

STRAIGHT SIX

Official Newsletter of the Jaguar Society of South
Carolina

An Affiliate of Jaguar Clubs of North America

Volume 2,2

Apr/May 2002

ATTEND THE JSSC CONCOURS
10-12 May 2002



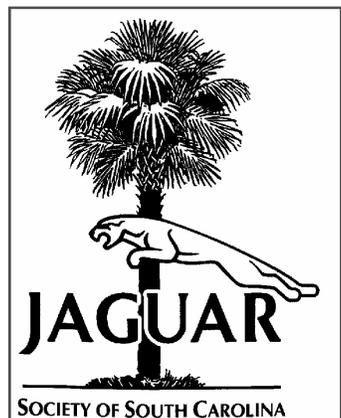
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JAGUARSOCIETYSC.COM

INSIDE THIS ISSUE:

- Concours Plans & Dates
- Car Stories!!
- JSSC Merchandise
- Classifieds
- Pictures! Pictures! And more!

ADVERTISE
IN
THE
STRAIGHT SIX
DETAILS INSIDE!



Editor's Notes

Spring has sprung! Time to get out and drive and enjoy the weather and the country-side!



And when you're not driving, check out this month's newsletter. Besides the center spread about the upcoming Concours, you'll notice several stories sent in by members. Thanks. And keep them cards and letters coming in, boys and girls! It makes publishing a newsletter a lot easier when you have something to put in it! Don't miss George Camp's response to a story in the last newsletter! An exchange of ideas, point and counter-point, is what makes a publication interesting.

On a different note, you'll be able to read the next issue of the Straight Six on our new web site. Our computer gurus are overcoming technical difficulties to make all this happen as we speak. I don't pretend to understand all of it but it's all pretty exciting. A new web site with our newsletters, past and present, available to anyone accessing our web site! Check out the progress at JaguarSocietySC.com !

Advertising in our newsletter is progressing. We have two full page ads sold for the year. I'm sure we'd have more but I have not had the time to solicit more business from the companies that I know are interested in advertising. Anyone that would like to take on that duty for the Club please give me a call and I'll send you off in the right directions. My personal goal is to have the newsletter paying for itself by the end of the year. Please help! And many thanks to our pioneer advertisers.

The newsletter seems to be taking on a life of it's own, due mostly to input from the membership. Any and all contributions and suggestions are still greatly appreciated. See you at the Concours!

Kerry L. Vickers
Editor at Large

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COVER: One of the many cars entered in the Lowcountry Jaguar Concours 2000. Don't miss this years!!

Not only do newsletters take lots of time to produce, but they cost \$\$\$ for printing and mailing. So, like the big guys, we sell advertising space.

Prices:

- Business card size Ad \$ 5.00 per publication
- 1/4 Page Ad \$ 15.00 per publication
- 1/2 Page Ad \$ 25.00 per publication
- Full Page Ad \$ 35.00 per publication

Classifieds:

- Members: free
- Non members: \$ 5.00 per publication

Dead line: 15th of the month prior to publication
Make checks payable to: JSSC, 3170-A Stanton Ct,
N. Charleston SC 29418



And Now A Word From the Prez

For those of you that don't realize it yet, you have new elected officials for the Club. Former President Dick Deibel is now Vice President for the Lowcountry and John Dusky is Vice President for the Up-State. I see good things for the Club resulting from the election of these two members. Dick has been active in Jaguar clubs for almost as long as there have been Jaguars! What more can be said? John was active in this club when he was in Charleston a few years back. And then he moved away. Now he's back in the up-state and we hope he'll get the members up there participating in the Club. He also brings considerable club experience from other car clubs that he has been involved with. Call either VP for any reason. Dick's number is (843) 886-5880. John's number is (864) 949-1206. Your input is important.

And as an introduction, I'm Kerry Vickers, your new Club President. I was previously Vice President for the Lowcountry. I thank all of you for your support in electing me President. I think I'm lucky taking over as President at this time in the history of the Club. I believe the Club is going to evolve in exciting ways in the next couple years. Besides my personal goal of increasing membership participation State-wide, several exciting projects are developing within the club. I believe increasing membership participation and getting these projects implemented will go hand in hand. What are these projects?

NEW WEBSITE: New member John Richardson, an Air Force computer specialist, has been working diligently to program a new web site for the Club. Darryl Beech has been studying on his own and learning from John to be able to keep our new web site up to date. This web site will have the potential of becoming one of the best (and fastest) Jag Club web sites in North America! Hopes are that not only will the current newsletter be available on the web but all previous newsletters will be archived and

(Continued on page 6)

WANTED CAR STORIES

OK, everyone has a car story. Kind of like the fish story about the one that got away. Or maybe one time, years ago, you sold your car for \$100.00 that today is worth a gazillion dollars - sad story. Maybe you found a low mileage gem tucked away in a barn and got it for a song - happy story. Anyway, send us your story and we'll consider publishing it in the STRAIGHT SIX. If your story is used you'll win a JSSC tee shirt!! Now that's bribery, I mean journalism! Send your story to VickersK_@excite.com or buy Kerry a drink and make him listen to your tale! Let's hear them.

We're on the web!
www.jaguarsocietysc.com

Tool definition # 9: Snap-On Gasket Scraper- Theoretically useful as a sandwich tool for spreading mayonnaise, used mainly for getting dog-doo off the bottom of your shoes.

And now for the rest of the story.....

Editor's note: In the last issue of the Straight Six, we published a light hearted story by Michael Gregory. Following is a light hearted response by George Camp of George Camp Restorations. Enjoy!

One "Fools" Opinion

In the Feb/March newsletter Michael Gregory's informative article digresses to comment on Porter's Jaguar E-Type: The Definitive History and states "If you own an "E" and do not own this book, then you are an idiot (sorry)".

Well Michael your apology is accepted and I might add that owning his book is OK as long as you didn't pay for it or you never use it for reference.

There is some history with Porter and myself which one exchange took place over this book. You can read it for yourself if you want in Jaguar Journal Nov/Dec 1989 pp. 99-100 and Mar/April 1990,p.35.

In short, Porter is not careful and never complete. In this case I spoke with Michael Gregory and over a couple laughs I informed him that Porter's source was Jaguar Service Bulletin P-52 dated Dec 1966. Jaguar's chassis numbers do not agree with Porter. This is not the first time. Further, the service bulletin refers to Spares Bulletin Q132 which would have given him Jaguar part number C-2607 rubber sleeve.

So, like they say in Las Vegas, am I making my point the hard way? Hope not. My point is that secondary references are wonderful and do make a good supplement to a library. But, as anyone who has done research knows, nothing touches primary sources and work without them is usually not accepted. In this case it was no big issue and the serial number didn't matter. Michael's car didn't have the sleeve and Michael committed the error of letting smoke escape from the wire (I have convinced myself that smoke is always in the wire and causes no problems unless allowed to escape). However, I deal every day with correctness of jaguars. In many cases popular opinion has lead owners to do or ask for work that is incorrect. This involves much wasted money and more significant for my philosophy, a degrading of the car. For you show people, remember JCNA standards are "as the factory documented" not as I, or anyone else, assert years later. It is this approach to what is correct that has led to the current judging problems and the ubiquitous pi-**-ing contests that follow. So, use Porter if you must, use Haddock and suffer less—use Jaguar and have no excuses.

Oh yeah, the other thing that the original documents give you is an assembled body of knowledge that has been organized to identify problems and give solutions, not an editors guidelines. As evidence, what Michael described and the area affected in his car, a look at Service Bulletin P-58 is probably in order. This describes the situation and solution to his event— is that in Porter? I don't have a copy!

When the 'E' and I were much younger...(Part II)

By Michael V. Gregory

If that British Leyland executive had not pissed me off so, the 240 would probably never have materialized as a stable-mate to the E-Type. There's my cue. Time to step into the Way-back Machine and revisit South Carolina jaguaring (not to be confused with English rogering) circa a couple of decades ago. Last time we talked sports cars. This time let's give the saloon boys' interests equal time. Where were we? Ahh, pissed off.

When the XJ6 first was introduced in 1968, lots of us jaguarnauts were keenly interested. Here was the ultimate saloon from Sir William, a single model to sweep out the whole Augean stable of saloons that Jaguar was producing simultaneously (420G, S-Type, 240, 340, and 420). Only problem was that the XJ6 seemed to take years before it showed up on this side of the Irish Sea. The car was pretty much invisible in these parts until 1971, which was a record production year for Jaguar with 32,589 cars out the door. Having survived an all-expense paid two years in unfashionable clothing, then graduate school at the 'Tute, and finally being gainfully employed, I was starting to get interested.

But things are never as simple as they can be. It had to come with a manual gearbox. All the Jaguar dealers laughed me off the premises. A letter to the holy-of-holies brought forth a missive from Mr. British Leyland. It took me about a week to realize that I had been highly insulted. Only a well-educated Englishman can pee on your shoes and make you believe that you have been anointed. For a while. Eventually it dawned on me that what he had *really* written was: you twit, we sell every automatic XJ6 we send to you colonials, we don't want to spend a farthing to certify the manual gearbox model, so bugger off. Time for Plan B: a stick-in-the-eye for BL.

For some time, I had been a member of the Jaguar Drivers' Club in England, and the monthly magazine always seemed to advertise several ridiculously cheap Jaguar saloons (by US XJ6 standards). It dawned on me that over there they were the functional equivalent of used Buicks. The one restriction was that the Feds would allow you to bring home a car only if it was manufactured prior to 1 Jan 1968 (nowadays there is a sliding, 25-year window). Gee, honey, why don't we go to England next summer to find a nice, manual gearbox, four-door Jaguar?

(Continued on page 13)

Club Nametags Available

If you would like a JSSC nametag, please contact Darryl Beech at (843) 552-6555 or BritishMechanic@att.net. Provide your name exactly the way you want it to appear on the badge. There is also room for a second line of about 20 characters for possibly car type, town, etc. The cost is \$7.00 and checks can be made payable to the "JSSC" and sent to:

JSSC Membership
 3170-A Stanton Ct
 N. Charleston, SC 29418

We will try to amass names and order tags quarterly.

DON'T FORGET!!!

**MAKE PLANS FOR THE JSSC CONCOURS
 IN CHARLESTON
 11 MAY 2002**



THE CAT BOX

[a compilation of Jaguar related ramblings]



Due to space restraints in this issue, the Cat Box will return next issue!!

Car Story of the Month !!

A Joyful Encounter

By Bruce MacCormack

Classic British cars have that infuriating way of reminding you, just when you think everything is properly sorted, that calamity can strike when you least expect! This is what happened to us as we were returning on Sunday morning after the Heritage Classic Concours in Canada and still some way from the border. The fuel pump on our Silver Blue '66 E-Type modified FHC decided to depart this universe with no hope of return.



Having just determined this was indeed the case, after a highly technical and sophisticated review of the situation, (tapping aggressively on the body casing of the pump with a blunt instrument!), you can imagine our relief when who should pull over behind us were our friends, Don and Joyce Joy. They were also on their way home, trailering their gorgeous Red E-Type OTS.

Don immediately made the generous suggestion that I drive his car to Sudden Valley, while he followed with our car on the trailer. By dint of first gear and the starter motor, (thank goodness we had a new battery), we were able to get the coupe aboard the trailer and off we went! It was a beautiful sunny morning and I was thrilled to have the opportunity to drive the Joy's OTS through quiet country back roads to Sudden Valley, where we all arrived without further incident. Patricia and I were deeply grateful to Don and Joyce for helping us out and being at the right place at the right time.

The Joys and the MacCormacks have been friends for a lot of years, and more often than not, Don and I have found ourselves placed next to each other on the field at the same event, although never competing directly in the same class at a sanctioned concours meet. We have shared those last feverish moments of vehicle preparation prior to 'rags down', helping each other out as necessary, while engaging in lighthearted banter. I often tease Don with that well worn chestnut: "Don, if you ever see MY car on a trailer, you'll know it's been stolen!"

So there was one moment during this whole fuel pump experience that will always bring a smile to my face when I recall it. Don had just cinched down the last strap with my E-Type settled safely on his trailer prior to starting the journey back to Sudden Valley. He looked up with that special Don Joy twinkle of humor in his eye and said: "Well Bruce, who's got the Trailer Queen now?"

(Continued from page 3)

available for viewing. Pretty exciting!

CLUB PARTICIPATION: Club participation is weak! Understanding that South Carolina is a big State, I'm hoping club members will start getting together and take local drives, meet for a meal, or even have club meetings to give feedback and ideas for events to the Board of Directors. I'd rather see small groups get together around the State and do SOMETHING than club members all do NOTHING because the State is too big for us to meet monthly as one big group. We have a few "area coordinators". We need more. Call Darryl Beech if you'd like to help coordinate the effort. Present coordinators are: John Dusky, Spartanburg/Greenville Area (864) 949-1206/ Sonya Stewart, Columbia Area (803) 798-1538/ Rolf Zenker, Hilton Head Area (843) 689-5040 Give them a call and get out there and do SOMETHING with other Jaguar aficionados!

More next issue!!!!



WATCH FOR OUR UPCOMING HILTON HEAD OPENING!!



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A PROUD SPONSER OF THE JSSC LOWCOUNTRY JAGUAR CONCOURS

LOWCOUNTRY CLASSIC

Jaguar Concours d'Elegance
 May 10-12 2002

The Jaguar Society of South Carolina cordially invites you to join them for their annual Concours d'Elegance May 10-12 2002. This gala event will be held in historic Charleston, SC at Brittlebank Park on the banks of the scenic Ashley River. Accommodations will be available at the Charleston Riverview Hotel (formally the Radisson Hotel) located directly across from the Brittlebank Park and only minutes from beautiful downtown Charleston.

Lodging reservations for the Charleston Riverview Hotel can be made directly by phoning 1-800-968-3569. The Radisson has graciously agreed to rent rooms to us for this event at the same price made available to us in 2000, only \$99.00 per night! The hotel has set aside 50 rooms but this special rate expires April 10, 2002. Accommodations include: an outdoor pool and sundeck, fitness room and running trails, and a City Shuttle available every half hour from 6:30AM to 11:00PM to take you downtown for sight seeing, dining or shopping. Most rooms have an incredible view of the downtown and harbor areas of Charleston. Reserve early and be sure to mention that your reservation is for the Jaguar Concours.



The Lowcountry Classic events begin on Friday, May 10th with a welcoming reception from 6:00 to 9:00. Saturday's events begin with registration from 9:00AM to 12PM, with Concours judging to begin at 12:00 noon sharp. Following the Concours there will be cocktails at 6:30PM with the buffet banquet following at 7:30. Herbed baked chicken, sliced beef, bayou shrimp creole, and desserts are planned for the buffet dinner. The awards presentation will follow the buffet. On Sunday morning, a non-competitive driving tour of downtown Charleston will begin at 9:00AM from the hotel parking lot. This scenic driving tour will take approx. 1 hour and will end back at the hotel where Sunday brunch will be available. This will be an excellent opportunity to have fun and see some of beautiful historic Charleston. The hospitality suite will be open Sunday morning to provide a place to stash luggage for those wishing to check out of their rooms before the tour.

The Jaguar Society of South Carolina is proud to announce that this Concours is sanctioned by Jaguar Clubs of North America. All JCNA rules will be observed and entrants will receive appropriate points for the event. For further information or extra copies of literature in the registration packets, please contact Julie Beech at (843) 552-6555 daytimes. For assistance with concours questions, please contact Dick Deibel at (843) 886-5880.

The Jaguar Society of South Carolina hopes that your participation in this event, either for pleasure or competition, is a memorable experience. We look forward to seeing you 10 May 2002!!

Lowcountry Classic

Jaguar Concours d'Elegance

10-12 May 2002

Official Entry Form



Names(s): _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: Home () _____ Work: () _____

Email Address: _____ Club Affiliation: _____

JCNA Member #: _____

Car 1

Year: _____ Make: _____ Model/Series: _____ Color: _____

JCNA Class: _____ (circle one) Concours / Driven

Car 2

Year: _____ Make: _____ Model/Series: _____ Color: _____

JCNA Class: _____ (circle one) Concours / Driven

Registration Fees before 1 May 2002*

Includes: Friday reception.
 First car \$25.00 \$ _____
 Addition Cars \$20.00 each _____ X \$20.00 = \$ _____

Registration Fees After 1 May 2002*

Includes: Friday reception
 First Car \$30.00 \$ _____
 Additional Cars \$25.00 each _____ X \$25.00= \$ _____

Display only Jaguars and British Marques

Includes: Friday reception
 \$10.00 per car _____ X \$10.00= \$ _____

*Registration on the day of the show will close at 12:00 noon to allow time for judging.

Events:

Saturday Box Lunch \$6.25 each _____ X \$6.25= \$ _____

Saturday Banquet (Cash Bar) _____ X \$35.00= \$ _____

Concours Golf Shirts:

Medium _____ X \$20.00 \$ _____

Large _____ X \$20.00 \$ _____

X-Large _____ X\$20.00 \$ _____

XX-Large _____ X\$20.00 \$ _____

JCNA Membership:

Membership dues to the Jaguar Society of South Carolina, which includes membership into the JCNA may be submitted with this entry form. This membership will include the remainder of 2002.

JSSC/JCNA dues (\$40.00) \$ _____

Registration Totals:

Registration Fees \$ _____

Event totals \$ _____

Shirt totals \$ _____

JSSC/JCNA Dues \$ _____

Amount Payable \$ _____

Please make checks payable to: Jaguar Society of South Carolina

Mail completed entries to: Julie Beech
 Charleston Import Automotive
 3170-A Stanton Ct.
 North Charleston, SC 29418

Concours packages will be waiting for you at the hospitality room

For additional information contact:

Registration: Julie/Darryl Beech (843) 552-6555 BritishMechanic@att.net
 Concours Chairperson: Dick Deibel (843) 886-5880

Release Statement

In consideration of the rights and privilege to enter and to participate in this event, I agree to release and hold harmless Brittlebank Park, the City of Charleston, the Jaguar Clubs of North America, the Jaguar Society of South Carolina, and the concours committee and organizers from any and all liabilities for injuries, damages, or loss arising from my entry, attendance or participation in the above outlined events.

Signed _____ Date: _____

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To celebrate our change of name we are launching our brand new catalogue, which is arguably the best catalogue available from an independent Jaguar parts specialist anywhere in the world...

"304 pages featuring every model from 1949 to 1994 covering every aspect of your Jaguar in incredible detail. Engine spares through to panels and chromework with either a full printed pricelist or a CDROM price disc. Took us a year to write, and it'll take you a week to read!"

....only \$10.00 including shipping refundable with your first order.



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 Loads of top quality tools for your Jaguar, made by the experts at SNG Barratt!
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 Available in black, grey, blue, red, yellow, green, white, silver, chrome, gold, and more!
 3-point belts from \$99.95
 Please note the exact model of your Jaguar will be your guide!

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 Complete set of black polyurethane wishbone & anti-dive bushes, 5 times longer than standard but improving handling without affecting the ride!
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JSSC Merchandise !!!

We can now offer club members excellent quality merchandise at unbelievable prices. All merchandise comes with the multi-colored JSSC Logo. JSSC merchandise can be purchased from Charleston Import Auto, 3170-A Stanton Ct, N Charleston SC, 29418. Telephone (843) 552-6555. Mailing charges will be added to orders requiring shipping. Please inquire about special sizes, colors, or items.

WATCH FOR NEW ITEMS IN THE FUTURE!!

Golf Shirt—100% cotton pique, 7 oz. Matching knit collar and cuffs with raised tonal welt trim, three button placket with woodtone buttons, double needle stitching, drop tail, contoured collar.
Colors: Red , White. Looks sharp with JSSC Logo.
Sizes: Medium
Only \$20.00 each!



Optimum Driving Cap—100% cotton, pigment dyed garment washed twill, double washed for softness on that sunburned head!. One size fits all.
Colors: Forest Green (we'd call it, Jag Green!)
Only \$8.00 each or 2 for \$15.00!

Classic Jacket—Dupont Supplex with nylon lining, washable, water repellent. Great for driving with the top down. A great gift idea!
Colors: Forest Green (hence forth known as Jag Green)
Sizes: M-2X
Only \$50.00 (sizes M-XL)
\$55.00 (2X)



Tees—100% combed ring-spun cotton, 6 oz pre-shrunk, rib collar, cover seaming on neck, armholes and shoulders, two needle hemmed sleeves and bottom.
Colors: Natural
Sizes: M-2X
Only \$12.00 each !!
How Dooo we do it??

(Continued from page 5)

In due course, I was walking into the old JDC HQ in the delightfully seedy Norfolk Hotel in London, and picking up a copy of the latest club magazine (which had not yet arrived at home). Good grief, only two saloons advertised. What's this "1967 240, manual overdrive, original owner" thingamabob?

At that point, I had not realized that the 240 was the last iteration of the Mark 2: with the short-stroke 2.4 litre version of the XK engine; slim-line bumpers rather than the original, tall cow-catchers; ambla cloth rather than leather interior, but still acres of polished wood. In the 240, the awful downdraft Solex carburetors of the 2.4 had been thrown out for proper S.U.s, and the engine now carried the same straight-port head as the E-Type. This particular specimen was gorgeous: looking as new in Warwick Grey with a dark blue interior, 17,000 miles with one fastidious owner, priced at 750 pounds sterling (about \$1350). It was a delight to drive with essentially the same gearbox as the E-Type (except for the extra gear provided by the overdrive), and that small twin-cam was much happier to rev than its bigger 4.2 litre cousins were. I could not count the pound notes out fast enough to consummate the purchase of the 233rd 240 built by Jaguar! We spent about three weeks driving Davie Dumpling (a name given the car by an admiring petrol agent) all over England, and spent \$430 to ship it back home. Oh, what a happy trip that was! After several enjoyable years with the car, I very stupidly sold it for the first of two Lotuses.

The 2.4 litre saloons seem to be much under-appreciated. Jaguar always claim not to have imported them here because of the inferior performance. They must have been asleep with the 240. When I got Davie Dumpling back home, I found that he would happily show his kiester to all the new XJ6s. At first it was astonishing. Then it became routine. Much later I found some interesting road test results:

Acceleration	1967	1973
(sec)	240	XJ6 auto
0-30 mph	3.6	4.6
0-60 mph	11.7	11.7
0-100 mph	40.1	40.9
240 rules!		

(Next time: fake and real replicas of Jaguars)

May 17-19 - Carlisle Import Swap, Carlisle PA

Hosted by: Carlisle Productions Contact: 717.243.7855 or <AHREF="HTTP: www.ifounditcarlisle.com? www.ifounditcarlisle.com

May 19 - Tenth Annual British Classic Car Meet, Richmond VA

hosted by: The Richmond Triumph Register Contact: Ken Nachman, 804. 527.1515, e-mail kmntr6@aol.com

Events for June, 2002

June 7-9 - Gold Cup Historic Races VIR

featuring The British Invasion presented by Moss Motors celebrating the 50th anniversary of Austin-Healey Gold Cup Car Show G&W Motorsports Pinewood Derby Gold Cup Race Entry Form.

June 27-30 - Mini Meet East. Charleston SC

www.minimeeteast.com

CLASSIFIEDS

Classified ads may be placed by email to Britishmechanic@att.net or by phoning or faxing 552-9555. Ads are free to Jssc members and \$5.00 per issue for non-members.

Wanted -Looking for XKE Series 1 Roadster. Driveable car if possible, will consider complete cars in assembled form. Please contact with specifics. Embarrassed to be club president without a Jag. Contact Kerry Vickers at 843.856.1811 or email to president@jaguarsocietysc.com.

1988 Jaguar XJS Hess & Eisenhardt Roadster - Same owner last 5 years, previous owner available for information. Good condition, 77K miles, all records. Pearl white with dark blue top and interior. \$10,500. Call V.J.Shealy, 803.359.4405.

1986 Jaguar XJ6 - 61K miles. Original Beverly Hills, CA car. Stunning dark blue with gray leather & gleaming chrome. Always garaged or covered. California climate + attentive owner= exceptionally nice Jag. Car in Hilton Head & has been on East Coast for only 1 month. \$12,950. Call Norman L. Beberman at 843.363.6181 or email to nlb@guitarnation.com.

1972 Jaguar XJ6 Series I -Preservation class car. 40k miles original, 1 owner, runs and drives well. needs detailing of interior and minor paint chips touched up. No rust. Only parts not working are the AIR injection system and 1 fuel pump Sable exterior with Beige interior. Solid driveable car. \$2,500.00. Call George Camp (803) 798-6770 or email to scjag@juno.com. or see at GCR.

1985 Jaguar XJ6 Series III Vanden Plas -Antelope (metallic bronze) with Biscuit interior. Interior excellent, recent wood (dealer) Mechanically good. No rust, Needs respray. \$ 5,500.00. Call George Camp (803) 798-6770 or email to scjag@juno.com. or see at GCR.

1976 Jaguar XJ6C 4.2 -Burgandy with Biscuit interior. Very good paint, good interior and mechanics. Solid daily driver, everything works, heat and R134a A/C work. Call Bob Diffen at 864.226.4844

1967 Austin-Healey 3000 Mk3 -Show car restoration of a great driver 6 years old. White with Black interior. \$30,000.00. Call George Camp (803) 798-6770 or email to scjag@juno.com.or see at GCR.

Parts, Parts Parts....

1978 XJ6 SII -Show winning car, hit hard in rear. Great interior, new in 1999. New windshield 2001. Undamaged, newer left fuel tank, Good trans and suspension. All front sheetmetal in good condition. Moving up to a SIII. Contact with desired parts. Darryl Beech (843) 552-6555, e-mail: BritishMechanic@att.net.

Mk II's Parts cars. Call George Camp (803) 798-6770 or email to scjag@juno.com.or see at GCR.

XJ6 SIII Parts cars. Call George Camp (803) 798-6770 or email to scjag@juno.com.or see at GCR.

XK120 Roadster Top -Convertible top of XK120 Roadster. New, Hartz Stayfast, tan on tan. Reasonably priced at \$475 plus shipping. Contact Mark Lovello at 864.244.1555 or via e-mail at jaguarsouth@aol.com.

15-inch Tear Drop Wheels -Wheels, hubcaps and lugnuts in excellent condition. \$200 OBO. Complete 4.2FI engine, \$350. Contact Kerry Vickers at 843.856.1811 or email to president@jaguarsocietysc.com.

MEMBERSHIP APPLICATION



THE JAGUAR SOCIETY OF SOUTH CAROLINA is the local chapter of Jaguar Clubs of North America. Our Club is a group of people whose interests are Jaguars. The heritage of the car is enhanced by social gatherings, annual concours, tours, rallies, technical sessions and other activities.

Your membership will include the local club newsletter (The Straight Six), the bi-monthly color publication of the Jaguar Journal, and discounts on parts/services from various dealers, vendors, and service providers.

MEMBERSHIP DUES ARE \$40.00 PER YEAR. Make checks payable to JSSC

Mail to: Darryl Beech, 3170-A Stanton Ct, North Charleston SC 29418



NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE (Home) _____ (Work) _____

EMAIL _____

Jaguars/British cars owned:

MODEL _____ YEAR _____ COLOR _____

MODEL _____ YEAR _____ COLOR _____ (Attach second sheet if necessary!!)

MODEL _____ YEAR _____ COLOR _____

If you do not want your info printed in our registry for members, initial here _____

JSSC Board Members

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Jaguar Society of South Carolina
3170-A Stanton Court
North Charleston SC, 29418



We're on the web!
www.Jaguarsocietysc.com

Events for April, 2002

April 19-21 - Vintage Drivers Club of America, VIR

April 26-28 - The Gathering, Winston-Salem NC 17th Anniversary Hosted by: The Triumph Club of the Carolinas. Contact: Jamie Palmer 919.779.1224 e-mail: jamiiep@concentric.net

April 26-28 - HSR Walter Mitty Challenge, Road Atlanta

Events for May, 2002

May 4 - Slalom, South Florida Jaguar Club Keep your calendar open for the scheduling of a JCNA sanctioned club Slalom... location and details to be announced

May 4-5 - Vintage Drivers Club of America, Roebing Roads

May 10- 12 - Lowcountry Classic Concours, Charleston SC sponsored by the Jaguar Society of South Carolina. Click Here or call Darryl or Julie Beech at (843) 552-6555 or email Britishmechanic@att.net for information.

May 13-14 - HSR, Virginia International Raceway