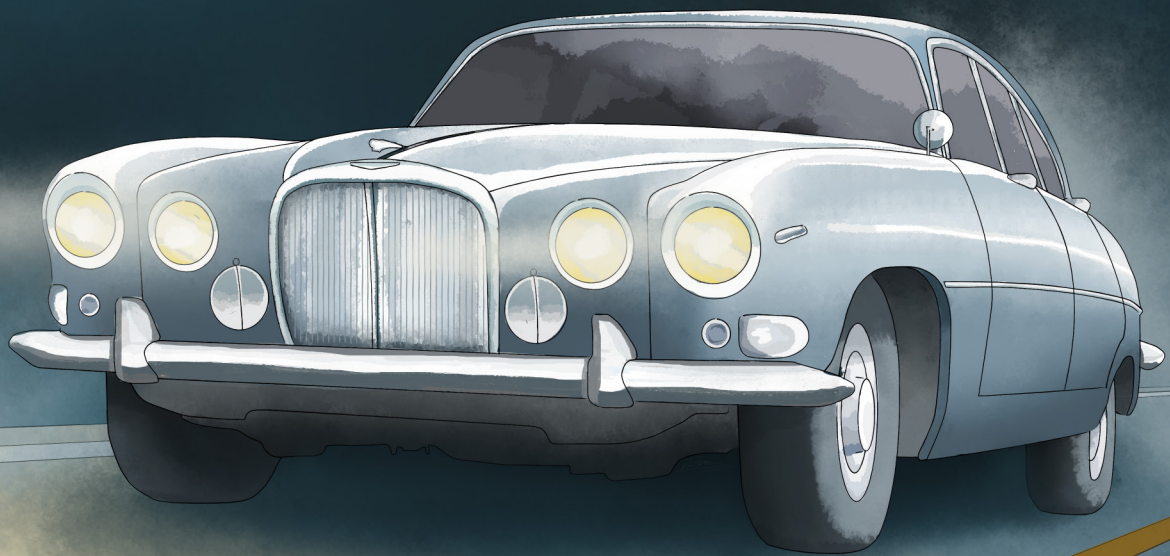
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My son and I left Charlotte at 5am and drive down to Hilton Head , it was 28 degrees .Our group had a invitation from the Hilton Head JAGUAR Dealer to use there wash bay .We arrived at 1030 and the weather was great , the dealership furnished any and everything you would need to clean your car .After that we checked in for the show and after that got ready for Dinner at the Red Fish restaurant.Just about everyone in our group was there ,Dave Kirkman put this all together , with our group of 8 and the Georgia Club we had over 30 people .

The next morning we meet at MacDonalds and drove in as group of 5 cars ,Mike Warner ,Gary Dodson, Bruce Robillard ,George DeWalder and My self ,It was really cool saturday morning .We all parked and cleaned up . The judges where walking around everywhere , I left and went for a walk .When I came back Dennis Cage of MY CLASSIC CAR was talking to Gary Dodson . They came back later and gave him the Cresent award for the Presidents choice .His 68 FHC Ole English White was a winner.

We were next to the Georgia Club ,Dave Kirkman ,won that award for his 69 XKE OTS and Ed Lewis won best Saloon in the show with his Mark IX . My friends from the Raleigh MG club had 5 cars there , a 55 MG TF was picked to drive around in front of the Judges tent .10 cars where picked for this everything from a 54 Corvette,to a Studebaker ,nice hilite for the afternoon . That evening we ventured over to Sea pines for Dinner at the SALTY DOG , great outside dinner rite next to the water .The next morning we went back,I had left the club flag and went back to get it .The cars on Sunday where totally different , to be fully judged and some really nice cars .I spoke to Patty and Roger with there Series 3 XKE ,they have shown at our show several times .They where waiting to be judged . There was a special tent and awards for LADY DRIVERS this year .

Well after 3 days , we headed home the JAG ran great the hole trip ,960 miles for me .

List of cars shown

- 1967 XKE FHC Dark grey ,Mike Warner
- 1968 XKE FHC Ole English White Gary Dodson
- 1972 XKE OTS Silver Bruce Robillard
- 1988 XJ-SC Cabriolet Silver Steve Thomas
- 2014 F type S convertible Silver George DeWalder

Happy Motoring
Steve Thomas



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Some Assembly Required – A Tale Of Two Paints

www.newhillgarage.com

[By Harvey Ferris](#)

I apologize if the cute title brings back PTSD for those of us that had to labor through A Tale of Two Cities by Charles Dickens when in school. But a do have two anecdotes regarding the paint on my 1963 Jaguar FHC restoration project.

Tale Number One- I had reached the point where I needed to refurbish and assemble the components for the classic covered headlights that came with these cars. One of the parts are the headlight buckets, known affectionately as the "sugar scoops", based on their unique shape. These lie under the glass covers for the headlights and are notorious for collecting debris right before you drive out on the show field!

In my case, the original buckets came in the boxes of parts that came with my car. They certainly weren't in great condition paint wise but on the underside where they had not been exposed to sunlight, the paint condition looked pretty good. For the top sides, which are visible to all including concours judges, I knew I needed to media blast them back to bare metal and paint them. In my shop, I have an amazing collection of "rattle can" paints and I pulled about 8 off the shelf that based on their names, might be suitable. BTW, the Series 1 judging guide describes the paint as "The color varies from light to medium silver/gray with a slight metallic finish." This certainly leaves room for judgement but there was no doubt that my original paint fell within this criterion.

I proceeded to spray out test samples of all the paints I had. Most were either in the silver family or the grey family. And none of them matched! I then did an internet search and found some limited suggestions for rattle can paints that might work. I went to several local auto parts stores and could not find anything that really matched. I then called my automotive paint supplier and asked him if he could match it. Interestingly, he said that his easy method, which used a paint analyzer, could only be used on a flat painted surface. These buckets are not flat. And I could tell he really didn't want to deal with it, for the sale of a pint of paint. But he did say that I might try my own "mixology" using enamel based paints.

To jump ahead, I used Rustoleum enamel paint to come up with a mix. My best match had 5 parts aluminum/silver, 3 parts green, 2 parts black, and 1 part blue. Once I got my mix perfected, I scaled it up to mix 4 ounces or so and sprayed it onto the topside of the buckets. I was pleased with my results.





Tale Number Two- As I have discussed in several articles previously, the car has been painted Opalescent Golden Sand using a Glasurit Basecoat/Clearcoat system. Also as discussed, I had taken the paint through a complete cycle of wet sanding to remove orange peel and finish sanding in 1200/2000/3000 and polishing using a Rupes random orbital polisher. The paint looks really good in the direct sunlight but I have been a little let down by its appearance in indoor lighting. Now granted, most indoor lighting kind of sucks from a standpoint of making paint look its best but still, there are times when you want to show off your car and indoor lighting is all you've got.

I had recently joined some friends for beers and one of them arrived in a Porsche 911 whose paint job looked really amazing. I asked him about it and he said he had "a guy" who did the work to make his average paint look great. I got his contact info and a few weeks ago, Brandon showed up to see what he could do. He did some test panels and seemed satisfied that he could do some good. Brandon cleaned every panel and went over the paint with a clay bar. Then he went after the paint with his Rupes polisher. He went over the entire car with 3 levels of liquid compounds, working small areas at a time. We agreed ahead of time that he could/should stay away from the edges, which is where the most danger of cutting through lies. And when he was done, 12 billable hours later, the car looked amazing! In retrospect, I think what Brandon brought to the table that I couldn't was his thousands of hours of experience in knowing just how hard to push it without courting the disaster of a cut through of the clearcoat. Actually, he works mainly on new cars, which generally have much less clearcoat thickness than my car has. Regardless, I know that I have always been pretty tentative in my polishing efforts, as I just did not want to have to go back to the paint booth, which I was thoroughly sick of. So "my guy" is Brandon Woo at Liquid Finish Detailing in Apex, NC. I couldn't be happier.





Some Assembly Required – Addition.

Assembly of a Newsletter

OK, strange title but bear with me. Our club newsletter, the Litter Box, is being handed over from our long time editor Richard Lloyd-Roberts to even longer time club member David Hayden. We should all give thanks to Richard for his hard work. And it is hard work assembling a newsletter every month. I have done it for other organizations and the effort can be relentless. I have been contributing just one article a month for the past few years and can safely say it is not a trivial task.

But hey, it's a club newsletter, not a polished national publication. I know it has been suggested many times before but all club members should think about contributing. This can be as easy as submitting a nice picture of your car every once in a while. Heck, get a little more adventurous and write a few paragraphs to go with the picture. Did you take a fun drive. It didn't happen if there aren't pictures. Add a few words and you've got a short article. Did you have a good service experience? Document it with a brief shoutout to the organization that made you happy. Not so good experience? We must be careful in these litigious times but a diplomatically written story about things to avoid, warning signs, etc. without actually naming the vendor can be useful to others. And my favorite is your Do It Yourself (DIY) success story. Even better is your painful but you made it through to the other side story!

Some of you may be nervous about your ability to put together a cogent article. I'm sure David would be happy to provide discrete edits as required. You are really just having a conversation with other club members. Be conversational and you will be fine.

Personally I like pictures of members, as it is a way to associate names with faces. And trust me, having an article in the Litter Box with your picture can be a great icebreaker at club functions.

So that is my pitch for this month. Let's all get involved. It is not hard, you just have to take the step. We all have calendars on our phone/devices. Put in a recurring reminder to submit something to David Hayden. It is our club newsletter. Help it thrive!

Harvey





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.

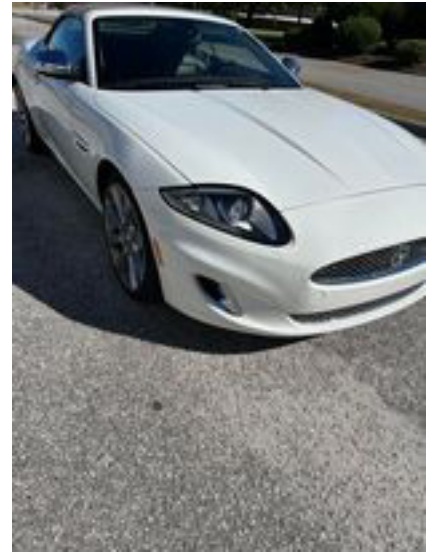
Mark Lovello

Jaguar South

3404-C Rutherford Road Ext.

Taylors, SC 29687

864-244-1555



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

Chrome Wire Wheels

Triple SU Carburetors

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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