

STRAIGHT SIX

Official Newsletter of the Jaguar Society of South
Carolina

An Affiliate of Jaguar Clubs of North America

Volume 1, 3

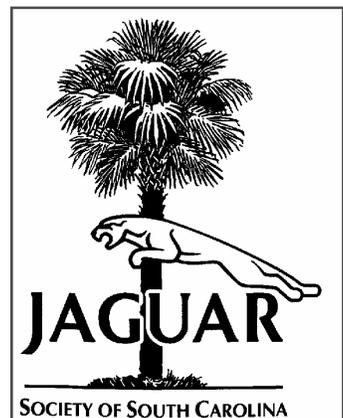
Oct/Nov 2001



INSIDE THIS ISSUE:

- Travel log from England
- JSSC Merchandise
- Upcoming Euro 2001 details
- Car Story of the Month
- Pictures! Pictures! And more!

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STRAIGHT SIX
DETAILS INSIDE!



Editor's Notes



Summer is gone and fortunately I don't have to write the essay "What I did this summer"! I don't recall and besides, where did summer go, anyway?? The only really memorable part of the Jaguar summer was the Concours in Franklin. If you missed this event, you missed a very good time. But you're in luck, another good time is coming up... Euro 2001. Read through your newsletter for exciting details and info on how to get there.

And speaking of this month's newsletter, look for President Deibel's travel log of his trip through England. As you can imagine, never a dull moment. And Bob Lane reports on his E-Type's christening—very spiritual. The Cat Box is full of it again, and it's time for Santa's helpers to think about ordering goodies from the Regalia Page. Enjoy.

PS.

Special thanks to everyone who contributed to the output of this issue. It's encouraging to see participation in the newsletter.

Kerry L. Vickers
 Editor at Large



"Who's that guy with Kerry?" Oh yeah, it's Norman Dewis of Jaguar Test Engineering fame. Both pictured here in total agreement on the virtues of London Gin (although the glass is all wrong!). Picture taken by Vanessa Lantin at Franklin 2001 Awards Banquet.

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.

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COVER:

This month's cover picture is Terry Larson's D-Type, one of many, at the Franklin Concours.

JSSC Board Members

| | |
|------------------------|---|
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Editor at Large: Kerry L. Vickers

General membership meetings held the third

Wednesday of each month. General inquiries can be sent to above officers or BritishMechanic@att.net

Jaguar Society of South Carolina

3170-A Stanton Ct, North Charleston SC 29418

And Now A word From the Prez



Well, here we are at the end of September with only about 86 shopping days before Christmas. October will be a busy month with at least two very interesting events going on. The first is EURO 2001 that takes place at the BMW plant in Spartanburg, SC on the 19th, 20th, and 21st of October. For those who do not know about this event, it's put on by the BMW manufacturing plant (p.s. BMW does not stand for British Motor Works). Each year they open the plant for tours, driving events, shows and flea markets that are "auto" related. Each year they have a featured marque and this year JAGUAR takes top billing. Since we of JSSC have already had our concours (last April), the North Carolina Club (CJC) has decided to hold their JCNA sanctioned concours during this week. With all these "stars in alignment" including special guest speaker, Bob Tullius (Jaguar's famous race car driver), the Saturday night banquet will be "one heck of an event" and one not to be missed! I understand that our newsletter editor has added all the information

you need to know about this event in this month's issue. So be sure to make plans to attend. Remember you owe it to yourself, your family, your friends and your dogs and cats and to all those at Rainbow Bridge to see this show so don't miss it! NOTE: IT IS IMPORTANT TO REGISTER ASAP DUE TO THE PLANNING REQUIRED AND THE ORGANIZERS NEED TO SET ASIDE ADEQUATE PARKING SPACE FOR THE CONCOURS CARS.

The second item I want to mention takes place the following weekend in Charleston. The British Car Club of Charleston is having their 17th annual British Car

(Continued on page 5-And Now a Word...)

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.

THIS MONTH'S WINNER: Bob Lane's Story, page 12!!

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Jaguar to be Featured Marque at Euro 2001

Many of the best Jaguars in the Carolinas will join other classic European cars at Euro 2001, to be held at BMW's Zentrum Visitor Center near Greenville, SC October 19th-21st. The Carolina Jaguar Club's annual Concours d'Elegance, sanctioned by the Jaguar Clubs of North America, will be held in conjunction with Euro's Saturday car show.

This year marks the 40th anniversary of Jaguar's famous E-Type sports car and Jaguar will be the featured marque at Euro2001. Our goal is to host 40 E-Types on this milestone birthday. This will be the 6th annual celebration of motorcars organized by European car clubs and hosted by BMW Manufacturing Corp. under the "Euro" banner. Euro 2001 proceeds benefit the Red Cross. Awards for the



BOB TULLIUS



Bob Tullius runs one of the oldest and most respected full-time racing teams in the nation, if not the world, with the exception of NASCAR's Petty Enterprises and the Wood Brothers. Tullius' Group 44 has been involved in everything from Trans-Am road racing to Indy cars to international endurance competition to short-track stock cars.

(Continued from page 3)

Day at Patriot's Point (that's where the aircraft carrier is located). Our club, plus the North Carolina Club and Atlanta Jaguar Club are adopting this event. Palmetto Jaguar is sponsoring the trophies along with showing some of the new cars, including the new X-Type. The dates are October 26th, 27th and 28th. In general, on Friday night there will be a welcoming party; Saturday will be the car show with people's choice car judging, Saturday night there will be a banquet, and Sunday will be a rally and slalom. For more information, please contact Diane or Jack Lambert at (843) 577-2061 days or (843) 849-9707 evenings or visit Diane via email at dlambert@bennetthofford.com.

The third item is the upcoming club elections. After reviewing our bylaws, this is the guideline we will follow. Our Secretary will accept nominations for the following positions: President, Vice President Upstate, vice President Downstate, Secretary and Treasurer. All other positions are appointed. The President can only serve two years then he/she must sit out a term. All the nominations must be sent to and received by the Secretary by October 31, 2001. You can send your nominee choices by phone,

fax, and email or in person. For those who don't remember, Julie Beech is our Secretary. Her work phone is (843) 552-6555; home phone is (843) 552-4215, fax (843) 552-9555 and email at britishmechanic@aol.com. By the middle of November, an official ballet (unlike the one used in Florida) will be sent to every member with a postage paid return envelope. The new officers will be announced at the annual general meeting in the first or second week in January 2002.

So please start thinking about nominating someone for an office or consider running for one yourself. Enough said – mark your calendars!

Looking forward to seeing you at EURO 2001 -

Dick Deibel
 President

Tool Definition # 11:

Whitworth Sockets - Once used for working on older British cars and motorcycles. They are now used mainly for impersonating that 9/16" or 1/2" socket you've been searching for the

August 18th 2001 Tech Seminar Hosted by Charleston Import Automotive

On Saturday August 18th Darryl and Julie Beech opened up their shop to a crowd of British Car Club of Charleston and Jaguar Society of South Carolina members. Darryl moved all the cars out of the shop (more about this later...!) so that three different business owners could demonstrate their products and answer questions. We got to see demos by TechnoWeld and learned how to put a handle on a soft drink can and other aluminum products by using a propane torch. The Dent Wizard was there as well and showed us how to remove door dings and dents from a beautiful Bentley - a car I would be scared to touch without wearing white gloves but they were hard at work sliding their special tools down the window channels and inside the fenders to get at the backside of the dents. It was interesting to see how they could work out dents and dings using tools that they could not even see while they were using them.



Everyone at Charleston Import's Technical Session on their tiptoes with anxiety watching Dent Wizard removing dings from a Bentley.

Another demonstration was given by Dr. Vinyl - an upholstery patching business. They can patch holes and cuts in vinyl and leather or the hole you put in the seat of your Sunbeam Tiger when you sat in the driver's seat and forgot that a screwdriver was in your back pocket - don't ask me how I know about that!

Did I mention that it was a HOT day?! Normally the office in the shop is air-conditioned, unfortunately, it had broken the day before so Julie was keeping busy putting out lots of cold drinks and ice to cool everyone off. This worked to a certain extent, however a few members who shall remain nameless were intent on awarding a special award at the end of the day to whoever had the sweatiest T-shirt. The jury is still out about that winner....

Darryl and Julie put out a great lunch for everyone and we all sat around talking about cars and who needed what part and all the good talk that goes on when we get together.

Around 1:30PM the crowd started to thin out and right at 2:00PM, the official end of the Tech Session/Open House, a huge thunderstorm suddenly erupted. Remember all those cars Darryl had moved outside his shop? Suddenly Darryl is sprinting with Olympic-like speed to various cars, most of which had their tops down, and driving them into his shop while throwing keys to anyone within reach who could drive. Another Kodak moment...! Thanks Darryl and Julie. We had a great time.

Written and contributed by: Eric Gibeaut

Editor's note: It could not be confirmed, but was suspected, that the failed air conditioning unit was made by Lucus!

THANK YOU!!

Charleston Import Automotive would like to extend our gratitude to all the people that braved the elements and attended our 2nd Annual Technical Session and Customer Appreciation Day. We appreciate the demonstrations and information provided by Dent Wizard, Dr. Vinyl, and Technoweld. We hope that everyone will attend our 3rd Annual Event, and next year we hope the air conditioning works.

Sincerely,
 Darryl and Julie Beech

NOVEMBER 10TH 2001 TECH SEMINAR

Hosted by George Camp Restorations

Starting at 10:00AM on Saturday, November 10, George Camp Restorations will be hosting a Technical Seminar for owners of Jaguar cars. A buffet lunch will be provided and refreshments will be available. The activities of the day will include demonstrations covering proper servicing techniques for E, XJ, and XK Series Jaguars. Common problems will be discussed with a Question & Answer session to follow. George is also making available a portion of his extensive Jaguar library for those who would like to do research on a particular model of Jaguar. This is a rare and exciting opportunity. Call George at (803) 798-6770 to RSVP and reserve lunch. Don't miss it!!



THE CAT BOX

[a compilation of Jaguar related ramblings]



I love junkyards. This true love goes back to when I was a kid. The fascination and excitement of wandering around acres of rusted, or smashed up cars that are just waiting to be picked apart has never dulled. In my teen years, I always had walking around money from selling parts off the smashed up cars I bought. Sadly, it was the closest I've come to owning my own junkyard. And thinking about it, maybe it's time for me to explain the use of the word "junkyard". Perhaps you've noticed that through the years junkyards have sometimes wanted to be called something different? I have always called them "Junkyards". Politically correct names like salvage yards, auto recycle centers, auto salvage and repair, and u-pull-its just don't say what they really are. Cars get junked and they go to yards with other junked cars and hence the real name: junkyard. It's that simple. Now, with that being established, lets move on.

First, the bad news. Most large, modern junkyards aren't as much fun as old fashion junkyards use to be. Today, most junkyards make you stand in line until they can talk to you (very similar to the DMV and with close to the same friendliness and efficiency). When it's your turn in line, you describe, to the best of your ability, what you want (and sometimes you can't because you don't really want anything, you could just want to wander the yard. but they won't let you) and they consult their computer to see if the part is "*Available*". Convince me that every part on every vehicle in that yard is in their computer! It's like my using my magic eight ball to tell the future! Anyway, if the computer shows it might be available they dispatch one of their help to verify it's there. If the part exists, they make sure you're willing to pay their price. No haggling is allowed because well, their attitude is; they have the part you want and you don't. If you agree to pay the outlandish near-new price, they then have their help attempt to remove the part - when they get around to it. I suspect they don't let you go in the junkyard and

remove the part yourself because one time they let someone in the yard and he positioned himself directly under an engine and unbolted it. When it fell on his head, he sued the junkyard and won a million dollars for pain and suffering. But I digress. The part is then brought to the office (if it isn't destroyed during removal) where you are sitting on an old couch with your knees up under your chin and you take possession of your part and leave. Believe me, what you have just experienced is not how junkyards did or should operate.

Good news. Small, friendly junkyards still exist that allow you to rummage around until you find a part you want and then, as it was meant to be, YOU get to remove it! This is the true essence of the junkyard experience. Novices, please beware! Understand you cannot just go to this type of old fashion junkyard without being physically and mentally prepared. Before entering, you must scientifically pack every tool you might need for whatever parts you may find and need to remove. NASA doesn't prepare to go into space as well as you must prepare to go into a junkyard. Put tools in pouches and tools in your pockets. Make sure you have an old coffee can, or for veteran junkyarders, a 5 gallon pail for all the parts you'll amass on your mission. And whatever you do, never go alone.

It is of the utmost importance that you take along a sidekick. Make sure that sidekick is fearless and will perform tasks such as reaching behind the dash to remove a gauge while you hold the half unbolted dashboard out like a bent springboard ready to snap back at any moment. The sidekick should be sort of a Tonto to the Lone Ranger kind of sidekick. ("Tonto, go into town and get me a 10mm offset box end".

"Right, Kemo sabe.") And when it's time to carry out all the goodies you found, sidekicks are kind of like gun bearers. Sidekicks are also valuable for con-

(Continued on page 12)

TRAVEL LOG FROM ENGLAND - PERFECT PRESCOTT

Most people, if and when they have a chance to go to the United Kingdom, should do so and when they come back they better have some stories about their trip. This past June I had the opportunity to sample the UK so I'll try to share some of my experiences. This might be a continuing saga of my trials and tribulations especially trying to get the UK to accept me (which never happened). My first trial was spending the first night of my trip in New Jersey after missing a connection (due to leaving Charleston one hour late) and since I purchased my ticket from Priceline I had to wait until the next day to leave on the same flight, (that's another story). I arrived in Birmingham (England) one day late and met up with George Keller (President of the Central Ohio Jag Club) and Rick Hartwell (President of the South FL Jag Club). However, my luggage (after tracking it down) was in Birmingham, AL. Since my original flight consisted of four plane changes, I thought I better be prepared for the possibility of misplaced luggage (I was a boy scout, you see). So my carry-on bag had a change of clothes and some bare necessities. Fortunately, I was able to inform these two cronies of my dilemma and they picked me up at the airport (without luggage). From here we went straight to the Prescott (which I referred to it as the PERFECT PRESCOTT because the whole day was just that – PERFECT.

But before I get into the "Perfect Day," I need to explain that the UK (Jag) Clubs are set up differently than those in the US. We have 50 plus clubs throughout the US, which are all part of JCNA. In the UK they have two major clubs, The Jaguar Enthusiasts Club and the Jaguar Drivers Club. The Enthusiasts Club has about 20 thousand members and the Drivers Club have about 13,000 members. Within each club, membership is broken down into models (like XK, Mk I & II, XJ6 and so on). Each major city has a coordinator and they have their separate meetings based on location. All club members are welcome to attend any

(Continued on page 9)

And now, a word from your car.....

Fall is here, and everyone is looking for respite from the normal day-to-day routine. For a lot of us that means evening drives and weekend getaways. Your car will enjoy this season as well if it is better prepared. Jaguars, like all cats, enjoy a good stretch. An occasional full throttle run is a good way to exercise all the systems in your car. This doesn't mean trying to take the Saluda grade at 150 mph. Just the act of pressing the accelerator pedal all the way to the floor thru 1st and 2nd gear will be sufficient.

On older carbureted models, it exercises the throttle linkages, lifts the dashpots fully, and causes increased fuel flow through the float needles, and jets. Fuel injected cars will be rewarded by the higher fuel flow rates, purging stagnant fuel, moving vane style airflow meters through full range, and sweeping corrosion from throttle position sensors. Automatic transmissions will move valving not normally used, clearing varnish buildup, and moving the governors full open. The extra air and fuel flow will help remove soft carbon deposits from intake valves and combustion chambers. The higher exhaust temperatures will also clear condensation from rear mufflers.

Besides the positives, it will also turn up any weaknesses that need attention - clogged fuel filters, bad ignition components, failing driveline parts, all things that should be brought into proper working order. Like any animal that has led a sedentary life, some cats will display bad manners while being taxed.

A few things to remember; the engineers of your car were performance oriented but constrained by mass production rules. All automobiles are designed to operate continuously at 60 % of their maximum output when new. A car in good condition will suffer no ill effects by operating at full throttle as long as it is under load (in gear and moving), below redline, has sufficient oil pressure (5psi per 1000 RPM), and at normal operating temp. Cars with some age will require some common sense adjustments to their exercise routine.

So remember, you need the break from routine, and so does your car. It will make you both feel better and more responsive. - Darryl Beech

THE PERRY'S HOSTED A GREAT GET-TOGETHER

Subtitle: When can we do it again??

For those who missed this event, you really missed a great night of fun, great food, and lots of good conversation with friends. As announced, and posted on our web site before the event, Jerry and Peg Perry invited the Club over to their beautiful house, gardens, and pool for an evening of great socializing. The Perry's planned and prepared the entire evening and talk about a well thought out evening! Wow!

About 25 people, including several people we haven't seen in a long time, attended the gala event. The street looked like a Jag showcase. One neighbor must have commented "There goes the neighborhood." sometime during the evening. The Beech's brought a good representation of Club shirts, golf towels, and jackets that the Club has for sale. A great time was had by all. A big thank you to the Perry's!!

(Continued from page 8)

meeting or event. Considering the size of the UK, a person could travel across the entire country in six or seven hours. A large number of people belong to both clubs. So the events are very well attended.

Back to Perfect Prescott:

After George and Rick picked me up at the airport we drove directly to the Prescott Hill Climb. This hill climb is held annually about the same time of year and you couldn't believe the attendance. This year they were celebrating the 40th anniversary of the E-type so there were probably 200 E's lined up to go up the 1,127-yard hill that has as many curves as I have wrinkles. They say they are trying to tackle the "Mean Minute". The day's weather was also perfect; the sun was out and about 70 degrees. One of the things that surprised me was the number of left-hand drive E types that were in attendance. The three of us more or less went our one way so I asked one of the organizers of the Jaguar Drivers Club if there was anyone who might take me up the hill with them. Without a second breath he says to one of the SS 100 drivers "hey, mate, take this Yank up the hill with ya", and he said "Sure thing. What's this Yank's name?" After we were introduced he then said, "Do you want to drive"? Trying not to wet myself and thinking about it would like trying to drive a very expensive SS 100, with right hand steering and shifting this rare auto left-

handed, I decided my best move was to just "ride along." Has anyone out there ever ridden in a SS 100? There is about 1/2" of seat padding on top of a wood base, with a very stiff suspension. (I had to have four (teeth) fillings replaced!) After the invigorating ride up the hill, we returned to his parking area for the 11 SS 100s. After talking with a number of the 100 drivers I was told, and did not know or notice that only two were authentic 100's (the rest were replicas). But so what? After knowing that, I compared the real to the not-so-real and they were very, very close.

One of the things that really impressed me was how genuinely friendly all the people were and they went out of their way to make us feel welcomed in their country. With so many cars in attendance the hill climb went on till about 4:00 PM followed by the trophy presentation. To sum it up, the day was a great experience for me and my two cohorts, even without luggage. More to come of the UK trip in the next newsletter.

Dick Deibel

Jaguar Society of South Carolina INC.

Our Club will soon be incorporated. The papers are at the attorney's. Although an extra paper burden because of annual reports, and tax form showing \$00., incorporating will minimize personal liabilities for Club members at non-JCNA sanctioned events. It's a good thing.

X
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Colors: Natural
Sizes: M-2X

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 How Dooo we do it??

(Continued from page 7 - The Cat Box)

sulting with on the price of the parts found. Old fashion junkyards let you haggle about price. Without a sidekick you might be willing to pay \$5.00 for a part. With the peer pressure of a sidekick you probably won't pay more than \$3.00. All in all, a good junkyard sidekick can be worth their weight in well, parts.

In closing, you should know it is also important to be mentally prepared before heading to a junkyard. Much thought must be given to issues such as; what parts do you need for your vehicles; what parts are wanted; what parts your friends might need; or what parts would stir pure envy in your friends if you have them and they don't! Thought should be given to what parts you have now and what parts you have from the last junkyard pilgrimage (the ones that did-

n't work when you installed them but you then put them back on the shelf, anyway). This is serious stuff. And most important of all, don't forget to make a list of what you will look for when you get to the junkyard. I know the importance of having a list from years of junkyard experience. More than once, after loading myself and my sidekick down with tons of tools and buckets, I've stood in the middle of my most favorite junkyard overwhelmed with the acres of treasures awaiting my picking, and my mind has gone totally blank as to what I came to find!! Fortunately, it doesn't matter. I love junkyards.



'til next time,

Kerry

CAR STORY OF THE MONTH !!

Darryl Beech, using parts from Mark Lovello and George Camp and a little dental glue from Mike Grosso, completed one of the last tasks in the restoration of my E-Type. Since I devote more time to driving than tweaking, my cars never get to the 100 point stage...it has to do with the 90-90 rule. The first 90% of the job takes 90% of the time, and the last 10% of the job takes the other 90%. Realizing that it would never be 100% completed, Jackie and I decided to have it christened anyway. After all, they christen babies and they aren't complete. We invited a Protestant Minister, a Catholic Priest, and a Jewish Rabbi. We all gathered in the garage. The Protestant Minister led us in prayer. The Catholic Priest

sprinkled holy water and spoke in Latin. The Jewish Rabbi sang songs, and cut off the end of the tailpipe. Amen.

Bob Lane



Tool Definition #37:

HAMMER - Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

Raina Solomon Rubin
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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)

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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)

Reduced!! 1994 XJ12 Rare V-12 sedan. Jaguar's XJ40 Flagship with all options. Black with fresh creme/coffee interior. Service records available. One gorgeous, fast sedan. 125k miles. \$11,900. (843) 856-1811. See pictures at: www.gabloo.com/jssc (04/01)

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. (0101)

1987 Jaguar XJS Cabriolet, One owner, Burgundy w/light tan interior, 63,000 miles, 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....

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

15 inch Teardrop wheels, hubcaps and lug nuts in excellent condition. \$400.00 OBO. Kerry L. Vickers (843) 856-1811

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!!)

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.

Tool Definition #23

TROUBLE LIGHT - The mechanic's own tanning booth. Sometimes called a "Drop Light" for good reason. It's a good source of vitamin D, "the sunshine vitamin" which is not otherwise found under British Cars at night. Health benefits aside, it's main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm Holitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, it's name is somewhat misleading.

MAKE PLANS TO ATTEND EURO 2001, TODAY!!

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

October 19-21 Euro 2001 -

See Details inside!!

October 26-29 Charleston British Car Show -

At Patriots Point, Mount Pleasant SC

Contact: Jack or Diane (843) 849-9707

November 10 Tech Session -

At George Camp Restorations See Details inside!!

November 11 Stono Ferry Car Show

At The Charleston Cup, Stono Ferry

MAKE YOUR PLANS FOR EURO 2001, NOW!!

OCTOBER 19-21

Details inside