

# STRAIGHT SIX

Official Newsletter of the Jaguar Society of South  
Carolina

An Affiliate of Jaguar Clubs of North America

Volume 6, 2

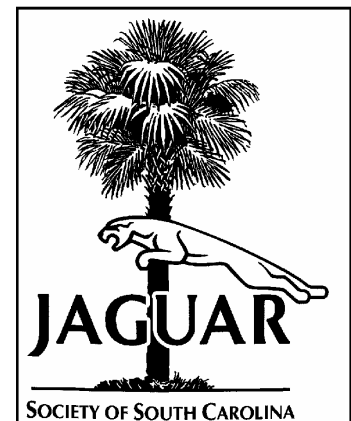
July/Aug 06



## **INSIDE THIS ISSUE:**

- New Feature-
  - My Jag and I
- Jaggin' down the coast
- Passport to Service
- Buying a classic?
- Hilton Head Concours
- Future Events

**Make plans to attend the Hilton Head  
Concours d' Elegance  
November 2-5, 2006**  
(Details inside)



### Editor's Notes

This issue of the "Straight Six" will serve as my introduction as a new member of the JSSC and as your new newsletter editor. My wife Rosemary and I have been affiliated with the Jaguar Clubs of North America vis-à-vis the Carolina Jaguar and the South Florida clubs since 1999. We have participated in JSSC concours in Charleston and Columbia with our 1994 XJS convertible coming in second and first, respectively in the driven class. (see below) I'm excited about our participation with the JSSC and the opportunity to serve the club as your editor. In this issue, I am instituting a new feature that lets club members share their love of the Jaguar marque and their stories about how they came to be Jaguar owners. I have initiated this issue with my own story. My wife now has her own Jaguar – a 1998 XJ8. We are looking forward to future club activities so that we can get to know all of the JSSC members and share our "Jagging" experiences.

Phil Odom, Editor at Large

### In this issue

	Page
Editor's Notes	2
And Now A note....	3
Buying a Classic? Look twice	4
The Jag and I	5
Jaggin' Down the Coast	6
Hilton Head Concours	7

**COVER:**  
XK150 Jaguar .



See "The Jag and I" on Page 5

## A Note from Pascal Gademer SE Regional Director

Passport to Service is part of the package included by Jaguar North America in every car they sell; it contains a number of items and service information including promotion for JCNA and its affiliate clubs. The promotion includes a response card which owners can fill out and mail back to JCNA; they can also include \$5 to receive a sample issue of the Jaguar Journal.

This is a very valuable promotion for our clubs as over 1000 cards are sent by potential new members every year. Interestingly, because Jaguar has been including these cards for years, it's not unusual to receive cards from 80s vintage owners as they found the card in the glove compartment of their newly acquired by now nearly classic Jaguar!

Until now, these cards were processed manually by JCNA volunteers, spending a lot of time forwarding them manually to clubs and attempting to keep track of results. Sue Hagopian of the New England club handled this task for years before Sherman Taffel of the Nations Capitol club took it over in 2005.

To speed things up and reduce the amount of work (like all volunteers Sherman prefers to drive his Jaguars instead of doing paperwork..) we have just computerized PTS handling. PTS cards are entered in a database which automatically forwards leads via email to affiliate clubs on a regular basis, every 2 or 3 weeks depending on volume. The data will also be used by JCNA national office to follow up and keep track of the number of members clubs gain this way. These are solid leads for your club to follow up on and help your membership drives.

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I see it all the time...

Here's a classic. New British car enthusiast gets the hots for a classic roadster. He makes all the right moves, calls friends who have had LBC's before, reads everything he can find on the Internet, locates his closest British Car Repair Specialist. Most will narrow the field down to a particular make and model and go hunting for the right car. In today's age of instant communication and digital photography, a lot of deals are done by email and phone. The problem is that even after all the research has been done, there is a lot that can (will) go wrong.

This month's was a heartbreaker. A LBC was purchased from a couple of states away. The Seller was a member of a British Car Club. The car had been restored into a fine looking example of the breed. The driveline had been rebuilt by a mechanic with "many years" of experience on British cars. The car had fresh paint, new interior, great chrome, new top, and a recently rebuilt engine. Everything worked. A deal was struck, and the car was on the road home - mostly.

The exhaust went about 2 hours from home – no problem, just a small issue, a simple repair for a local shop. The local shop starts noticing a few more strange things, leaks from unusual areas, items that didn't seem to line up right. Time to head to a specialist. About \$2000 later, the front suspension works, the carbs are metering fuel and the valves go up and down without loud noises. Compression is a little suspect. On the road we go. The owner of the car was again assured by the seller that the "experienced mechanic" who rebuilt his engine did a thorough job, and there was nothing to worry about. 1800 mile later the engine finally gives up. Amazingly, for a freshly rebuilt engine, nothing could be saved. Seems like someone needed to explain the difference between a "re-ring" and a "rebuild" on an engine to the "experienced mechanic". The motor had simply had a fresh set of bearings and rings installed, with no machine work being performed. \$4,000.00 later, after a proper rebuild, we have a happy (poorer) owner. What lies ahead, we can't tell. So far just about every piece of rubber has been replaced; most of the hydraulics; and a good bit of the cosmetics.

British Cars can provide one of the most wholly satisfying driving experiences in the automotive world. If buying your first one, or a replacement, think first, and save the head (wallet) aches.

Darryl Beech

## The Jag and I

I guess I've always had a love affair with sport cars, especially those beautiful Jaguars of the early 50's...the XK120, XK140 and the XK150. I grew up pouring over every issue of Sports Car Illustrated, now Car and Driver, and followed Formula I, LeMans, Sebring, and the Mille Miglia. My pulse always quickened when watching early television and a character on Perry Mason, 77 Sunset Strip, or Hawaiian Eye drove up in XK120 or XK150, and in the 60's my new love was the svelte XKE. However, those exotic foreign cars were out of my price range, and my dream was replaced by reality.

Then I kept getting those Publisher Clearing House notices that I may be the winner of their sweepstakes, and if I sent in my entry I would also be eligible for a drawing for a Jaguar XJS convertible. So dutifully I chose the color I wanted (British Racing Green, of course) and pasted the picture of the XJS onto the entry and dropped it into the mail. My dream was slowly being rekindled. Then along came the British TV series, "Lovejoy" with his erstwhile girlfriend tooling around in a Jaguar XJS convertible. It quickly became my favorite TV show and the dream became stronger. Then disaster! They cancelled "Lovejoy" in 1996 and I was unable to get my XJS fix.

I went through the normal withdrawal symptoms: depression, boredom, lack of driving excitement. My Lincoln Town Car no longer gave me any pleasure. Every Sunday my first selection from the Sunday paper was the automotive want ads, carefully checking out the offerings under the Jaguar heading. November of 1996 found me traveling out of town every week, and not having the time to always check the Sunday want ads. So on a Monday as I packed to head out of town again I stuffed the want ads in my briefcase to study later that week.

There IT was! The ad stated that there was a 1994 XJS convertible, low mileage, British Racing Green with tan interior. There was a number to call in Charlotte, and the next morning I called for more details. After weeks of negotiating over the phone I finally made an appointment to visit the dealer on December 7 and inspect the car for myself. (not BRG, but Kingfisher Blue, not tan but fawn interior) The dealer took me outside to a warehouse where the car sat in the dark. He illuminated the space and there she was...top down, finish gleaming...love at first sight. After a test drive it was a done deal, and I drove MY Jag home. A dream fulfilled.

Over the next two years I drove and maintained my XJS and once again got pure enjoyment out of driving and being seen driving this beautiful machine. Little did I realize that I had not tapped the full potential of the pleasure of owning and driving a Jaguar XJS. First I found an independent experienced Jaguar mechanic. Though his guidance and care the straight 6, 219hp engine ran and performed to its potential. Then I decided to call the number on the Carolina Jaguar Club brochure I picked up at the local Jag dealer's showroom, and talked with Jim Morton and Greg Benjock and joined the Carolina Jaguar Club. My first meeting and event with the club was The Gathering in April of 1999. Greg talked me into showing my XJS in the driven class, and from that moment on I really discovered what Jaguar Club membership means to the pleasure of owning and driving a Jaguar! I discovered that it was a class group of people with which I had become associated. Greg gave me tips on how to show the car, Dave loaned me his tape roller to clean the top, and Bill loaned me his Final Inspection spray to touch up the finish.

I didn't place in the final results, but I learned: (1) I did not have the correct cigarette lighter, (2) creases in the top from being down count against you, and (3) even as clean as I normally keep it, there were areas of detail on the score sheet in which I would have to concentrate if I wanted to do well at Concours events. The slalom event was another education. I had never driven one before, and needless to say I had a shaky start. But even with tires that had belt slippage, a cooler full of beer in the boot among the full set of luggage, and a full tank of gas, I managed to finish in fourth. A mere 0.4 seconds behind a XKE and two 12 cylinder XJS's! .....Let's hear your stories in future issues!

### Jaggin' Down the Coast

This past April 29th a small group of JSSC members got together for a run down to Hilton Head for lunch and a ferry ride to Daufuskie Island and cruising down to Savannah for the weekend. After rendezvousing along Hiway 17 S., the short run to the Boathouse II restaurant was in perfect top-down spring weather. We dined alfresco among the trees along the water's edge. After lunch we walked next door to the Ferry landing for the hour cruise to Daufuskie. With only time for a short shore excursion before the ferry returned, several members discussed coming back for a longer visit to the island. The group then headed down to Savannah for fine dining, historic tours and a Sunday visit to the "Mighty 8th Air force Museum" at Pooler GA. before turning homeward in the afternoon.



## Hilton Head Concours d' Elegance

The fifth annual Hilton Head Concours d'Elegance & Motoring Festival, from Nov. 2 – 5 is full of “firsts”:

On Thursday, Nov. 2 a new, extended Vintage Track Day will be held at Roebling Road Raceway in Bloomingdale, GA with Indy racing legends Lyn St. James and Bobby Rascal to appear during the vintage car racing and hot lap rides with pro drivers.

Another “First” will be the 16 Jaguars selected and invited by Jim Morton from the Carolina JC, and our Rolf Zenker. Judging on that day will only be by the public and the exhibitors. These Jaguars (see list below for details) will be on display at the Honey Horn Plantation near the North end of the island, just a few miles from the bridges, on Saturday, November 4 from 8 A.M. until 4 P.M.

The JSSC will have a cocktail party for the Jaguar exhibitors from 5 P.M. until 6:30 P.M. – prior to a dinner at “Il Carpaccio”, the best restaurant on the island for northern Italian cuisine. Of course, everyone is free to go there, or somewhere else.

Sunday, Nov. 5 “Concours d'Elegance” is the main event, featuring “Cars of Indiana”: 18 classes of over 150 entries will compete for “Best car of the show”. Under the class “British Sports Cars”, there will also be some Jaguars.

It's worth to make the trip, realizing that in just five years, this Hilton Head event with its over 300 volunteers, is now considered one of the top four Concours in the nation.

<u>OWNER</u>	<u>YEAR</u>	<u>MAKE</u>	<u>MODEL</u>
Mike Fulton	'38	Jaguar	1.5 ltr Saloon
Dick Goeghegan	'62	Jaguar	Mk II Sedan
George Crook	'50	Jaguar	Mk V Sedan
Don Jackson	'61	Jaguar	Mk IX Sedan
Jim Grosslight	'53	Jaguar	XK120 FHC
Tom Wulf	'54	Jaguar	XK 120 DHC
Mike Grosso	'56	Jaguar	XK140 DHC
Gerold Ellison	'56	Jaguar	XK140 OTS
Jim Hodges	'59	Jaguar	XK150 DHC
Dick Maury	'71	Jaguar	XKE S2 FHC
Bryan Edwards	'74	Jaguar	XKE S3 OTS
Wayne Tubbs	'72	Jaguar	XJ6 S1 Sedan
Dick Maury	'83	Jaguar	XJS Coupe/V12
Ron Kuligowski	'91	Jaguar	XJS Coupe
Von Patterson	'94	Jaguar	XJS
Craig Shankland	'96	Jaguar	XJS

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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
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#### 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,  
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## CLASSIFIEDS

### **1995 XJS 4.0L Roadster**

Deep red with tan interior, this XJS is in outstanding condition with full receipts and records. Always maintained by Palmetto Jaguar and Charleston Import Automotive: new steering rack and AC system. Select Edition car under warranty for 75,000 miles (currently has 114,000). Top and interior in very good condition. All manuals and tools are included. \$12,500. Contact Edward James at 843-442-4505.

### **1991 XJS V12 Roadster**

British racing green with barley interior. 147,350 miles. Full records from new. Recent engine replacement with low mileage (23,000 mile) shortblock, rebuilt heads, and improved seals and gaskets. Transmission replaced with unit from same donor car and fully serviced. New top in May 2006, new headliner installed. Euro downpipes and connectors. fresh Plugs and custom ignition wireset. Working A/C. All work professionally done in our shop. More pictures available on request. \$9,900.00 Contact Darryl Beech at (843) 552-6555 or email [contact\(at\)charlestonimportauto.com](mailto:contact(at)charlestonimportauto.com)

### **1958 MK XIII**

This beautiful British Saloon car was purchased from an auction house in Atlanta in 1999 and has resided with us in Georgetown, SC since that time. We have always kept it garaged and never driven it in the rain. Prior to Atlanta, the car apparently was owned in California where it was repainted and restored. We have no idea the level of restoration the car went through prior to our purchase, but given the near rust free condition of even its less visible components, it's fair to say that it was a solid car to begin with. Please call Jobie Dixon at (843) 545-8252 or email: [jobied@scoast.net](mailto:jobied@scoast.net) (04/25)

### **(1) Pirelli P600 tire, 23560VR15**

Used only once, for 8 miles. \$25 plus UPS Ground. Contact Rolf Zenker at (843)689-5040, or email [lepas@hargray.com](mailto:lepas@hargray.com) (08/07)

### ***Parts, Parts Parts....***

#### **Mk II's**

Parts cars. Call George Camp (803) 798-6770 or email to [scjag@juno.com](mailto:scjag@juno.com). or see at GCR.

#### **XJ6 SIII**

Parts cars. Call George Camp (803) 798-6770 or email to [scjag@juno.com](mailto:scjag@juno.com). or see at GCR.

#### **XJ6 SIII**

Parts cars. Call Darryl Beech (843)552-6555 or email to [contact\(at\)charlestonimportauto.com](mailto:contact(at)charlestonimportauto.com). Or see at Charleston Import Automotive.

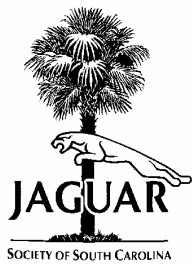
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## Calendar of Upcoming Regional Events

<b>Date &amp; Sanction</b>	<b>Club, Event &amp; Location</b>	<b>Contact or Event Chair</b>
September 16, 2006 sanctioned	Jaguar Club of Florida Concours d'Elegance Colonial TownPark , Lake Mary	<u>James W. Kuhlmann</u> tel.: 407-330-9945 fax :
September 17, 2006 sanctioned	Virginia Jaguar Club V.J.C. Concours Browns Island, Richmond ,	David Harrison 11724 Elmwood Lane Chester, VA 23831 tel.: 804-748-4601 fax :
October 8, 2006 sanctioned	North Georgia Jaguar Club Concours D'Elegance Gainesville , Georgia	Pat Harmon 6300 Chesla Drive Gainesville, GA 30506 tel.: 678-450-6728 fax :
October 20, 2006 October 22, 2006 non sanctioned	Carolina Jaguar Club euro Autofestival* BMW Zentrum Greer	Mike Fulton 113 Knollcreek Drive Simpson- ville, SC 29680 tel.: 864.963.3148 fax : 864.963.7171
November 4, 2006 sanctioned	South Florida Jaguar Club Annual Concours Old School Square , Delray Beach	<u>Bob Scibelli</u> tel.: fax :

\*euro Autofestival has become recognized as one of the largest gatherings of European cars on the East coast. It is not a concours. It is a three day event that is geared to the fun of the participants. Not only can you show your car for popular judging from your peers, you can drive a BMW supplied M Coupe in the Autocross. How nice to pay 20 bucks to abuse someone else's car, eh? Or test your skills at the BMW Performance Center. We are also excited to announce that our guest speaker for this year is Janet Guthrie. Janet was the first woman to participate in the Indianapolis 500 and the first woman to own and drive for a NASCAR team. But she got her start in SCCA with Jaguar XK120's and XK140's. euro is the event to attend in October.

Jaguar Society of South Carolina  
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