

STRAIGHT SIX

The Official Newsletter of the Jaguar Society of South Carolina
An Affiliate of Jaguar Clubs of North America

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From The Editor

No, there hasn't been a mutiny. I have assumed the duties of newsletter editor in a most legal and honorable fashion. I called an intervention just as Kerry was about to throw his computer out the window after encountering problem number 143 in the process of making the last issue. In all the fuss of calming him down, he somehow managed to talk me into taking the reins.

So here is the first issue printed under my watch. You may notice some changes right off; hopefully you like them. A few more are planned for the future. One thing I won't be changing is the open forum policy established under Kerry's hand. I will always welcome stories, suggestions, pictures, tall tales and the like from any and all folks who wish to contribute them.

So until next time enjoy this issue, pass it around to your neighbors and most of all get that Jag out of the garage and have some fun!

John Richardson

On The Cover: One of the many fine examples of Jaguar automobiles that were in attendance at this year's Lowcountry Classic.

The Straight Six

This newsletter is published as a service to the members of the Jaguar Society of South Carolina. All comments and opinions expressed herein are those of the respective authors and do not reflect those of the JCNA, Jaguar Cars of North America or other JSSC members.

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Submissions of stories, pictures and other items are always welcome from members and non-members alike. Once printed, submissions become the property of the JSSC.

Changes to address and submission items should be sent to the return address in the information section.

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

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Judging Seminar a Success!

By Darryl Beech

George Camp, a member of the JCNA concours rules committee and JSSC member, led a packed room of potential judges in an hour long instructional seminar on the recent changes and additions to the JCNA concours rules. Those members who have been following the changes have noticed a return to originality and authenticity as the key elements in the concours judging philosophy. The recent rules and class changes are reinforcing that philosophy while trying to even out the judging standards used across the country.



The group present was an even mix of new judges and the more experienced hands. Everyone learned something. The seminar also provided an opportunity for Mr. Camp to administer the new 2004 Concours Judging Test. This test reinforces the key elements of the JCNA judging philosophy while pointing out some of the more confusing aspects of point deductions. The test can be downloaded at www.jcna.com from the concours resource section and be taken at home. This year all judges will be required to take the new test to become certified. The participants got a chance to put

their new knowledge into practice in the 2004 JSSC Lowcountry Classic the following day.



Club Name Tags Available

If you would like a JSSC name tag, please contact Ron or Eileen Gander at 843.449.6294. 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 such things as car type, home town, pithy saying, etc. The cost per name tag is about \$7.00. Name tags are ordered on a quarterly basis.

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“Considering the weather, it wasn’t the best concours I’ve ever attended - but it was the best barbecue I’ve ever eaten!”

The above quote, heard from a veteran contestant, just about sums up our very recent concours. Torrential rains dumped about 3 inches of rain in about 3 hours in the early morning hours on the day of our concours. The park where we had planned to hold the concours was literally under water. But JSSC members rallied and slid into “Plan B”.

There were many heroes of the day. One unsung hero was Ted Welsh, who sat in his vehicle for two hours at the flooded park and directed contestants to the parking garage where we would be “high and dry”. Bob Lane had made phone calls in the early morning and was able to get a parking garage for us to use. Most people can’t find a parking place in downtown Charleston, never mind find a whole parking garage! And Bobby Dupree had to shift gears at the last moment and cook the pig at his house instead of on the field as planned. At 5:00AM the pig was on and under a waterproof tarp to ensure it would be done on time. And on time it was and resulted in the above quote.

Although we were out of the weather, the down side was the fluorescent lighting in the garage. That is, where there was lighting at all! Have you ever been to a concours where the judges had to use a flashlight to judge the engine compartments?? (And all the contestants were agreeable to something like that??) The very positive upside was in having to overcome so much adversity, the whole event seemed to become more casual than usual. Everyone laughed at the conditions and made the best of the situation.

And when we thought we had overcome all the problems of the day, Murphy’s law struck one more time. When the boxes of engraved crystal 1st place trophies were opened it was discovered we had been provided the wrong shaped trophies from our vendor! Once again, when we explained the mix-up to the crowd, everyone just had a good laugh.

I can honestly say I have never been to a more laid back concours. People seemed to have a good time, everyone ate well and enjoyed the meal, and then after presenting the trophies (that we had!) everyone liked the fact that we were done by about 4:00. The rest of the weekend was left to enjoy beautiful downtown Charleston. A few participants even partook in the Sunday morning rally. “Considering the weather...” it doesn’t get any better!!

Kerry Vickers
President
Jaguar Society of South Carolina

2004 JSSC Lowcountry Classic Concours d'Elegance Final Results

Concours Competition

<p>Class C2 Paul & Jan-Gee McCollam 99.99</p> <p>Class C5 Havner H. Parrish 99.99 Richard Gasper 99.72</p> <p>Class C6 Jeffrey L. Klein 99.16</p> <p>Class C9 Dick Geoghagan 99.95</p> <p>Class C13 Barry Graham 99.93</p> <p>Class C15 Ron Kuligowski 99.87 Rolf F. Zenker 99.26 Jim and Dora Ann Reaves 98.94</p> <p>Class C16 Michael F. Grosso 99.97</p> <p>Class C17 Richard Gasper 99.78</p>	<p>Class D1 Gerald & Naoma Ellison 9.984 Harry L. Cramer 9.853</p> <p>Class D2 Darryl & Julie Beech 8.98</p> <p>Class D4 Stephen R. Hoy 9.436</p> <p>Class D6 Dave Maupin 9.995 John Richardson 9.906 Ed & Geri Beech 9.84</p> <p>Class D7 Jim & Judy Baker 9.988</p> <p>Class D8 Craig Shankland 9.996 Cathryn Carstens 9.98 Von & Sally Patterson 9.944 Marc Melfi 9.889 Bruce Caldwell 9.796</p> <p>Class D9 Ernst Mistr 10</p> <p>Class S3 John T. Lucas 99.66</p>
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Rally Results

First Place: Bob and Jackie Lane

Second Place: Ed and Gerrie Beech

Third Place: John and Margot Anderson & Ernst and Bettie Mistr (tie)

Fourth Place: Reaves/McKauls

How dare you judge me? Oh wait, we asked you to...

It Beats Working

By **BRYCE DONOVAN** Of The Post & Courier Staff. Reprinted with permission of the Post & Courier.

As the joke goes, if you want to upset a Jaguar owner, ask him why he couldn't afford a Kia. Actually, I just made that up. But I'd bet it would do the trick.

Wisely, I didn't crack that gem out last weekend when I was asked to judge the Jaguar Society of South Carolina's car show.

When Julie Beech, secretary for the society, called and said she wanted me to be a judge, I was a little perplexed. You see, I don't know jack about cars. Sure, I know that the Honda Element belongs on the moon, the Subaru Brat is great for picking up chicks (literally. Because it's a car. And a truck. Rolled into one. Pure genius) and the Aztek is God's way of saying, "Consumers: Pontiac has no freakin' clue." But other than that, I'm totally lost.

"Don't worry, it'll be easy," Beech said, telling me there'd be a seminar the night before to teach me the ins and outs of judging.

I figured it would be something like, "If a Jaguar has Cadillac emblems or a different-colored door, take a point off. You know, if you feel like it." Instead, I walked into a room filled with a bunch of crotchety old guys arguing over which exhaust manifold porcelainized or nonporcelainized should go on a 1969 Series 2 E-Type. (Answer: It's a trick question. Early models had black-enameled exhaust manifolds. Ha!)



The original concept for the TV series "JAG" involved Bryce Donovan wearing this annoying hat 24-hours a day. (The understated sunglasses were his idea.)

Immediately I started freaking out. This wasn't going to be as easy as Beech had led me to believe.

After taking a 50-question, open-book test (which I failed), we turned to the rule book itself. At roughly 100 pages, it covered everything you could possibly ever not want to know about Jaguars and judging them.

Chapter 3 was classic; it dealt with judging rules, criteria and ethics. It explained the proper posture a judge should have, a specific warning/threat to NOT TOUCH THE CAR (judges have been killed in the past for not abiding by this one) and even a section on proper attire (clip-on ties are required).

Which makes this the perfect time for me to lay out a little disclaimer: If you want fashion advice, tips on how to pick up women or to know who won last year's Super Bowl, you might want to avoid going to a Jaguar show.

Since none of the stuff they explained to me made any sense, I decided I would go into the contest using my own criteria to rate the cars. Things like: Does it look cool? Could you pull a lot of leg in it? What would it look like if it had flames painted on the hood?

[See Bryce on page 7](#)

Bryce Continued...

The next morning I arrived at the main event: the 2004 Lowcountry Classic Jaguar Concours D'Elegance, which roughly translates to "Rich Man's Star Trek Convention."

Because it was raining so hard, the event had to be relocated from Brittlebank Park to MUSC's luxurious Harborview parking garage. Literally tens of people crammed into the garage to get a glimpse of the 28 Jags on display. Some of the ones that caught my eye were Paul McCollam's 1949 XK-120. A car that is made exclusively out of aluminum, it is one of only about 50 in existence. Perfect paint job. Perfect engine. No 17-inch spinners: Minus 10 points.

Next was Gerald Ellison's 1956 XK-140, a car worth about \$60,000. The Captain Kangaroo stunt double said he got into Jags to "pick up girls." Ironically, his wife, Naoma, said that was the one thing she didn't have to worry about at these contests. (Ba-zing, Naoma!) Exquisite leather. Flawless interior. Making his poor wife travel with him to these things: Minus 15 points. Then there was Havner Parish's 1965 XKE, which had been fully restored and is worth well over \$100,000.

Too bad he doesn't ever drive it. The odometer read 74 miles, which is simply from loading it on and off his trailer at these shows all over the United States. His wife, Isabel, wouldn't comment on whether she had ever busted him sitting behind the wheel in the garage making racing sounds.

Perfect car in every way, shape and form. No neon kit underneath: Minus 15 points.

But after carefully looking at 28 cars over the course of three hours, the car I had the greatest fascination for was my own. So I got in it and left.

Bryce Donovan actually drives a Kia. (Yeah right, in his dreams.) Contact him at bdonovan@postandcourier.com or 937-5938.

This article originally appeared in the Charleston Post & Courier on Thursday, May 6, 2004.

YOUR AD COULD BE HERE

See the Advertising Information on Page Two

For Your Bookshelf: Jaguar XJ-S



Author Brian Long is a respected UK automotive historian and author. He has owned a V12 XJ-S for several years and has close links with the Jaguar factory. He has also been fortunate enough to have driven almost every model of XJ-S ever built. Now he has written the definitive history of the Jaguar XJ-S. He explores the complete history of the XJ-S from conception to final production. Competition history is also covered as is chassis numbers and production figures.

This book was originally published in hard cover format in 2000 as Jaguar XJ-S: The Full Story of Jaguar's Grand Tourer. At \$65.00 new, it was quite pricey. Now, Veloce Publishing has republished the book in paperback format at a more affordable price of \$35.00. This volume weighs in at a hefty 192 pages with 200 illustrations and measures 9.8 by 8.14 inches. This is a sizable book that will please any fan of this most iconic of Jaguar models.

The Jaguar Society of South Carolina

Our Club is comprised of people who have an interest in Jaguar automobiles. The heritage of the car is preserved and enhanced by social gatherings, annual concours, tours, rallies, technical seminars and other group activities.

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Visit us on the web at www.jaguarsocietysc.com



Membership Application

The Jaguar Society of South Carolina is the local chapter of Jaguar Clubs of North America (JCNA). 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 publication of the JCNA (Jaguar Journal), and discounts on parts/services from various dealers, vendors and service providers. Membership dues are \$40.00 per year.

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Beautiful car supplied in 1997 by RM Classics, who finished previous owner's "frame off" restoration that included rebuilding engine, carbs, starter & alternator, new brakes, electronic ignition new tan Connolly leather interior from UK, mohair top, new dash pad, four new chrome wheels & knock off hubs, etc., etc. Three SU carbs on



smooth valve cover 4.2 liter gold head engine - much improved performance over original 2 Strombergs. Car is in excellent condition - everything works including clock which keeps excellent time. Car has been driven approximately 7,000 miles since restoration and, if speedometer has always worked, has a total of 63,000 miles. Excellent car to drive & does not overheat. Since my purchase it has been maintained by Charleston Import Automotive. Proprietor Darryl Beech (843) 552-6555 or by email to contact@charlestonimportauto.com has complete service records and will be glad to provide his disinterested assessment of the vehicle to potential purchasers. Price \$37,000 or near offer. Contact Dave Elliott 843/768-9965 or email davidmep@bellsouth.net (05/04)

1991 XJS V12 Roadster

British racing green with barley interior. 144,350 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. Top in good condition, new headliner installed. Euro downpipes and connectors. All work professionally done in our shop. More pictures available on request. Bought an E-Type, this one needs a new home \$9,900.00 Contact Darryl Beech at (843) 552-6555 or e-mail contact@charlestonimportauto.com



1982 XJ6

Red exterior, Biscuit interior. If you were at the 2001 Euro in Greenville, I'm Patrick Wilson the general manager of the Embassy Suites Hotel where most of the attendees stayed, you might remember seeing this car. What makes this car a bit rare is that I am the original owner and this car has been pampered for 22 years. For example, no one has ever smoked in this car, not once. It is in excellent condition and I have all the maintenance records from day one. I had it repainted and new leather done in 1999. The original carpet is still like new. The body is almost perfect with no door dings. The car has just over 100K miles and the engine is sound. It's really a beautiful car, and I know it is going to kill me to sell it. If you're looking for a premium Series III XJ6, this is it! Price is \$9,900.00. Please call (864) 281-0630 and leave a message or e-mail dpwgm@yahoo.com. Pictures available on request. (05/01)



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1970 E-type Series II OTS

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1961 Jaguar Mark IX

Dove Grey/Mist Grey w/ black interior. 52,020 original miles. Paperwork from original purchase (8729 DV) with service/repair receipts. Ca. car, no rust. 793761BW and all original numbers. Trans replaced with Turbo700R4 for modern highway driving. Original trans goes with car. Radio upgrade w/original to go with car. New rear a/c installed. Restoration almost completed with windshield chrome to be installed. Excellent driver and proven show winner 4/03 in JCNA sanctioned Concours, Columbia, SC. \$29,975. Bob Cathey, Chapin, SC (803) 734-2853. E-mail jagman@sc.rr.com. (1/2004)



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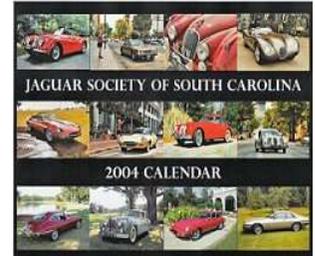
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We offer club members excellent quality merchandise at unbelievable prices. All merchandise comes with multi-colored JSSC logo. JSSC merchandise can be purchased in person from Charleston Import Auto, via telephone by calling 843.552.6555 or via the JSSC website at www.jaguarsocietysc.com. All major credit cards via PayPal, personal checks and money orders are accepted.

Jaguar Society of South Carolina's 1st Annual Calendar is now available for purchase. This Limited Edition Calendar (only 100 being printed) features images from the 2003 Jaguar Society of South Carolina's events and member's cars. The calendar pages measure a full 8 1/2 X 11 inches and are spiral bound. Printed on high quality paper, these pictures are sure to find a spot on your wall or in your scrapbook. Proceeds from the sales of the calendars will be used to fund replacement of items in the Club trailer stolen last year. Don't let the year pass you by. ~~Only \$17.95.~~ **NOW JUST \$10 EACH!!!**



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What You Missed at the JSSC Lowcountry Classic

Photos By Bob Wilds

Even with the poor weather, everyone who attended got to see some stunning Jaguars, eat some great barbecue and meet some really good folks. If you didn't make it out then you truly missed out.



2004 Lowcountry Classic Rally Results

By Darryl Beech

While the weather was bad for the concours, it was better for the rally and allowed the competitors top down driving conditions. The course ran the participants through some of the more obscure outlying areas of Charleston County. Rally Master Dick Deibel provided a set of instructions that challenged even the most seasoned participants. Although there were two sets of instructions, Official JCNA and Novice, all of the members chose the more challenging Official set for their rally.



The overall winner of the event was Bob and Jackie Lane (Charleston), a seasoned Great Race participant. Second place was Ed and Geri Beech (Beaufort) in their 1987 XJ6. Third place was shared by John and Margot Anderson (Kiawah Island) and Ernst and Betty Mistr (Inman). The Anderson's score is not included in the official JCNA results because they ran the event in their BMW (XKE is under restoration). Fourth place was held by the team of Reaves and McKauls, both from Charleston.

We look forward to our fall rally and hope to enjoy it as much as we have this one. All the participants left smiling.





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Events for June and July, 2004



June 3rd, 2004

Jaguar Society of South Carolina Local Gathering at Gennaro's Italian Ristorante, 8500 Dorchester road (just north of the Ashley-Phosphate intersection) at 7:00pm. Join us as we enjoy some of Charlestons finest Italian Cuisine and also the best live Jazz in the Southeast.

June 13, 2004

Carolina Jaguar Club. JCNA sanctioned concours at British Car Day South, Salisbury NC. Contact Mike Fulton at 864.963.3148 or 864.963.7171 or by email to Mfulton412@aol.com for more information.



July 1st, 2004

Jaguar Society of South Carolina Local Gathering. See the web site for the time and location in your area, or contact your nearest club representative.