

THE SCRATCHING POST

This is the official journal of the Philadelphia Division of the Jaguar Clubs of North America, Inc., a club name almost as ridiculous as "The Narragansett Bay Beetle Cat Boat Yacht Racing Association, Inc."

Editor's Note: As we explained in last month's "Post", this is last month's publication; This month's will be published next month.

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THE NEW JAGUAR 'E' TYPE 2-PLUS-2: NOTHING'S NEW UNDER THE SUN

It's out, it's real, it exists and many publications have lavished many thousand of words describing it, so we'll not go through all that.

Frank Weikel saw it in the flesh. His complaint was that the thing just isn't a 4-seater; once he got the seat back to the point where his knees weren't in his mouth, the leg room in back was not even "cramped". It was gone.

We haven't seen it and we're reserving final judgment until we do, but for what it's worth we give our judgment regarding the pictures; we don't like it. It looks like a normal E that ate too much and it seems to us to be entirely out of proportion to itself. We wish Sir William had started over again from the beginning instead of trying to keep lines which work beautifully one way but not at all another.

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OKAY, EVERYBODY OUT OF THE VAT!

Last month's Wine Tour was remarkable in one respect-- only seven cars showed up. But maybe not so remarkable; sending people off through the Jersey Boondocks in 150-mile-an-hour cars to drink lots of wine does seem kind of scary when you stop to think about it.

Scary or no, it was fun. Once we got there. If there's anything duller than the Florida Everglades at night, it's the Jersey Pines on a cloudy day, and if there's anything duller than that, it's following Fearless Frank at fifty with a hangover. Mrs. Editor promptly went to sleep and your Editor himself was in grave danger of following; there's something terribly compelling about Pete Grillo's rear knock-off's and after 20 or 30 miles of staring at them we were completely mesmerized.

But aside from all that, it was a delightful outing, the wine was good, the wine was free, and when you bought it, the wine was cheap. Even the food at Smithville Inn was reasonably edible, though we'll not go fully into that, either, because our views on restaurants are horribly biased and unreasonable. (No comments, please, Roggios)

Okay, Mr. Activities Chairman, wash the purple off your feet and find us another winery! That's worth doing again.

PARTICIPANTS IN MARCH 26 TOUR

Mr. and Mrs. Jim Barnes
Mr. and Mrs. Ellis Diamant
Mr. and Mrs. Pete Grillo
Mr. and Mrs. John McClintock
Mr. and Mrs. Dick O'Kane
Mr. and Mrs. Harry Ussery
Mr. and Mrs. Frank Weikel

... and where were you?

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FLASH! PHILADELPHIA CLUB DIRECTOR RETURNS TO THE
WORLD OF THE LIVING!!

It is with some regret that we note the passing from the club scene of the most famous 1957 Buick in JCNA-Frank Weikel's Big, Bad Buick SS. He went and traded the thing on a MK II, seen for the first time at the head of the winery procession.

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FROM THE DIRECTOR'S CHAIR

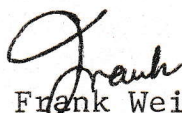
Now that you're a member of a bonafide Jaguar club, perhaps you're wondering just how this club of ours fits into the Overall Scheme of Things. Or perhaps you don't give a whit. For those of you who do care, I'll try to explain a bit about the situation as regards Jaguar clubs throughout the world. It's a complicated story, with overtones of nationalism and international conspiracy, and I'll no doubt be guilty of some oversimplification and perhaps some inaccuracies; I've only been pursuing this question for three years, so obviously I have a lot more to learn!

Let's start with the world and work our way down to Philadelphia. On a worldwide basis, there are but two organizations officially recognized by Jaguar Cars as Jaguar enthusiast clubs. One is the Jaguar Drivers' Club Ltd., the other the Jaguar Clubs of North America, Inc. The two groups are quite different in their organization and method of operation. The JDC, predominately a British organization, is headquartered in London with active branches throughout Great Britain and a few overseas branches in such places as Japan and Australia. It has a total membership of several thousand. It is a very centralized body, with dues money being paid to the headquarters, a paid, full-time office staff, a self-supporting monthly publication, "The Jaguar Driver," and an active calendar of events throughout England. To avoid

conflicts with JCNA, the JDC is prohibited from establishing local branches and/or actively recruiting members in the United States and Canada; nevertheless, Jaguar owners in this country may join as members-at-large by direct application to the club's London Headquarters; about 100 people in the U. S. and Canada have chosen to do so. Since 1963 I have been privileged to serve as the JDC'S American Representative, a position in which I am attempting to establish more communication and co-operation between the JDC and JCNA. Compared to the JDC, JCNA is a much more decentralized operation; the various clubs throughout the United States and Canada that are affiliated with JCNA operate autonomously; their dues money stays within the local club (with the exception of the subscription payment for the national publication); they organize their own activities, and there is little intra-club activity. JCNA is operated by a Board of Directors, each Director representing a Region of the country. These Directors oversee the activities of the clubs within their regions. In addition to the local clubs, there are members at large who pay their dues directly to the Region. The JCNA Regions are as follows: Eastern, Central, Northwest and Southwest United States; and two regions in Canada. We, of course, fall within the Eastern Region, directed by our good friend Al Garz. Within the Eastern Region there are three active clubs: New York (Empire Division), the Philadelphia Division, and the Nation's Capital Jaguar Owners' Club of Washington, D.C., Beyond this region, there are active affiliated clubs in St. Louis, Los Angeles, San Francisco, Seattle, Montreal, and Toronto. There is also an organization known as the Classic Jaguar Association, Headquartered in Chicago, with members all over the world. The CJA's primary function is to provide information and assistance to owners of vintage Jaguar and SS cars.

So there, in a nutshell, is the picture. There's such more to the story, in particular the "why" behind the current club situation; but that's beyond the scope of this discussion. All I wanted to do was tell you where we are in the world of Jaguar clubs.

Feel better now?


Frank Weikel
Director

Loads!! (Ed.)

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C O M I N G E V E N T S

- April 16 - Saturday tour to New York Auto Show;
 joint participation by Washington,
 New York and Philadelphia clubs;
 evening dinner meeting in New York
- April 17 - Empire Division's 100-mile "Rapid Rally"
- 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 concours d' elegance
- June 12 - Phila. club concours d' elegance
- June 24 - Dinner meeting - location to be announced
- July 16-17 - Joint meeting with Washington club

Information on the April 16-17 events has been sent to you previously. Within the next two weeks you will receive complete information on the Lime Rock weekend and the Washington concours.

This is an ambitious calendar planned for your benefit. Plan to participate in every event!

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New Feature--"LETTERS FROM TRENTON" or--
THE MAD MAD MAD MAD MAD WORLD OF LARRY SCHEAR!

Dear Editor:

The Bulletin ran this limeric-puzzle a while ago.
Unscrambled, it reads,

"A beatnik with beard and guitar
Was thrown from a moving streetcar
The noise was recorded,
A contract awarded,
He now drives in a shiny Jaguar."

Can you use it for this month's/last month's/next month's
Scratching Post?

Last summer when I headed out west astride my Triumph
(cycle of course), I had a plunk box and seven weeks of
whiskers. Kept the beard until I got my Jag (shiny it
wasn't). Do you play (at) the guitar, hmmm?

Missed you last meeting. My hopped-up (strictly stock)
'53 Studebaker took (passed, stayed with) Bob Roggio's 4.2
E-Type afterward down the Distressway. Shame!

Re the Jaguar name--I use a battery-powered electric
shaver (remember what they are?) made in West Germany and
called the "Jaguar"--toothbrush and scalp-massage heads are
available, too. It uses only one D cell and has been going
all term. 'Twill be part of my Jaguar survival kit after
vehicle reassembly. Oh yes, there's a men's magazine
(girlsgirlsgirls) called Jaguar.

If anyone has a desire for a classic (ancient) Jag or
Swallow, or for any other exotica, ask them to contact me.
I have a contact through school who's importing cars on
order (such as a Singer like the one in "What's New Pussycat?")
for far better prices than those you see in Rod & Truck. Tigers
come and Tigers go but Jaguars are here to stay, right?

Of passing interest, a new coffee house/cabaret at 40th & Walnut, open nightly, called "The In". Good folk music on weekends, Old movies and hoots weeknights. Opened 3/11/66 with Doc Watson, the man with 37 fingers on each of his three hands. Very nice atmosphere. Villiagey. What Philly now needs is a banjo house!

Ah, yes. Finally, down here at Drexel some nut has a Shelby-American Mustang 350-GT with an automatic transmission! Sure, it's a Ford, but after all...

Regards,

Larry Schear, Rallye Chairman (honest),

PDJCNA

Dear Larry;

I'd print the limeric puzzle you sent, but I'm afraid the guy who wrote it wouldn't be too happy. Copyrights and all. And in answer to your query about the guitar, yes, I do play (at) same, though it's merely a mild diversion--cornet and tenor banjo being of greater interest to me. In fact, if I may be permitted to blow my own horn (ho!), be it known that in years past, I organized, led and played cornet for a bewildering variety of groups, notable among them the Shenandoah Stompers, (Virginia) the Seldom Seen Seldom Heard Six (Virginia), the Idle Dandies Dixieland Jazz Band (Providence), the Thames River Beachcomber's Protective League Jazz Band (New London) and the Oldest Established Permanent Floating Dixieland Jazz Band South of Symphony Hall But Not Quite in South Boston--a truly remarkable group run on a pick-up basis; we worked every night, but you couldn't tell from one minute to the next how many people would be in the band, as they came and went as the spirit moved them. That was because only two of us were being paid. As for the banjo, that too has seen a lot of action with such now defunct groups as the Beacon Street Washboard Band, Mama Ferrara's James P. Johnson Memorial Society (themesong, "Everyone's Friends With Manny Costani, 'Cause Manny's Got Friends In The Mob.") (Manny Costani was the intermission piano player. Or we were the intermission band. We never did figure it out.) and finally, The Mount Tom Grand Prix and Ragtime Group (themesong, "Let's All Get Drunk and Get Naked").

Yes, I agree-Philly does need a banjo house. And while we're on the subject as we seem to be, does anybody wanna start a jug band? Listen to Dave Van Ronk's Ragtime Jog Stompers--that's the sort of thing I had in mind. All you need is a fair understanding of an instrument, a knowledge of the tunes and a total lack of inhibitions. See me.

Regards,

The Editor

P.S. By the by, Lar, ol' buddy, did Roggio know you were racing him? If he did, I'll go along; Shame!

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"LET'S SPREAD THE WORD" DEPARTMENT

At the March 18 meeting we distributed copies of a card which introduces Jaguar owners to our club and invites their application for membership. These cards are intended for popping under the windscreen wiper of any stray Jaguars you happen to see, or better yet, cornering the owner and handing it to him. We're also placing stacks of them in local Jaguar dealer showrooms and independent service shops.

If you received a supply of cards at the meeting, we hope you're keeping them handy in your car and are distributing them at every opportunity. If you weren't at the meeting, pick up some cards from Frank Bishop at our next local get-together. And when you run out, there's lots more where they came from.

Let's all participate in this publicity effort and see to it that every Jaguar owner in the Philadelphia area hears about our club!

-FHW

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PRODUCTS AND SERVICES OLD AND NEW

Sears & Roebuck Degreaser

Loyal to Gunk for years, we finally tried the Sears degreaser and amazed ourselves. First, it's easier to use (no mixing with gasoline or kerosene) and frankly, we think it does a better job. You just slop it on out of the can with an old paint bursh, let it soak for a few minutes, brush it in some more and hose it off. Leaves bright, clean metal where once there was varnish, grease and gloom. Available at any Sears automotive department.

Boraxo Waterless Hand Cleaner

Pick up on a aerosol can of this stuff at your supermarket and keep it in the trunk wrapped in a clean rag. Then when you're forced to change a tire, plug or engine out on the road, squirt a dap of the foam on your hands, rub it in, wipe it off with the rag and poof! Clean hands in a tenth the time it takes with soap.

Hot Paint

A remarkable by product of the Space Age is a new kind of paint marketed by several companies under various trade names, including "VHT" and "Hot Paint." This stuff is amazing-spray it on bare metal, and it will hold up under termperatures up to 1200° F! This means you can paint your entire exhaust system, to inhibit rust and improve appearance of the visible parts. Available in several colors - all with a very smooth dull finish. It's hard to find-your best bet is a "speed" shop catering to the Dragster set. I found it at Ben Pilla's, 921 Lombard Street in South Philly. (Hint-follow directions to the letter-you must have bare, clean metal to start with, and you must "cure" each coat with heat.) (FHW)

Porcelain Enameling

Our Friends in the Washington, D. C. club pass on the valuable info that an outfit known as Weiskittel Pipe & Foundry Co., Inc., 4901 Pulaski Highway, Baltimore 24, Maryland, specializes in re-porcelanizing manifolds. They sandblast off the old finish and apply a vitreous glass enamel to the metal at 1500° F in a special furnace. Available in a variety of non-fade colors. Price is a ridiculously low 45 cents per pound of metal porcelanized.

(Baltimore's a bit far to go for such service, but we're not aware of any firm in Philly that offers this sort of thing.)

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PARTS 'N' LABOR

Carbs, Again

If you must play with the carbs, try cleaning them out. Very simple, actually. Buy a can of stove alcohol at any hardware store, take the dashpot off the carb and wipe the goop out of it with a clean, soft rag soaked in the alky. Next, take the piston out and clean that off on the same manner, taking care not to bend the needle. Then clean out all you can reach of the carb body itself and reassemble, putting everything back the way it came out. Remember to put the big spring back in, too, and to top up the reservoir with oil. There, now. Doesn't it run nicely?

That %#\$'()*%**\$ Noise in Back

Jingle, jingle, jingle, jingle from somewhere on the back end of your shiny new E-Type. Maddening. 9 times out of 10 if you pull the rear wheel off you'll find the little metal flange (a rain thrower) just back of the splined hub is loose. It's very easy to fix permanently. Simply chisel it off and throw it away.

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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? 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.

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.

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