

MARCH
~~FEBRUARY~~ 1966

T H E S C R A T C H I N G P O S T

This is the official publication of the PDJCNA, and, therefore, might tend to be over-emotional at times.

Editor's Note: Since no newsletter was published last month, you may think that there was no newsletter last month. You are wrong! THIS is last month's newsletter, which is being published this month instead. Because of this, there will be no newsletter this month. This month's newsletter, then, will be published next month.

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PHILADELPHIA AREA WITCH HUNT CALLED OFF

Those of you who came to the January meeting will remember (if you were paying attention) the Editor's daring expose of how certain Philadelphia car repair place put light oil in the back axle of the Editorial E-Type. This Editor now regrets this statement, as it has come to our attention that said light oil was not installed by a Philadelphia shop. The shop in question, if anything, was guilty merely of an oversight; no work was done to the back axle that time, or any time even though the back axle oil change had been ordered. Our apologies for the accusation; next time, we'll do a little more research before we point a finger. Again, sorry, Mike.

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NOTES FROM ALL OVER -

The name Jaguar certainly gets around. A new French jet fighter/trainer, the Breguet 121, is now officially named the Jaguar, according to Air Force magazine. No doubt it will hold the world's speed record for Jaguars for a long time to come.

- . . . A ship in the British Navy is named the H.M.S. Jaguar, not the fastest Jaguar, but undoubtedly the largest.
- . . . Yardley has introduced a line a men's cosmetics (after-shave, soap, etc.) entitled - yep, Jaguar. We were a little concerned that these products might attempt to simulate the odor of a real Jaguar - either the four-footed or four-wheeled variety - but were relieved to find that the stuff smells like any other good-quality smell-goods.
- . . . A Camden area rock-and-roll group calls themselves the Jaguars. No doubt they all drive Corvettes.

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. . . AND ANOTHER "SPORTS CAR" APPEARS

At best, Detroit's advertising is silly, speaking as it does of Turbo-Zorth Thrust, Command Center Idiot Light Consoles, Thunder-Fade Brakes, Comfy-Flight Buckets and Tigers, Tigers, Tigers. We read, we are amused, we forget.

But the latest Cadillac ad is Something Else; this one wins all awards, hands down . . .for the ad says:

"They Don't Build Sports Cars Like They Used To." The ad depicts what we assume is the current Cadillac (looking rather like a great tin barn) and in the background, an unidentified open touring car, circa 1920.

Reading into the text, we are told, "As soon as you find an opportunity, drive a 1966 Cadillac; you'll learn that Cadillac's superbly balanced suspension corners better than many a diminutive two-seater. And you'll marvel at how quickly, smoothly and easily Cadillac's considerable size is handled by its exclusive variable ratio power steering. Don't let its' reputation for quiet luxury lead you to believe a Cadillac isn't exciting to drive. Sports cars, you'll find have come a long way! And your authorized Cadillac dealer would be proud to prove it!"

Amazing. Simply amazing.

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Note from Frank Weikel - In rebuttal to ye Editor's barbed comments about my taste in motorcars, I am obliged to break secrecy and announce that the vehicle I have been seen driving to meetings is actually the prototype Jaguar 2-plus-2 V-12, cunningly disguised as a 1957 Buick. (Remarkable what the British can do with a bit of papier mache!)

Editor's Note - Now we have to ammend the old saw to read, "Give an Englishman a piece of papier mache and he'll do something silly with it."

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FROM THE DIRECTOR'S CHAIR

MARCH

I'd like to expand on the very fine summary of our club's aims and purposes that our Editor, Dick O'Kane, presented in the last issue.

Having gone through two similar club organizational efforts (in a different field, but with the same problems), I have seen the traps that can snare the most well-intended club . . . and I have seen how best to avoid them. Whether we succeed in doing so is up to all of us.

One trap is the degeneration of a club such as this into a single-minded entity, to the exclusion of all other interests. It's easy for a car club to become just a rally club, just a concours club, or just a sit-around-and-drink club. The surest way to stifle growth is to allow such a narrowing of interests. Thus, one of the Executive Committee's main objectives is to make sure that our activities program maintains an appropriate balance between the many diverse interests represented within our membership.

Nevertheless, if you restrict your participation to just those events which are aligned with your primary interest, you'll be hurting the club . . . and yourself.

If this happens, we'll end up with a lot of little clubs within a club, with poor attendance at most events. The beauty of a club such as ours is the opportunity it gives its members to explore new areas of interest. O.K. , so

you've never been on a rally, and you think that rallying is a lot of silly nonsense . . . so overcome your prejudice and give it a try anyway, when we have our first rally . . . you might actually enjoy it. Or you've never driven a gymkhana . . . so come out and compete against a lot of other people who have never driven one, either . . . or your car's a little rough around the edges, and you figure it wouldn't stand a chance in a concours . . . you might be surprised! Your car doesn't have to be perfect - just better than the other guy's.

In subsequent issues of the newsletter we'll ramble on a bit further on some of the other traps we are dedicated to avoiding . . . and will tell you how you can help. In the meantime, let's work on this first one . . . PARTICIPATE in every event you can!

. . . Remember, don't knock it til you've tried it.

Frank Weikel

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PRODUCTS AND SERVICES OLD AND NEW

Jaguar Service

We generally don't like to recommend restaurants or Jag repair shops; as soon as we do, the restaurants come on like H&H and the recommended Jag shop staff begin to act like plumber's apprentices. However, we'll go out on a limb again just for the hell of it and tell you that we think Philpenn out in Ardmore is pretty good. They seem to know what they're doing, then go ahead and do it with a remarkable lack of flap, insults, delays and leftover parts. The sloppiness we experienced there at one time is gone, as is the disorganization and lack of communication. Too, their parts department always seems to have the part you need. In short, we recommend them. And furthermore, we think we're safe in doing so.

Wiper Blades

You E owners, have you discovered that the new-type wiper blades have replaceable rubber parts? When they wear out, you simply replace the rubber bit, which is a great deal cheaper than buying the whole arrangement.

PARTS 'N' LABOR

As we sit here looking out at the cold drizzle, attoning for last night's indiscretion with a hooker of vodka thinly disguised as a Bloody Mary, we think, Ah Spring; season of rebirth and rain . . . a climate that teases the soul and sinuses, bringing forth the flowers on that horrid sumac tree in the neighbor's yard . . . a season that sends all mankind out in search of an elusive Something, then traps him in traffic. Finally, it brings out that hardy, dauntless soul, the enthusiast; for this is the season in which he Goes Forth To Tinker with His Car.

And in that Rite of Spring, he will ignore that one cardinal rule that is shouted at him from every piece of literature concerning the art of Tinkering:

"DON'T PLAY WITH THE GODDAM CARBS UNTIL YOU'VE MADE
ABSOLUTELY SURE THE ENTIRE IGNITION SYSTEM IS IN
ORDER."

The average Enthusiast simply isn't emotionally equipped to follow this advice; The car is running badly, breaking up at 3000, won't idle correctly and tends to detonate and therefore, it should be the carbs, right?

Wrong.

Nineteen times out of 20, it's ignition; incorrect timing, dirty plugs, burned points, worn-out wiring, could be almost anything.

But the Enthusiast knows there's nothing dashing or exotic about a set of dirty plugs, or standing on his head with a tiny wrench, fussing with the thrice-accursed points; he owns an exciting imported car, he paid a hell of a lot for it, and tradition has it that the more you pay, the more the carbs are prone to go sour. Or so he'd like to believe, as there's something manly and mysterious about messing with carbs and besides, it impresses the Rambler-driving neighbors all to hell.

And so, a week later, he drives into the service department of Whosoever Motors Ltd., the car really running badly now, to have the bad plug replaced and the carbs set back to where they were before the Tinkering was undertaken.

It will always be thus.

And it's a hard thing to lick. We know. It took us 9 Jags before we heeded the statement, "Do the ignition part first."

Welcome to spring. And happy Tinkering.

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THE EMPORIUM

FOR SALE

'64 XK-E Roadster, one of the nicest around. Blood-red with red interior, radio, detachable luggage rack, Road Speeds, Abarth exhaust system. Always garaged, lovingly and lavishly maintained, record of all service operations since purchase. This year, live life to its fullest for only \$3750. Dick O'Kane Market 7-2709.

'62 Jaguar 3.8 Sedan, Mk. II Dark Blue Exterior & Interior 4-speed & electric overdrive limited slip differential 41,000 miles. Carefully maintained - service records available. \$1,600. Bernard Ostrof Lo 8-3775 Mon-Fri 9-5
LI 8-9296 weekends and evenings.

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 and 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? MA7-2709

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.

Lucas long range driving lamp - brand new - never used 80,000 candle power \$13.00

Lucas toggle switch suitable for placement on dash and matches light. \$1.00
Charles A. Shayman 3924 Sansom St., Phila., Penna. EV 2-5647

GOODIES FOR SALE

Nenette car polisher This dadny little imported English car-polishing brush removes road grime, dust, and mud etc., in a snap, saving you many car washes. Not available in this area yet, EXCEPT THRU PHILA. JCNA. \$2.50 to members; \$3.50 to non-members (both below list price)

Extra JCNA car badges, for your second Jaguar - \$3.50 (members only)

JCNA Emblem coat patches, in red, black, and silver - \$2.00 (members only)

Note - The club makes a modest profit from the sale of these items. BUY NOW - we need the money!

See Harry Ussery for Nenette's (Quantity limited, so hurry!)

See Frank Bishop for badges and coat patches (Quantity unlimited, but hurry anyway!)

PHILADELPHIA DIVISION
JAGUAR CLUBS OF NORTH AMERICA

CALENDAR OF EVENTS (1966)

- March 18 - Dinner meeting - Harvest House, King of Prussia, Pa.
- March 26 - Saturday tour to Gross' Winery, Absecon, N.J., and historic Smithville Inn.
- April 15 - Dinner meeting - location to be announced.
- April 16 - Saturday tour to New York Auto Show; joint participation by Washington, New York, and Philadelphia clubs; evening dinner meeting.*
- May 20 - Dinner meeting - location to be announced.
- May 21 - Saturday "Gunk Festival" - location to be announced.
- May 27-28-29 - Lime Rock Event (N.Y. club)
- May 29 - Washington club concurs d' elegance
- June 12 - Phila. club concurs d' elegance
- June 24 - Dinner meeting - location to be announced
- July 16-17 - Joint meeting with Washington club*.

*Subject to confirmation by other club (s).

PHILADELPHIA DIVISION
JAGUAR CLUBS OF NORTH AMERICA

MARCH EVENT - SATURDAY, MARCH 26 1966
(Rain or Shine)

"TOUR BACCHANAL"
(Limited to members and their quests only)

For our first social event of 1966, we have planned a tour to Gross' Highland Winery, Absecon, New Jersey, and nearby historic Smithville Inn and Village. At Gross' we will go on a conducted tour and sample their excellent and varied wines. Then on to Smithville for cocktails and dinner. (Order from the regular menu - your choice of a wide variety of entrees - excellent food at moderate prices.) After dinner explore Smithville's fascinating colonial "Streets of Shops".

Itinerary:

We will assemble at the Holiday Inn, Route 73 at the N.J. Turnpike, Moorestown, N.J. at 12:15. We will leave the Holiday Inn at 12:30 P.M. sharp and travel via an interesting backroads route to Gross'. Arrival time, approximately 2 P.M. Arrival at Smithville Inn, 4 P.M. Return on your own.

Cost: Smithville dinners (full course and lavish) begin at \$3.85 (drinks extra). No charge at Gross' (unless you buy some wine, of course!)
NO OTHER CHARGES

Please call me (609) 235-4744 to advise how many persons will be in your party.

DON'T MISS THIS DELIGHTFUL EVENT! SEE YOU ON THE 26TH!

Grace Weikel
Social Director