

STRAIGHT SIX

Official Newsletter of the Jaguar Society of South
Carolina

An Affiliate of Jaguar Clubs of North America

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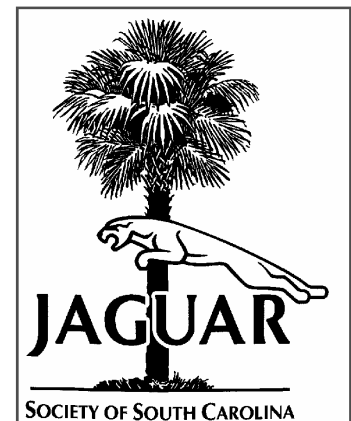


INSIDE THIS ISSUE:

- JSSC Election Ballet !!
- Euro 2001 Spartanburg SC
- Tech Session at GCR
- JSSC Merchandise
- Classifieds
- Pictures! Pictures! And more!

VOTE FOR YOUR JSSC
DIRECTORS
NOW111

ADVERTISE
IN
THE
STRAIGHT SIX
DETAILS INSIDE!



RENEW SOMEONE'S MEMBERSHIP FOR CHRISTMAS !! (Application inside)

Editor's Notes



A lot has gone on since our last issue. Euro 2001 was held in Spartanburg and was a huge success. Jaguar was the featured marque and you'll see from the pictures in this issue, there were lots of them! For those who were unable to attend, you're in luck; an article and lots of pictures covering the event are in this issue. The British Car Club of Charleston had their annual car show at Patriot's Point in Mount Pleasant. This event was also declared a huge success with over 100 cars in attendance. The weather was perfect for both outdoors events.

Moving indoors, George Camp of George Camp Restorations opened his shop to club members for a Tech Session. George gave a two hour-long talk and demonstration on the proper maintenance of Jaguar cars. George held everyone's full, undivided attention through the whole session. I ran into attending club members a week later and they were still talking about how much they had learned at the tech session. And his demo vehicle was one of the most beautiful, perfectly restored 1967 XKEs I have ever seen. More details and pictures inside.

It's JSSC election time again!!! It's important that you take time to vote. Or better yet, volunteer for one of the many positions up for election. It's important that we have participation or there will be no club. Please take time to return your ballot. Read

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COVER:

This month's cover picture is Ken Simmon's XKE sitting in front of the BMW Facility during Euro 2001. You may never see an XKE under the big BMW sign again! A potential rare photo taken by Darryl Beech

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.

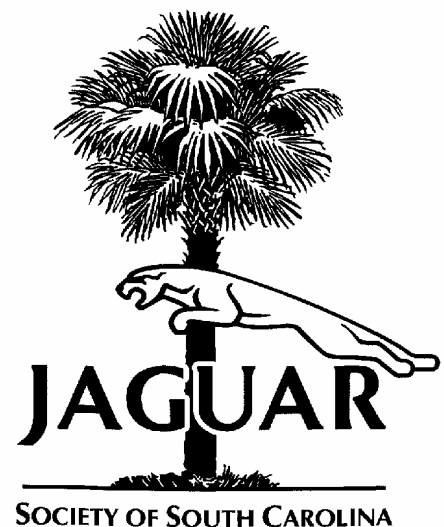
Prices:

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



First off, I want to thank George Camp for the fine tech session that he put on. From the comments I received, he did an excellent job and got the attendees thinking, (two good examples are how gasoline and brake fluid deteriorate).

The next item is the upcoming elections. Within this newsletter we have an official ballot. Your assignment, if you care to accept it, is to fill out your choices for President, the two Vice Presidents (upper and lower), Secretary and Treasurer. It's very important that you complete and send it in. So all it takes is a few minutes to fill out the ballot and mail it in. Our by-laws indicate that the results will be announced at our January AGM. (For those who do not comply, the price you will pay is that I will appear at your door, unannounced, around dinnertime and you'll have to feed me and I'll bring my dog – just kidding!)

I attended the fall board of directors meeting in Phoenix, AZ a couple of weeks ago. Here are some of the high points: 1) the national AGM for JCNA will be on the weekend of March 23rd (2002) in Kansas City, MO. All members are invited to attend. Each club has two delegates that represent their club. These two delegates have voting rights on the different is-

sues that come up in the meeting. If you plan to attend this meeting and would like to be a delegate, please let me know. 2) JC Taylor, the insurance company that underwrites JCNA's insurance, has announced that they will increase their coverage limits and will expand who will be covered (this issue was voted on at the meeting), 3) the bi-annual national concours (the 2003 Challenge) will be held, not next year, but in 2003 in Phoenix, AZ in June. For those who attended this event in Franklin, TN last June, I think you will agree that it was one of the greatest events ever. They had probably one of the largest collections of C's, D's, SS's and SS100's ever assembled in one area. We covered a number of other items that will be covered in detail in the "Jaguar Journal." ~ dick

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.

**CLUB FINANCIAL REPORT NOW
 AVAILABLE ON THE JSSC WEB.**

We're on the web!
www.gabloo.com/jssc/

E

URO 2001

By Dick Deibel

When you really think about it – why would a major manufacturer open its doors and surrounding area to all makes of cars? Each year the BMW plant in Greer, SC puts on a car event called EURO and each year they have a featured marque or make of car. This year for EURO 2001 Jaguar was the featured marque. The CJC (Carolina Jaguar Club) decided to hold their annual concours at this event. You could not have asked for a better setting. Picture this – a beautiful



balmy Indian summer day and over 400 well prepared cars decorating the immaculately kept grounds surrounding the BMW plant! Over seventy of the marques were Jaguars, and of these 55 were judged plus another 15 or so were on display and the rest parked here and there. If a person were looking for a mixture of cars of all makes and models, it would be hard to find a better display.

Let me digress and give you an idea of this three-day event. A number of people arrived on Thursday night giving them time to settle in and enjoy meeting others at the Thursday night social event. Friday was spent touring the BMW plant (which lasts about 2 and a half hours) by appointment only. Saturday was the car show, with the CJC concours being part of it. At Saturday evening's banquet, the featured guest speaker was Bob Tuillis (one of Jaguar's test and race drivers). For those who are unfamiliar with Bob, he and his company represented Jaguar racing in the U. S. under the name of Group44 for a number of years. When he travels to events like this one, he flies – that's not unusual except he flies his own P51 Mustang, which has the capability of speeds over 500 MPH – that's one way to beat the long lines and delays at the airports! The Friday night social was interesting – many of us just listened to Bob talk about his numerous driving and flying experiences, which were interesting and humorous. His banquet talk Saturday night was a brief, off-the-cuff talk (he is not much of a real formal speaker). One of the humorous things was that he had asked some of those who listened Friday night to ask him about his racing program. Well, he forgot to ask for questions during his talk. Later in the evening's program, one of the appointed questioners stood up and said, "I have a question for Bob Tuillis (who had already finished his talk). So Bob got back up and started answering (pre-prepared) questions. It may not sound funny now - guess you had to be there!

Sunday gave folks an opportunity for a unique experience – for the sum of \$20 (?) an individual could drive a number of BMW cars through a slalom driving course. This gave a person a chance to let it all out on a slalom course and not have to worry about breaking (his) car. Everyone I talked to who drove the slalom said he had a blast! One of the high points of the banquet awards (which included all the makes of cars) was the best- restored auto. This was awarded to our club member, S. Pickens and Anne Anderson with their Series III XKE prepared by Mark Lovello. The results of the Jaguar Concours were announced at the Sunday breakfast, which I did not attend. After talking to a number of people, it was suggested that we consider having a SE regional concours at this event next year.

Tech Seminar Hosted by George Camp Restorations

On Saturday, November 10th, George Camp of George Camp Restorations hosted a Technical Session for JSSC members. George provided an excellent presentation on the proper general maintenance for Jaguars. George also provided names and sources for products that are useful in maintenance. One product of particular interest was the test strips used to determine when your anti-freeze is in actual need of changing. The old "change every year" may be a waste of perfectly good anti-freeze! The presentation was followed by a big buffet lunch (pictured). Everyone came away from the session with new knowledge and a full stomach. A big thank you to George!!!



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.

Raina Solomon Rubin
 Broker Associate



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1978 R I P 2002

Members of the JSSC would like to extend their deepest sympathies to Ed and Geri Beech who saw the untimely demise of their favorite Jaguar in the month of November. While Geri Beech was stopped at a stop sign, a vehicle slammed into the back of their car. Fortunately, Geri was not seriously injured due to the structural integrity of the old Jag. However, the Jag was declared totaled. Ed and Geri have spent countless dollars and hours working on the car preparing it for the many shows that they have entered. The Beech's hope to purchase the car back from the insurance company so the many new parts can be used to help other Jags live. The car will be seriously missed!! There will be no calling hours. The Beech's would like everyone to remember the car the way it was.



1978— 2002





THE CAT BOX

[a compilation of Jaguar related ramblings]



I'M SURE GONNA MISS THAT CAR !!

It was a dark and dreary day. Actually it wasn't, but I always wanted to start a story out with that! In reality, it was a beautiful Southern Sunset and I was driving along I-526 with the windows down and only doing about 60MPH. I thought the view of the Lowcountry from the top of the Wando bridge was beautiful until I glanced down at my gauges and saw the oil pressure needle go from 60psi to zero so fast I thought I heard a "click"! Having flown airplanes, I did what every good pilot does when he doesn't believe his gauges- I tapped on the gauge. Rats, still nothing! But the car wasn't making noise like one would imagine it should with no oil pressure. Nevertheless, I threw the car in neutral and coasted to a stop. It's at this point it becomes apparent that what you've heard is true, denial is the first stage!! "There's nothing seriously wrong...bad oil pressure sending unit...bad gauge...maybe low on oil " flashed through my mind as I sat on the side of the road. I opened the door and peeked under the car. No massive oil puddle. "See, it can't be that bad", I thought. I cautiously restarted the engine. It cranked a little hard but it started. It made no noise. So far, so good. Maybe nothing is wrong at all, I thought, still in denial. Still, no oil pressure (but no noise!). I slowly increased the RPMs. At 2000 RPMs I heard the sound that strikes fear in the heart of anyone who has spent time around engines and heard that sound ..the crankshaft death rattle! I shut the engine back down. For some reason, at least one of the main bearings was starved for oil and the crank was seizing up. But why?? The engine only had 105k miles on it and I had religiously changed the oil in it. Something didn't make sense.

The car was towed to Charleston Import Auto for a second opinion and sure enough, it was what I had feared. The engine was dead. But why? Darryl told me that George Camp had a technical paper that told of a production problem with 1987 Jag engines. (For those of you that don't know, George has one of the most extensive Jaguar technical literature libraries in the States.) I called George and he told me the story that starts with Jaguar having money troubles in the last half of the 1980s. Because they couldn't afford new engine production equipment and the equipment was unable to hold as close tolerances as was once possible, some creative machining practices were employed. In particular, the boring machine used for drilling the alignment for the crankshaft was unable to hold close tolerances when boring all the way through a new block. So, it was decided that they would only drill half way through, spin the block around 180 degrees and then drill the rest of the way thru from the other end! In retrospect this procedure could be described, at best, as "one hell of a theory". Many engines failed with seized rear main bearings at around 45,000 miles. Of course Jag warranted them. The next great failure point was 100,000 miles! Mine had 105,000 miles on it! C'est la' vie. Now you might imagine that this story ends on a sad note, but read on.

Ed and Geri Beech recently had their Jag rear ended and totaled (see write up in this issue). So where's the good news? I have sold my engineless Jag to the Beeches so they can replace my engine with the rebuilt running gear from theirs. It's a match made in heaven. And I know the Beeches' will be the best owners I could find. I have really loved that "87" so I know I'll be a little sad the day I wave goodbye as it's towed off to the Beeches'. It's kind of like losing your first girl friend. For that moment it really might be, a dark and dreary day. *(But then I'll start looking for another Jag!!!)*

From deep within the Cat Box,
Kerry

X
X-TYPE




JAGUAR
THE ART of PERFORMANCE

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Charleston, SC
(843) 766-1000
www.palmettojaguar.com

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!!

Solid Pique Sport 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 \$45.00 (sizes M-XL)
 \$50.00 (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??

CAR STORY OF THE MONTH !!

Sonya S. Stewart

Once upon a time, a long ago, I had a TR Spitfire and sure thought I was the hottest thing around Columbia. It was great to drive. Remember the old Saluda Gap in NC, before the interstate made it more drivable for us all? The Spitfire loved the curves and would leave most any other vehicle in the dust. Of course, the twin carbs wouldn't stay in sync and it became a problem to keep running. The Spitfire was sold. About ten years ago, I decided that I wanted another British car. This time I wanted a Jaguar, really wanted one. My husband, Wally, thought I meant a new one and informed me that there was no way. My best buddy arrived at our house with a shiny black 1984 XJ6. It was her 20th anniversary gift. Wally took one look at it and said Over My Dead Body. I looked at him and said SO?!?



This is when he realized that I didn't want a new one but one of the mid-1980s variety - XJ6. And so it wouldn't be over his dead body, he found me a 1985 burgundy one. It belonged to a friend of his at work and this friend's health was going downhill very fast. He was trying to put things in order for his wife and knew she didn't really want the car. So, I had my first Jaguar. The actual Jaguar color was Claret, but I named him Beau because I got him in November when the Nouveau Beaujolais wines are available. I got a lot of grief for naming a British car for a French wine. We went most everywhere together - work, car show, grocery store, visit family and friends, etc. Of course, a few repairs were made. Alright, a lot of things had to be done. But I loved him still. I even broke his nose against the back of a Dodge Ram pickup truck. After making sure the truck driver was okay and the leaper was okay, I called Wally and my mechanic and AAA. It took 10 weeks but he was all pretty again. On April 1, 2000, on the drive from the Carolina Cup horse races in Camden, Beau developed a problem - smoke and antifreeze all over I-20. A six cylinder car just doesn't run well with only 4 ½ cylinders. You do get a nice tax deduction if you donate a car to the Kidney Foundation. It took until late July to find another Jaguar. This time I was feeling sportier - no 4 door, I wanted a 2 door coupe or convertible. There was a red 1987 XJSV12 convertible in the paper. I called my friendly, roadside assisting mechanic and asked his opinion. Sure, this was an okay one, but he'd sell me his 1989 coupe for less money. HOW FAST COULD I GET TO HIS HOUSE! Now I have Bubbles (champagne color that is actually called Topaz). He got a new paint job this summer and is looking quite dignified and elegant. We'll be at Euro 2001 at BMW and British Car Day at the Yorktown, both in late October.

Editor's note: And so Sonya wins a JSSC tee shirt for this issue's story!! Send yours in today.

(Continued from page 2)

more about the upcoming election in the "And now a word..." section.

Speaking of Club participation, start thinking about what events you would like to have in 2002. At last years AGM we tried to plan something for every month. Only a couple things did not materialize. The saddest part is that when events like drives and get-togethers did happen participation was very light. I can only imagine that those few of us at the AGM did not come up with events that appealed to the majority of the Club. We have Jaguars, we need to drive them -no participation is a hint that something is wrong. Please let us know what you would like to do and when you are available to participate. Call, email, send a flaming arrow, and just let one of your directors know. The Club needs to be a good enough time for everyone so everyone will want to play. Please let us know how to do that. Thanks.

The holidays are upon us and things are hectic and there are never enough hours in the days. Lets not forget the reason for the season and when you go out shopping - take the Jag! And if you want to save yourself some shopping anxiety, pick up a Club sweatshirt or some of our other regalia at Charleston Import Auto. Or you could renew someone's Club membership! Enjoy this issue and I wish everyone the safest and happiest of holidays.

Kerry L. Vickers
Editor at Large

Classifieds

Classified ads may be placed by email to BritishMechanic@att.net or by phoning or faxing 552-9555. Ads are free of charge to JSSC members and \$5.00 per publication for non-members.

Wanted Jaguar Xk or XKE Roadster in original mint, 100% rust free and never wrecked condition up to \$ 30,000.00. Tel (248) 475-0809, email shorneck@home.com (11/01)

1991 XJS V12 Convertible Purchased a year ago from original owner. Must sell as borrowed garage space will be reclaimed soon, and car is too nice to sit outside. Only 40k miles, all original Collectors Classic edition, with chrome wire wheels, gold body trim and cream leather interior. Regularly serviced, recent new tires, battery, etc. Reliable car, runs great. Small ding on rear wheel arch is only blemish. \$15,000 firm. Call John Anderson (843) 243-0050, email: andersonjohnbv@email.msn.com (11/01)

1969 Jaguar XKE OTS, White w/Blue interior, 1000 miles on complete restoration, Triple SU's, Chrome/polished engine components, Electronic ignition, uprated alternator, all original parts included. Consistent JCNA show winner and outstanding driver. Health forces sale. \$37,500.00. Alex Warren (843) 552-6555, email sailalex@aol.com. (08/01)

1994 Jaguar XJ6. Ice blue with blue leather, CD player, sunroof, newish tires. 70,000 miles with a Transferable warranty good to 78,000 miles or June 2002. Car is in excellent condition inside and out. Call Rob Hefka, 843-324-4322 and leave me a message. (08/01)

1972 Jaguar XJ6 , 83,000 miles. Robin's egg blue. Excellent body condition with new (vinyl) interior and original recently tuned engine. New brakes. Contact Burness (Burney) Bourne, (843) 651-7982 (05/01)

1976 Jaguar XJ6C 4.2, Red with Biscuit interior. Good paint, solid daily driver, everything works, needs interior trim work to complete. Call Bob Diffen (864) 226-4844 (02/01)

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 see at GCR.

1987 Jaguar XJS and 1984 Jaguar XJ6. Both in great running condition but in need of TLC. Many recent major and minor repairs. Two XJ6 parts cars also available. All or part. Sacrifice Call Mike McGinnis (803) 469-2328. Email: drmikemcg@yahoo.com (0101)

1987 Jaguar XJS Cabriolet , One owner, Burgundy w/light tan interior, 63 kmiles, all service records, excellent condition. Spare soft top. Call Larry Pierson (843) 886-9665. Isle of Palms (1200)

1957 XK 140 OTS, Body Off restoration by Von Patterson. Silver-Grey, Dark Navy interior and top. No-expense spared, high-point car, \$80,000.00+ invested. Make offer. Call Locke Mays at (843) 887-3782 (02/01)

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, email: BritishMechanic@att.net

Mk II's/XJ6 S111. Parts cars. Call George Camp (803) 798-6770 or see at GCR.

15 inch Teardrop wheels, hubcaps, and lug nuts in excellent condition. \$400. OBO . Complete 4.2 FI engine, \$350.00. Contact Kerry Vickers at (843) 856-1811

PLEASE LET US KNOW IF YOUR AD SOLD OR SHOULD REMAIN IN CLASSIFIED BEFORE NEXT ISSUE

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 _____

MODEL _____ YEAR _____ COLOR _____

(attach second sheet if necessary!!)

JSSC Board Members

	Name	Telephone	Fax	Email
PRESIDENT:	Dick Deibel	(843) 886-5880	(843) 886-0262	jddeibel@gateway.net
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Jaguar Society of South Carolina, 3170-A Stanton Ct, North Charleston, SC 29418 USA

General inquiries can be sent to above officers or BritishMechanic@att.net Website: <http://www.gabloo.com/jssc/>

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



We're on the web!
www.gabloo.com/jssc/

Calendar of Events

DECEMBER : THE HOLIDAYS!

JANUARY 12 - Annual General Membership Meeting

Location:

**DON'T FORGET TO VOTE
SPECIAL BALLOT WITH INSTRUCTIONS INSIDE**

WISHING ALL THE HAPPIEST AND SAFEST OF HOLIDAYS