

THE SCRATCHING POST

Official whatchacallit of the Philadelphia Division, J. C. N. A., a non-profit organization dedicated to not making a profit, supporting the mental health of Jaguar Owners and doing its best to frown on the practice of sending Christmas cookies to the Viet Cong.

GALA NOVEMBER ISSUE

(Replaces and supercedes Gala October Issue)
(There was too an October issue.)

IN THE NEWS THIS MONTH:

- Club changes its name!
- Jaguar introduces two "NEW" cars.
- Mailing House glues last month's meeting notice to inside of envelope!
- Very little else!
- "First Annual" Trials at Atco Dragway

READ THIS AND SAVE IT--IT'S IMPORTANT.

New Service for Members

In order to better answer your questions and fill your requests, we're instituting a new procedure.

Up until now, club officers have fielded phone calls from members about everything from, "Why haven't I recieved my badge" to "Why won't my car start?"

Fine. That's what we're here for...to serve the club's members in any way we can.

But unless your question is a truly urgent one, we wish you'd write instead of call. There's something about being jangled awake in the middle of the night to discuss a jingling timing chain that just isn't...well, you get the idea.

So when you have a question, gripe or comment, why not commit it to paper and mail it in.

Below is a list of Club Officials and their departments.

Address your note to the particular club official, Box 1994, Philadelphia, Pa. 19105

Interesting letters and techical questions and answers will be published in The Scratching Post.

IF YOUR QUESTION OR COMMENT
CONCERNS:

ADDRESS IT TO

Club Mailings, badges, member-
ship cards

Frank Bishop

General club activities

Ed Gutgesell

Rallies, Limerock, other
speed events

Bob Roggio

Concours

Guenter Umlauf

Tours, Social Events

Tony Krasas

Payment of dues, fees and
other money matters

Pete Grillo

Information on membership,
suggesting new members

Harry Ussery

All technical questions

Frank Polsenburg

Club publications, publicity
services to members, history,
general JCNA matters

Frank Weikel

Ads for newsletter, nasty
letters, articles of interest,
lawsuit threats

Dick O'Kane

If there's any subject not covered here, just address your
letter to Dick O'Kane.

And if you must...really MUST call, please, Father Christmas,
don't call after 9:00 P.M.?

" A CLUB BY ANY OTHER NAME . . ."

When we organized our club in September 1965 we arbitrarily
decided to call it the "Philadelphia Division of the Jaguar
Clubs of North America, Inc." We have operated under this
name for our first year, during which time the club has
evolved from a nebulous idea to an active organization with,
at this writing, 65 active members.

The advent of our first anniversary and our rapid growth
over the past year have given us cause to reflect on just
who we are and where we're going. One of the results of
this reflection has been a decision, made by the Executive
Committee and approved by the general membership at our
November 18 meeting, to change the name of our organiza-
tion.

This decision was prompted by several considerations. The name "Philadelphia Division of the Jaguar Clubs of North America" is both misleading and awkward. While Philadelphia can be considered the hub of our operations, we are by no means a "Philadelphia only" club. Our current membership list shows that we have 21 members residing in the city of Philadelphia and 44 members in the surrounding suburban area. Thus "Philadelphia Division" is a restrictive misnomer.

The term "Delaware Valley" commonly accepted as meaning the area comprised of southeastern Pennsylvania, southern New Jersey, and Delaware, fits us much more appropriately, and we have agreed to abandon "Philadelphia" for this more inclusive phrase. Further, we recognize the need for a more succinct name which identifies us as a local entity. For these reasons, we have changed the name of our organization to:

THE DELAWARE VALLEY JAGUAR CLUB

This change will in no way affect our affiliation with the Jaguar Clubs of North America, Inc. We will continue to operate as a Division of JCNA, and will continue to use the JCNA car badge. The organization remains the same; only the name is changed.

We feel this change will benefit us in several ways, not the least of which is the greater attraction the name will have to prospective members. We are planning an aggressive publicity campaign which will convey our new name and new "image" to every Jaguar owner in the area - a campaign that we're sure will further stimulate the dynamic growth of our organization.

JAGUAR DRIVERS' CLUB LTD.

Many of you have expressed an interest in the Jaguar Drivers' Club Ltd. of England, which I am privileged to serve as its American Representative. As I explained in one of my columns in the "Scratching Post" last year, the JDC is a large and enthusiastic club headquartered in London, with branches throughout Great Britain and in certain other countries. To avoid conflict with JCNA, the JDC is not permitted to organize branches in the U.S. or Canada; nevertheless, North American Jaguar owners may join the club as members-at-large if they wish. Some 100 enthusiasts in the U.S. and Canada - most of whom are members of a local, JCNA-affiliated club, have joined the JDC on this basis. Membership dues are quite nominal - about \$6.00 per year, plus a \$4.00 one-time charge for the club's very handsome car badge. In exchange for the membership fee, members receive the club's monthly publication, "The Jaguar Driver," which contains interesting

features on Jaguar cars, touring in Europe, and many other subjects. It also gives a fascinating look at what it's like to be a Jaguar enthusiast in England.

Those American JDC members who are fortunate enough to travel to England will also find a warm reception at the club's headquarters - or any of the branches - a welcome extra benefit. The club makes available to its members a unique and handsome array of club "accessories" - jewelry, ties, key fobs, etc. - all British-made, quality goods at moderate prices.

I have a limited supply of JDC application forms and sample copies of the "Jaguar Driver." If you'd like to add an international flair to your Jaguar club membership, see me at the next meeting, or drop me a note expressing your interest.

- Frank Weikel

MEET OUR NEW MEMBERS

A recent flurry of new membership applications has raised our total membership to 65 and has gladdened our hearts. Most important, these new members are participating actively in our events, which is the way we like to see people come into the club.

Here's the lineup of new "recruits" -

Alexander Giacobetti, 1009 S. 7th Street, Philadelphia: Alex attended a few of our earliest meetings, and showed his 1960 XK-150 roadster at our '66 concours. He's testimony to the value of keeping our "prospects" on the mailing list!

Stan Gordon, 132 Cornell Road, Bala Cynwyd, Pa.: Stan first learned of our club by answering Frank Weikel's ad offering his XK-150 for sale. Frank didn't make the sale - Stan found a '64 E-type roadster more to his taste - but the club gained a member!

Norman Grimm, 313 Windsor Ave., Haddonfield, N.J.: Norm heard of us via our friends at Ed Roth, where he has his beautiful yellow E-type roadster serviced. He did more than just join us - he simultaneously arranged for our big event at Atco, via his association there. Thanks, Norm!

Jack MacDonald, 1040 Wychwood Road, Westfield, N.J.: Jack works at Western Electric at Princeton with Larry Schear and was recruited by our energetic "Rallyemaster." He drives a '65 E coupe.

Robert L. Metcalf, 25 Ash Ave., Woodbury, N.J.: Bob also heard about the club through Ed Roth. His application tells us he's a Marine stationed in Philadelphia, and he drives a '64 MK II 3.8 sedan.

Dr. E.W. Pettit, 361 Cooper River Drive, Collingswood N.J.: Dr. Pettit was also a "prospect" for some time, havin' attended some of our early meetings. He drives a handsome 3.8S sedan.

Frank Polsenberg, 969 Sanger St., Philadelphia: Frank heard about us on the radio (Pete Grillo had arranged for our October meetin' notice to be aired on one of the local stations). He came to that meeting and immediately volunteered to head our Technical Committee! That's the kind of enthusiasm we like to see. Frank has a MK IX that's just too beautiful to be true.

Neil Robbins, Box 187, Jackson Road, Ivyland, Pa.: Neil came to our October meeting and joined on the spot. (We must be doing something right!) His white Mk II will be a worthy concours contender next year, it it's as good as it looked by the lights of the Mallard Inn Motel.

Sheldon Roseman, 2822 Michael Road, Philadelphia: Shelly is a well-known commercial photographer with offices at 723 Chestnut St. Recruited by Dick O'Kane, Shelly has a '49 Mk V drophead which he's restoring. We're looking forward to seeing it in next year's concours.

E. A. Walther, 210 Williamsburg Rd., Ardmore, Pa.: Now, here's an example of how to recruit new members! Pete Grillo spotted Mr. Walther's new 2-plus-2 E-type while driving around the Main Line one day, flagged him down, gave him a card and a pitch, and collected his \$15.00 dues right on the spot! (This is the first 2-plus-2 E in the club, by the way.)

. . . To all these new members we extend our warmest welcome. And to the successful recruiters, congratulations!

"MOVIES ARE BETTER THAN EVER. . ."

At several of our evening meetings we have shown films dealing with various automotive subjects. These films have always been enthusiastically received and are a highlight of the program.

For the coming year we have adopted a new policy of showing a film at every meeting, a project we're sure will meet with your approval. We're lining up some fascinating films, including the documentaries of the 1954, '56 and '57 Le Mans races where the Jaguar D-types reigned supreme; the outstanding "History of Racing" series produced by Shell Oil; and films on safe driving techniques, technical subjects, and travel, to name just a few.

Good films are hard to find, and we're always looking for new titles to add to our list. If you hear about an automotive film of merit, pass the word on to our Film Program Chairman, Frank Weikel.

. . . One more reason why you should attend every meeting!

TWO NEW CARS FROM JAGUAR. WELL, ONE ANYWAY

Jaguar has just introduced two new sedans--the "420" and the "420 G".

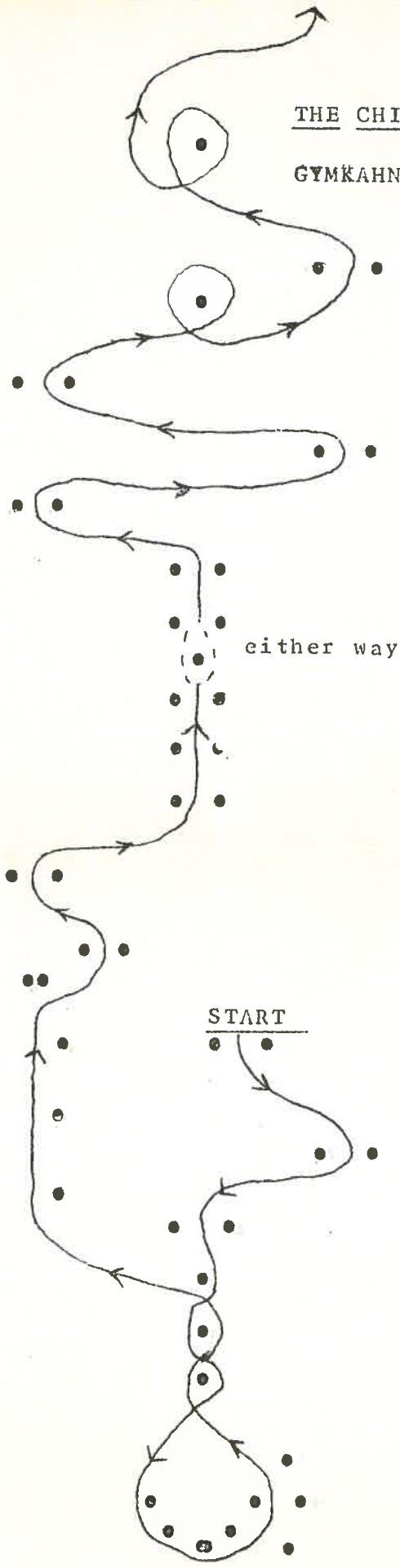
The practiced eye can see at a glance how these two were arrived at; the 420 appears to be 3.8S with a Mark 10 front end, while the 420 G is patently a chrome-trimmed Mark 10. The 420 differs a bit mechanically from the 3.8S, having such improvements as a two-carb, 4.2 engine (245 bhp, 282 ft/lb torque), that delightful variable-ratio steering and a four-speed all-synchro gearbox. The dual-range automatic is also available.

The 420 G, as we said, is a Mark 10 with some styling changes, a la Detroit; center bar in the grille and a chrome strip down the side. Mechanically, it's the same car as last year's. The "G", we assume, stands for "Glitz."

Both cars incorporate interior changes, notable the replacement of a lot of the interior lumber with "heavily padded surrounds" atop the dash and on the door cappings. Well, we suppose it is safer to give Mum something softer than walnut on which to bang her head in a shunt, but frankly, we're sorry to see the wood go. This negates one of our favorite comparisons--that written by an English journalist, who said the interior of the Mark 10 has "the cozily affluent air of an Edwardian library." Glad we get one of the older, unsafer, unglitzier examples. When we want a chrome strip, we'll add it, thank you.

THE CHINESE FIRE DRILL

GYMKAHNA - Nov. 19, 1966



Atco Dragway has been elevated over its brother drag strips across the nation! It now has deposits of the expensive British and French rubber signifying that a really Big Cat has been around. None of this Cougar or Tiger bit...Atco has been host to Jaguar!!

On Saturday, November 19, 1966, a total of ten competitive marque cars showed up at the silent dragstrip in the middle of nowhere (Norm Grimm assures us that the people didn't really leave after the strip was built; they were never there.). Cars were identified for all events with a white shoe polish number on the side windcreens. I admit I approached some of the cars with apprehension...natural reluctance to do damage to this class of cars coupled with the raw fear of being shot or run down by their owners when they saw how I was disfiguring their "baby." After the usual delays, including repairing a broken water valve for Bob Roggio (I can only assume that the car got scared when it saw what it was in for, Bob!), the first event, the gymkahna, was started. The course is shown elsewhere in the newsletter.

Our gymkahna was a test of driver skill, requiring knowledge of car width, turning radius, and skid control. A brief sprint finished the course, which was run mostly in first gear. Dick O'Kane ran his red XK-E through the course first, turning a very good time, but he missed two gates! After Carl Kohn in his fierce-looking, mag-wheeled XK-E ran and missed several gates and caught a few pylons I began to wonder about the pre-competition briefing. But successive drivers saw the leaders' mistakes and corrected themselves. Everybody eventually got two tries.

After the first round, Director O'Kane informed me that he had to leave soon and could he please get his drags in now? Sure! Let's just remove two pylons to give you a clear strip. What's that? You want to take your second gymkahana run now? O.K. Put 'em back, Pete. Pete? PETE!!! (next time we have a bullhorn, yes?). A gymkahna run later, we all saw this red streak zoom down the quarter-mile and I couldn't help thinking of the old Mighty Mouse cartoons.

Two classes were run - XK-E and Sedan. In the gymkahna, First Place in the XK-E class went to Bob Roggio, Second to Charles Shayman, and Third to Dick O'Kane. In the Sedan class it was Frank Weikel First and Bob Metcalf Second (where were all the other sedans?).

The Quarter-Mile, Standing-Start Acceleration Trials were conducted with two cars going "off the line" at once, running in "heats" against each other for flavor, but actually, each car's time was recorded from the time that particular car started, regardless of the starting time of the other car. Bob Roggio won this one, too, with a fine time of

14.88 seconds. Second place went to Bob Puglisi and Dick O'Kane was Third Rate...umm...Third Place (sorry about that, Chief!) Sedans finished as in the gymkahna. Best overall showing of the day was Bob Roggio, as his gymkahna and acceleration trial indexes of performance were higher than Frank Weikel's. The index of performance is the per cent of improvement of the best time over the average time for the class. Since we were at a drag strip, though, it was decided that Bob and Frank should drag for the championship, with Bob being appropriately handicapped. The sedan actually beat the XK-E. Bob said that he was too busy watching Frank speed (in a sedan?) down the strip and worrying how could he ever catch up that he missed his own starting signal! Frank, in the fine show of good sportsmanship that Jaguar drivers are noted for the world over, grandly suggested that the eliminations should be best out of three. The next two times he was thoroughly trounced by the XK-E.

Earlier in the day, a yet-to-be-enrolled (shanghaied?) member showed up with his pride and joy on a trailer! Yes, I know that some people take good care of their cars but...until it was noticed that a registration sticker was missing...seems New Jersey has this thing against plastic windscreens...anyhow, Thomas A. Foreman finally showed up at one of our events with his D-type Jaguar!! He even started it, and almost ran out of gas warming it up. Quite noisy (no mufflers, y'know). He ran the acceleration trials a number of times, swivelling down the strip as the tail is too light to get a good bite on the track, but he set some good times. The car just isn't designed for dragging; the live rear end can't get as good a grip as can the independent design of the XK-Es. At the end of the quarter-mile, you could hear Tom shift up to fourth before he began slowing down; then he would turn around and come screaming down the strip like a banshee (the car, not T... well, maybe Tom, too!). It seems that nobody told him about the return road. After all the eliminations were over, Bob Roggio got his biggest thrill of the day... his blue '65 XK-E would be allowed to run against Tom's red '57 3.4 D-type!!! They ran two heats, and when Bob got out of his car he was grinning like a Cheshire cat!!! Of course he didn't win, but he got off the line faster before being passed like he was standing still! Still, he had his chance to try! Yours truly, though, actually got to drive this machine (ten feet, backwards, to get it in a better position for a picture!).

Thanks go to Norman and Sylvia Grimm for the use of the Atco Dragway and associated facilities, to the Empire Division - J.C.N.A. for the use of their pylons, to Paul Dowie, Ed Smith, and Bob Roggio for helping me set up the gymkahna course, to Pete Grillo for helping to replace pylons with his MoPar Special, and to all the girls in the timing tower (and to one in particular) for keeping us informed of times as they were being recorded.

Some final comments... E. Walther showed up in a red XK-E 2+2 and we were unable to give him any real competition. He was too fast for a sedan and too bulky for an XK-E. Now that we have a basis for handicapping, though, he, and other 2+2s can run for a trophy. Kevin Murray brought his XK-150S and ran it...the only XK-number car of the day...sure wish I'd let Diane or Rolf bring my XK-140 to give him competition... Pete Grillo sold his XK-150...are we tending toward the New York club with all XK-Es?...Get those old Jags out to Tom Foreman or to Ed Roth and bring 'em out!!!

Next time we will probably have a LeMans start for fun and a prize for the oldest running Jaguar (Carroll?) or Standard Swallow. For gosh sakes, let's each of us who was there last Saturday convince at least one other member to join us up at Lime Rock Park next spring...we've had two-thirds of their competition events...Let's GO!!!!

We've got a trophy waiting for us!!!!

Larry Schear

RESULTS

GYMKAHNA (3 secs. penalty per pylon)

<u>XK-E'S</u>			<u>TIME</u>	<u>PENALTY</u>	<u>TOTAL</u>
Bob Roggio	1965	4.2	67.638	0 secs.	67.638
Chas. Shayman	1966	4.2	71.713	3 secs.	74.713
Dick O'Kane	1964	3.8	73.138	3 secs.	76.138
Bob Puglisi	1963	3.8	79.110	3 secs.	79.110
Carl Kohn	1962	3.8	68.304	18 secs.	84.304

SEDAN'S

Frank Weikel	1962	3.4MKII	79.247	0 secs.	79.247
R.L. Metcalf	?	3.8MKII	87.787	0 secs.	87.787

MISCELLANEOUS

E. A. Walther	1966	2+2	76.766	0 secs.	76.766
Kevin Murray	1959	XK150S	76.447	3 secs.	79.447

ACCELERATION RUN

<u>XK-E'S</u>			<u>TIME</u>	<u>TOP SPEED</u>
Bob Roggio	1965	4.2	14.88	95.23
Bob Puglisi	1963	3.8	14.90	95.54
Dick O'Kane	1964	3.8	15.33	89.82
Chas. Shayman	1966	4.2	15.64	88.49
Carl Kohn	1962	3.8	16.32	91.27

SEDANS

Frank Weikel	1962	3.4MKII	18.13	79.50
R.L. Metcalf	?	3.8MKII	19.30	70.58

MISCELLANEOUS

E.A. Walther	1966	2+2	16.01	89.37
Kevin Murray	1959	XK150S	did not run	

WANTED

This year, we're going to try to hold a number of backyard tuning and tinkering clinics both for the old hands and the uninitiated who'd like to learn the fine art of screwing up their own cars. We'd have one this weekend but for one problem; no back yard. If there's anyone in the club who has a warm garage (back yard is just an expression, especially in winter) with room for several cars, we'd certainly like to hear about it. These, by the way, would be Saturday affairs and all concerned would be glad to help clean up afterwards. May we hear from you?

DIDN'T GET A MEETING NOTICE LAST MONTH?

We have a sneaking suspicion that our mailing house was responsible for the meager attendance at the October meeting. What they did was mail out the newsletter and the notice together - but somehow they managed to glue the notice to the inside of the envelope. So a lot of members opened it, shook out the newsletter and threw the envelope away. And with it, the notice. Sorry about that... Henceforth, when you get a mailing from the club, double-check the envelope to make sure there's nothing else in there.

120 OWNERS AND ENTHUSIASTS. GET YOUR MONEY READY!

Coming in the December (or possibly January) issue of Road & Track is a delightful article concerning the joys and miseries of one of Jaguar's finest--the marvelous old XK-120 roadster. Buy a copy and read it. We think you'll enjoy it. And we don't think we have to tell you who the author is...

MUSCLECARS GOT YOU DOWN? THERE'S AN ANSWER...

Next time you get whumped by a 7½ liter, four-speed brakeless wonder from Detroit, consider this; You Can Go Quicker! And you don't have to wait for the mythical Jaguar V-12. All it takes is about \$1400 and some extra metal under the bonnet. Here's how to proceed:

1. Send a check for \$1400 to a man named Latham. He will send you a complete kit for installing his supercharger, which is tailored expressly for the XKE.
2. Install this kit.
3. Motor down the street in search of prey--and don't be afraid to take on anything; your E-Type now produces more than 400 bhp, boasts 8 pound manifold pressure and will go like stink. With fine tuning a slip start, you can go from the stoplight to 60 mph in about 4.5 seconds!

Sound interesting? If you're serious about it, see the Editor. We have a complete report on the installation, which we'll bring to the next meeting.

ARE YOU LISTENING, SIR WILLIAM?

We like your chain-driven overhead cams--like them just fine. Only there's one little problem; the automatic tensioner on the bottom chain is...well, it isn't exactly foolproof. Of the ten Jaguars we've had, we've had nine rattling chains (the Mark 10 isn't doing it--yet).

Wouldn't it be a good idea;

- (1) to improve this mechanism, or lacking that,
- (2) relocate the hateful thing so that the hapless owner wouldn't have to tear the whole damn engine apart to get at the source of the maddening clatter. Perhaps you could set the tensioner up to be easily removable as a unit without any other dismantling.

Sure, it would push up the cost of the car a few dollars, but it would be well worth it to both of us; after all, labor is expensive here...and a car that clatters as it goes by isn't exactly a good advertisement for you!

PARTS 'N' LABOR

Ye Editor did it again--made the classic mistake everybody jokes about. We'll pass it along, just in the hopes that it won't happen to you.

In an all-Saturday grime session, we completely redid the Mark 10's ignition system. New high-tension leads. New connectors at the plugs. New rubber caps at the distributor. New points. New plugs. Ah, we said, getting the timing j-u-s-t right, snapping the cap in place and standing back to survey the work. Lessee how she runs now.

Well, she didn't run so well. In fact, she didn't run at all. Hmm...

Spark across the points, alright...

High tension leads in the right places? Check the book again... yup. Everything's Okay. Then why the hell won't it start? Poke and pry some more.

No spark. No start. Dammit...

Fuss and fume for half an hour.

WHY THE HELL WON'T IT START?

Sit down on the curb and have a butt.

Where's my lighter...right-hand pocket. Hey what's this in my pocket? Feels alot like a distributor rotor...

SQUUNCH...SQUUNCH...

Ever hear that noise from the wheels of your wire wheel car? Chances are it's a loose spoke. Always seems to be the long spokes. Go around the wheel with a small wrench, tapping each spoke in turn. They should all go 'ding', but you'll find one or two that'll go 'clack.' Tighten these until they ding like the rest and the squunching noise'll go away.

ON THE AVOIDANCE OF GARP IN THE CYLINDERS

After a few thousand miles, the spark plug wells in your cylinder head become real treasure troves of unwanted stuff--sand, gravel, grit, dirt, bits of vegetation and deceased bugs. So when you go to remove a plug for cleaning, replacing or whatever, a goodly bit of this crap is liable to fall down into the cylinder. This is not to your advantage. Sand and bugs have rather poor lubricative powers on highly polished metal parts. Try this--before removing the plugs, squirt about a cup of Sears degreaser into the wells, then scrub it in around the plugs with a small, stiff paint brush. Let it sit for about 5 minutes, then hose it out with a high-pressure stream from your fargen hose. Start the engine and let it run until all the water dries up (you can help it with toilet paper) and then remove the plugs very carefully, making sure there's no stuff left that can fall down in there. Sure it's complicated. But so's a ring job...

FOR SALE, WITH REGRET - Our lovely 1960 XK-150 convertible, black with red interior - far above average condition, with the prettiest engine in six counties. (A trophy winner: last year at the Washington concours, placed fourth in class at the 1966 Phila., concours.) Excellent paint, interior. Lucas sport coil, Stellings & Hellings chrome air cleaners, chromed oil filter and bonnet support. Good rubber all around. OK, so it has an automatic transmission . . . don't knock it 'til you've tried it... a great "sporty" car for city driving. Growing family demands bigger car than this or our MK II, and one of 'em has got to go. My Pride and Joy can be yours for a mere \$1350. Call Frank Weikel, (609) 235-4744 (home) or (215) WA 5-9870, ext. 8243 (office).

'64 E-TYPE COUPE

Remember the Editor's immaculate silver-blue coupe? It's current loving owner has decided to go for a '67, so it's up for grabs again. This is a genuine '64 (first titled in May of that year), has dark blue leather, Abarths, nose and tail guards, radio, two new tires, new battery, new generator, new fan and other sundry improvements too numerous to list. Here's your chance to pick up one of the nicest '64's in the state. For appointment to see it and drive it, call or write Odone A. Rosini, 1538 W. Lynn St., Shamokin, Pa. (717) 6 48-1683. (Better hurry--Cindy wants it back!)

'66 - 42 XKE Coupe

Excellent mechanical condition. Some body damage. \$4200 firm as is, \$4500 fixed. Charles Shayman, 2714 South St. Phila., PE-5-0141.