

THE SCRATCHING POST

(Gala Christmas/New Year issue, which is far too long)

This is the official publication of the Philadelphia Area Division of the Jaguar Clubs of North America, and therefore, can not be trusted to keep an open mind.

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PARTS AT A DISCOUNT!

Next time you need bits, pieces or goodies for your Jaguar, go the Foreign Car Parts of New Jersey, Inc., 6000 Crescent Blvd., Pennsauken, N.J. (Rt. 130, a mile north of the Camden Airport Circle) Thanks to new JCNA member, John McClintock, you'll receive a tidy 10% discount when you show your JCNA membership card. For more on this shop and John, see "Parts & Services, Old & New" this issue.

AND YET ANOTHER RUMOR SQUELCHED

Frank Weikel notwithstanding, we have learned from reliable sources that Jaguar Cars, Ltd. has not acquired the Buick Division of General Motors.

...AND THAT, BY GEORGE, IS HOW TO DO THINGS!

The meeting on Friday, the 19th marked our first formal planned event - the Technical Session featuring Tony Thompson and Al Garz. And right here, we'll go on record as saying that we've never in all our days even imagined that a discussion on how to fix a car could be that entertaining and informative. To paraphrase a recent ad campaign, "What Mr. Thompson didn't know about Jaguars, Mr. Garz did." And the way the answers to the questions were presented! Even the "wife section" of the Editorial Dept. was charmed by the effervescent enthusiasm of Mr. Thompson and the dead-accurate knowledge of Mr. Garz. Summing up, Jaguar Cars is indeed fortunate in having Tony Thompson on its staff, the Phila. JCNA is fortunate in having a Technical Committee Chairman who can put together a program like this, and if ever either of the Editorial E's gets an exotic malady, that can't be fixed in the back yard, it's going straight to Al Garz!

FROM THE DIRECTOR'S CHAIR...

Perhaps I should title this column, "From the Catalyst's Chair"... because that's

pretty much the way I feel. Webster defines "catalyst" as "any substance serving as the agent in the process of catalysis" which is further defined as "the causing or speeding up of a chemical reaction by the addition of some substance..."

The sudden and dramatic creation of a Phila. area Jaguar Club in the past few months has been something of a chemical reaction, you might say. All the elements were already there: enthusiasm, talent, experience, etc. All that was needed was the introduction of a catalyst, and BOOM!... There's your Jaguar Club.

I'm happy that I was able to fill the role of catalyst in this little chemical experiment, and I'm more than delighted with the results. I'm also deeply indebted to our friends at Jaguar Cars, Inc., JCNA's Eastern Region, and the Empire Division, for their help in making the experiment possible. But most of all I'm indebted to YOU - the officers, committee chairmen and members - for making the experiment a success. I have not created a Jaguar Club - YOU have!

The chemical reaction has started. It's up to all of us to keep it going. We have lots of dedicated people already hard at work - but we need even more help. Volunteers to serve on activities committees, help with mailing, etc. You'll get out of this club exactly what you put into it, and you'll find the ~~more~~ more you get involved in the Club's activities, the more you'll enjoy it.

I promised our Fearless Editor I'd keep this column short - at least until he gets the production problems under control. So I'll wrap this one up with a final word - THANKS!

Frank Weikel, Director

You're welcome.
-Ed.

JUST WHAT'S GOING ON HERE???

This is the "Phila. Area Division of the Eastern Region of the Jaguar Clubs of North America, Inc." - that much you know, because it says as much on your membership card. But there are other questions, other answers that you have and don't have, and right here, simply for your amusement are some answers. Hopefully, reading this will give you a better understanding of: Who we are; what we are; why we are; the what, when, how and wherefore of the Club to which you belong. And please excuse the disjointed presentation.

This is a social/technical/competitive club of owners of Jaguar Cars. Our Director (and, actually, our founder) is a tallish chap named Frank Weikel. This club is largely a result of his years of effort to establish a Philly Jaguar Club. As of this writing, the Phila. JCNA has more than 40 members and new applications are rolling in all the time; by year's end we expect to have 50 or more card-carrying, paid-up souls on the books. The Jaguar Clubs of North America, Inc., of which we are a part, is a national corporation with chapters throughout the U.S. and Canada. It's led by a gentlemen named Walter Woron, who is also in charge of Advertising and Public Relations for Jaguar Cars, Inc., New York, a subsidiary of Jaguar Cars, Ltd., Coventry, England.

In a sense, this affiliates us with the people who make and market the motorcars we all drive. Which is kind of nice, when you consider that we get such fringe benefits as Tony Thompson now and then.

But, back to the Phila. Area Div.; who runs this club? Frank Weikel was appointed Director at the first meeting in Sept. 1965 by Al Garz, who is Director of the Eastern Region of JCNA. Frank, in turn, asked for volunteers at that meeting and a small group of over-worked, unpaid, dedicated devotees who wanted to see the thing go stepped forward and were assigned duties. The people and their duties: Frank Bishop, Secretary; Bob Roggio, Activities Chairman; Peter Grillo, Treasurer; Herb Kitchener, Membership Chairman; Dick O'Kane, Publications/Publicity Chairman. Serving under the Activities Chairmen are Paul Dowie, Harry Ussery, Virginia Smith and Grace Weikel.

How is the Club run? What's being done? At least once a month, the forementioned officers and chairmen meet to plan the activities, business and future of the club. There are at least four hours of committee work involved in the planning and running of each general club meeting. In addition, many hours are spent in lonely private work for each officer (for instance, we've figured that Frank Bishop has addressed, stuffed, stamped, licked and mailed about 300 envelopes since Sept., Frank Weikel has done more paperwork than was involved in launching the Spanish Armada, and yours truly has a file of JCNA paperwork that weighs roughly 12 pounds) This paperwork, of course will diminish as the club gains its own momentum and this will give us all time to plan, set up and run more and more genuine, actual activities for you; to date, most of the time has been spent simply making the club continue its existence.

And here, the most important fact of all: this club is not being run by any "syndicate" or "in-group" or anything else of the sort. If you have any interest in helping with the running of the club, for heaven's sake TELL SOMEBODY about it! We'd be more that delighted to have your help, your ideas, even your moral support, as there are many important posts which haven't been filled yet. And if it's any encouragement, the hard, thankless part is just about over and the fun part is just beginning! VOLUNTEERS PLEASE SEE FRANK WEIKEL.

What are we going to do? What does the future hold? At our last committee meeting, we drew up a list of things we can do, hope to do, might do and will do. And while some things aren't definite yet, here's what you could expect in the next six months:

JANUARY: Dinner meeting with speaker from local SCCA and film; informal "anybody-who's-interested" Saturday tour to a good restaurant; informal back-yard tinkering and tuning session (if we can find a place)

FEBRUARY: General Meeting with speaker and film; official tour and sampling of a nearby winery; Saturday run to a good restaurant.

MARCH: General Meeting with technical speaker to discuss competition tuning; informal back-yard tinkering/tuning session; and what, by that time (we hope) will be the regular monthly restaurant Sprint.

APRIL: (big month) General Meeting, speaker and film; Group trip to N.Y. Automobile show and joint meeting with Empire Div., JCNA; group trip to the Morgantown Amish Fair (absolutely marvelous food!); the 1st Annual JCNA Pre-Vernal Equinox Gunk Festival (in which everyone chips in for soap, wax, shampoo, saddle soap and degreaser and cleans the vestiges of winter from his car)

MAY: General Meeting, speaker and film; group trip to the Washington J.O.C. concours d'elegance; back-yard tuning session; JCNA Speed Weekend at Limerock, Conn.

JUNE: Joint Overnight meeting and party with Washington J.O.C.; POSSIBLE 2-week chartered plane trip to England and tour of factory; Phila. JCNA Concours d'Elegance, Reception and Dinner Party.

Sound ambitious? It is. That's why we need your help. Please bear in mind that some of the above just won't come off for one reason or another. But at least it shows you how the minds are working. We hope this has answered a few questions for you. If you have more, see Frank Weikel, who will be glad to tell all.

THE BADGE AND WHAT TO DO WITH IT

Hey, Harry Ussery and all of you with E-Types who can't figure out how to make the badge go on, see the Editors at the next meeting. Those of you with Mark II's, see Frank Bishop. Those of you with Buicks, see Frank Weikel.

PRODUCTS AND SERVICES, OLD AND NEW

Automotive tools - We've yet to find a better source of decent tools than Sears.

Their Craftsman line of hand tools are good quality, reasonably priced and just about unbreakable (even if you do manage to break a Craftsman tool, any Sears in the world will repair or replace it free - no questions asked)

Windex in the plunger-spray bottle - Really great stuff, we think, for cleaning anything glass. In fact we've developed a little procedure worth passing on; Carry a bottle of Windex somewhere within reach when you

are driving. Then when it starts to rain and you're faced with 15 minutes of The Great Smear on your windscreen (until the oil, road grime and dirt gets washed off) simply reach out the window and squirt a few blasts of Windex at the glass and let the wipers and rain distribute it. You'll be rewarded with an instantly clear windscreen and perfect visibility, even in the gooiest kind of downpour.

Foreign Car Parts of N.J., Inc. - The most refreshing thing about this parts and goodies emporium is the fact that member John McClintock and his boys invariably sell you the right part, saving you the trouble of getting ready to work on the car, then finding you've been sold a set of points for Something Else. Add to this the fact that John always seems to have what you want and the fact that paid-up, card-carrying JCNA members get a 10% discount, & you'll see that this shop is your best bet for almost anything you'll need. When you do stop in, say hello to John; he'll be glad to see you.

PARTS 'N' LABOR

"Nolite id cogere, cape malleum majoren"*
--Inscription on ancient Roman wall.

Front end shimmy on wire wheeled cars - For those of you who didn't hang around for more technical tips from Tony Thompson after the meeting formally ended last month, here's a valuable tidbit: when your plagued by a wobbly or shimmying front end, the first things to check are the flanges on the splined hubs. These should be clean and free from grease. Grease here can easily cause the front wheels to wobble or shimmy at high speed.

Hard starting in the cold - If you have a car with that fiendish electric choke and the car just can't seem to bring itself to percolate on very cold mornings, **here are** a few things you can do: First, make sure the choke is operating. Raise the bonnet and have some suitable Warm Body turn the key on and off a few times; if it's working, you'll hear a quite audible "click" from the little black domed thing between the carbs. If it fails to operate, try whacking it, as the things are prone to stick. If this fails to get it working, check all the

wiring to and from it for tightness (aha! see? loose wire) Next, a very old trick, but one worth repeating: leading from under the Little Black Domed thing (the choke) is a tube that plugs in to the under side of the intake manifold. Disconnect this tube at the manifold and out will come a valve with a spring on it. Put both the valve and spring in your pocket, reconnect the tube, push the starter button and poof - instant motoring.

More cold, hard starting - Starter act sluggish but battery in top shape? Okay, disconnect the following: Both leads on the battery; All connections on the starter solenoid; the cable on the end of the starter motor. Now clean all these connecting surfaces up bright and shiney, then put them back together - TIGHTLY. This has cured more lazy starter motors than we'd care to remember.

THE EMPORIUM

FOR SALE

3.4 SEDAN The white concours-winning '58 described in last month's newsletter is still available now reduced to just \$1,350 (firm) Anyone wanting an almost-sure winner for our spring concours d'elegance call Frank Weikel (609) 235-4744.

140 PARTS Wm. Gray Hetrick of Norristown Rd. in Maple Glen, Pa. is dismantling an XK-140 Roadster. We know from experience that many of the bits from the 140 Series work nicely in the 120 & Mk VIII as well sometimes improving the older car greatly. For information, call MI 6-5613

120 PARTS Dick O'Kane has a box full of stuff that wouldn't go back on his 120's of yore. Mostly nuts, bolts, and exotic assorted fastening devices. What do you need? MA 7-2709

120 PARTS 120 Roadster/Coupe has been dismantled for parts. Available: engine (in running condition), transmission (with bell housing), rear, front end (includes all brake parts), 4 wheels (disk), 2 coupe doors, all electrical accessories, steering wheel and column, gas tank, one left rear fender, most anything you can think of in the line of small parts. Ask Ed Smith, GR 6-9612 or Paul R. Dowie, MA 3-6592

XKE ROADSTER '64, red ex- and interior, 13,000 miles, Abarth exhaust system, chrome wire wheels, excellent/beautiful condition.

Contact Jane Penneys. MO 7-4955

NENETTE CAR POLISHER This dandy little imported English car-polishing brush removes road grime, dust, mud, etc., in a snap, saving you many car washes. Not available in this area yet, EXCEPT THRU PHILA. JCNA. We managed to get 20 of them for \$2.00 each, to which we're adding 50¢ which goes to the Club Treasury. Get 'em while they last... Member price \$2.50; non-members pay full retail price of \$3.95. See Harry Ussery at the next meeting. Or call him at (609) OL 4-2819

CLUB BADGES Anyone who has more than one Jag or would like to be seen coming and going can get an extra JCNA badge for \$3.50. See Frank Bishop at any meeting.

WANTED

GARAGE, EARN, STABLE, CHICKEN COOP, or any other enclosed, lockable place where I can store an E-Type Roadster for the rest of the winter. Location not really important, thought I'd like to have access to it so I could cannibalize it if necessary to keep the coupe going. What-have-you? where and how much? Dick O'Kane, MA 7-2709

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