

September, 1966

### THE SCRATCHING POST

This is the official publication of the Philadelphia Division of the Jaguar Clubs of North America, Inc. You have been warned.

#### IN THIS ISSUE:

- RALLYE TO NEW HOPE CALLED "SCHEAR MADNESS."
- CAPE MAY WEATHER MAN LIKES JAGUARS.
- SIR WILLIAM TO PERLIN IN CONTROL OF JAGUAR CARS DESPITE BMC ACQUISITION-- CONTEMPLATES "NO MAJOR CHANGES."
- "SHIFTLESS FRANK" SELLING 150.
- ALSO, LOTS MORE, PLUS MOST OF AUGUST'S NEWSLETTER, WHICH NEVER GOT PRINTED.

#### NEW PHILA. DIV. OFFICERS INSTALLED

At the September 24th meeting, the newly elected officers were named and presented to the membership. They are;

Dick O'Kane--Director

Frank Weikel--Asst. Director

Frank Bishop--Secretary

Pete Grillo--Treasurer

Ed Gutgesell--Activities Chairman

#### NEW MEMBERS

The warmest of welcomes to Kevin A. Murray and James T. Mickley who have brought their XK-150 Roadsters into the Phila. Div. fold this month. Kevin Murray lists Concours d'Elegance as his primary interest, and the Mickley car was shown at the New Hope Concours this year, so it looks like some hairy competition coming to the XK class at our show next spring.

### JAGUARS 'N' GINGERBREAD WEEKEND

Perfect weather, a warm surf, a spectacular sunset, a billion stars and a hilarious breakfast--in essence, that was the weekend-- one of the most delightful low-pressure events we've ever attended. There's not much to tell, because not much was done. We just sat around on the beach, swan, sunned, swarped lies, slept, drank and ate. Staying at the orgy of gingerbread called the Lafayette Hotel were the Roggios, the Fuglisis, the Krasases (pl?), the Gutgesells, Art Fletcher and Bill Hetrick. The O'Kanes and the Mecrays stayed at their respective summer places in Cape May, while the Grillos and Usserys drove down for the day and left after the beach party Saturday night.

Unsung hero of the whole affair was John Mecray; without his efforts the weekend would never have been. Weeks in advance he went to see the powers that be, got permission to use the beach, got permission to build a fire, got permission to drink on the beach, in short, got permission to have a proper beach party. Then when a snag developed with the parking situation (the only places available were at meters) he went to see the police, which resulted in the word going out to the cop on the beat not to ticket any Jaguars parked overtime! Finally, he went out to the beach an hour and a half before the party, raked it clean, hauled wood, built a fire and had everything ready when the rest of the group arrived.

Delightful weekend. Just delightful. See what you're missing?

### NEXT YEAR'S JAGUAR WILL BE THE SAME BREED OF CAT

A number of people we've talked to look with some fear at the recent Jaguar/BMC merger announcement--the major point of concern being the 'quality' of future Jags. And we'll even admit that we, too, were a bit put off by the thought of an E-Type finished like a Sprite.

Going by the editorial in the August "Jaguar Driver" though, there's nothing to fear. Sir William will continue to run Jaguar. From what we hear, Sir William does things his way. And "His way" is what we're driving now, and that's good enough for us.

The major reason for the merge, according to the "Jaguar Driver" is the British motor industry's position in the world market. One big motor company, handling most of England's exports, would be in a much better competitive position than a number of smaller independent firms. Also, this merger will give all concerned far greater available resources in the fields manufacturing, technology, finance, marketing--even components buying.



In short, the merger is a good thing, designed to keep Jaguar healthy. Who knows, maybe even the parts situation will improve. We've been waiting  $2\frac{1}{2}$  months for a set of crummy generator brushes for our Mark X, and if they can straighten that out, Jaguar can merge with Briggs & Stratton for all we care. (Hey, wouldn't that be something--a Jaguar-powered lawnmower!)

#### FROM THE DIRECTOR'S CHAIR

It seems incredible that I am writing my "farewell address" as your outgoing Director; it seems only yesterday when we first gathered to plan the formation of an active Jaguar club in the Philadelphia area. But that was, in fact, a year ago - and it's been an exciting year. We've seen the club grow from an idea to an active organization with - at this moment - 55 paid members on the books. We've had nine evening meetings, with interesting speakers and films; a Christmas party; a highly successful Concours d'Elegance; a rally; two tours; and even a beach party. Not bad for a start, I'd say - and I'm convinced the best is yet to come. . . if we all continue to participate actively at every level of the club's affairs.

This is a time for celebration and reflection - but it's not a time for complacency to set in. We haven't reached the point where the club will run on its own inertia- in fact, that point will never be reached. The day we all sit back and "let the other guy do it", will be the day the club will die on the spot. If this has been your attitude thus far, you can thank the workers for having created a club for you - and you can reflect on the important question of when will you begin sharing in the work - and fun - that goes into running an organization like this.

To those of you who have helped me in this memorable year -THANK YOU. To the newly elected officers who are about to embark on the club's second big year - GOOD LUCK!

Frank Weikel

## THE RALLYE TO NEW HOPE -

SCHEAR MADNESS!

WOULD YOU BELIEVE.....

That your rally committee finally has had a rally to report on?  
That someone with a Halda Twinmaster rally computer (list price \$89.50)  
came in last?  
That for authenticity's sake, only right-hand-drive vehicles were  
eligible for prizes?  
That nobody got lost? Tired?

Yes, we had an interesting day! As I am not driving now (for medical reasons), Bob Roggio consented to pilot the rallymaster over the course the week before, and, as it was the first rally for most members, we decided to record both odometer readings and street names for the instruction sheet. We "bottomed" a few times between Langhorne Terrace and Bridgeton (a good road to test your shocks on).

The rally was due to start at 10:00 AM; at 10:25 AM, when we were ready to start, a rallyist brought to mind that old saying, "He who shows up for a rally with an empty gas tank should be (censored)!!". Having found the proper solution for this problem, the cars were sent off at two minute intervals, giving the users of the Acme parking lot adequate time to enter and exit. My driver and I left the city as rapidly as possible, and soon we were cruising along (in second) enjoying the fresh country air; everyone else was following the rally route, which had more bends and kinks than the exhaust system of the BRM H-16 Formula I engine.

My driver and I arrived early at the first check point, hid the car, and sat down under a tree to await the arrival of the first car. The time came and no Jag in sight. We waited. Were the instructions clear? No car. Maybe they did close that bridge after all. No car. What if....Ah! Here he comes! Almost eight minutes late, but he made it! Hey, there's another! And another! Are they playing follow-the-leader? And another! Four down, two to go! One to go! Six! O.K., doll! Let's close up the check point and get to the finish line. (For those who still want to know, the first check-point was at the 30.00 mile point.)

The rallyists rambled up toward Washington's Crossing and met the Delaware River (not literally). From there, it is a nice straight-forward run up to New Hope and the Auto Show, our eventual objective. Straightforward? Not on your life! The high point of our rally was the Bowman's Hill tower, a small cairn of stones atop a slight bulge in the landscape (visibility - 30 miles). Of course, it had to be climbed (Why? Because it's there!). When all cars had finally arrived at the finish line, it was decided to announce the winner at dinner, so as not to spoil the afternoon.



The New Hope Auto Show had a little in it for everyone. There were some XK-number cars proudly displaying their plaques from our recent Concours d'Elegance, some Ferraris, a Maserati, an Aztec VW (must be seen to be believed), a sprinkling of XK-Es, MGs, Fiats, Cobras, a magnificent Mercedes SS, and our own Carroll Griffith's Jaguar SS-100. T-birds, Corvettes, Kaisers (remember?) (wish you could forget?), and Buggattis were also represented. Yankee hardware was present in the form of a large collection of vintage Fords, Pierce-Arrows, Hup-mobiles, and the like (yes, I even saw a Studebaker). A rather fully-equipped flea market (2 for a nickle, 5 for a dime) was there for the benefit of restorers of American machines. One stand was selling new Riverside records for only \$1.00 each, and I finally got the sounds of the pre-WWII Mercedes road racers W-125 and W-163. If you want to hear an engine scream beautifully with the sheer joy (no relation) of revving, you must hear this ("the power comes in with a bang at 5500."). Another record has the sounds of a D-type Jaguar roaring at Sebring.

At 4:30 PM we started to begin to get ready to depart from the show, but the parking situation was such that it was 5:15 PM before we completed the mile and a half to the River's Edge in Lambertville, N.J. (Bumper-to-bumper all the way; whose car stayed under 90°C, hmmm?). But the Jag engine runs well hot or cold, right?

But what of the rally? Bob and I did a little figuring during dinner (all during dinner) and found that the winner was the fellow who entered just so we would have a decent number of cars to run, strictly as a filler. Armed with a Rolls-Royce clock, an extra navigator, and maybe just a little rally experience - Frank Bishop! Thirteen proved to be his lucky number. Frank has promised to plot our next rally, and it should be a good one. Second place went to the driver of our only XK-E of the day - Harry Ussery! Guenter Umlauf took third place with our director's daughter as his navigator. What happened, Frank?

Official results are as follows:

position	driver	navigator	car	number	score
1	F. Bishop	M. Bishop	MK II	13	268.0
2	H. Ussery	O. Ussery	XK-E	2	397.4
3	G. Umlauf	W. Weikel	MK II	3	570.4
4	P. Grillo	A. Grillo	XK-150	1	685.8
5	E. Gutgesell	H. Gutgesell	MK II	5	796.8
6	G. Weikel	F. Weikel	MK II	4	1054.4

In case you are wondering what happened to cars 7 through 12, I'll tell you. You weren't there! Next time?

Larry Schear, rallymaster

#### WHITHER "JAGUAR NEWSLETTER"??

If you've been paying attention, you've noticed that there has been no mailing of the "Jaguar Newsletter," the monthly magazine that replaced the quarterly "Jaguar Journal," since this past May. You probably think you're name's been dropped from the mailing list for some reason.

Tain't so. Fact is, there hasn't been an issue of the "Newsletter" since May - a regrettable situation at best. The newsletter was produced by Mr. Walter Woron, at Jaguar Cars, Inc. in New York; in June Mr. Woron left for greener pastures. After a void of a month or so his position was filled by Mr. John Dugdale, Jaguar's new Vice President in charge of Advertising and Public Relations. Mr. Dugdale plans to continue the newsletter, although we have yet to hear whether he will follow the format established by Mr. Woron, or come up with something new. In a recent letter he advised us that an issue is in the mill, and we should be receiving it shortly.

It is presumed - although not yet confirmed - that we will be credited with the missing issues and our subscriptions will be extended. In any case, as a paid-up member of the Philadelphia Division you will receive every issue of the newsletter, whenever it's published. We'll keep you informed.

FHM

#### LEFTOVER PARTS

Ye erstwhile Editor and John Mecray have pooled their respective words/pictures talents and are hard at work on a book entitled, "WHAT, ME FIX IT? -- How To Live With a Brittish Car." It's a humorous but informative primer on how to fix the bloody thing yourself, even though you don't know the first thing about the modern (?) internal combustion engine. It includes chapters on what to do when it suddenly stops, (AW NOW WHAT THE HELL...) What to do when it won't start, ("COME ON, YOU #\$\$%&\*!") the mysteries of the S.U. fuel pump ("HAPPINESS IS A TICKING NOISE") and so on through all the various components and their attendant perversities. We're going to field test it on Frank Weikel.



Again, a reminder that this grand periodical's advertising section is open to all members -- free, if the ad concerns cars. Other products, services and such advertised will cost you a buck per ad. Send copy to Dick O'Kane, 1021 Lombard St., Phila., Penna.

INCEDENTAL INTELLIGENCE:  
Neo-Folk Hero Division:

A four-year-old girl of our acquaintance tells us that Batman and Robin, always manage to stay dry when they take the Bat Car out for a spin in the wet. This, our informant tells us, is because the dynamic duo don full-length leather underwear at the first sign of rain.  
This should be helpful to those of you planning long trips in 120 roadsters.

THE EMPORIUM

WANTED

Healthy Mark II. The editor's next door neighbor is still looking for a clean, healthy 3.8 with automatic transmission. If you have such a machine, call Bill Keddie, 1017 Lombard St., Phila., (215) MA 5-3766.

Shop Manual for 3.8 E-type. State condition and price. Dick O'Kane, MA 7-2709. Also, could use used AM/FM car radio if price is right.

SWAP

Got any guns? Editor willing to swap single-action .22 revolver and/or High Standard long barrel .22 automatic for interesting medium-to-heavy caliber automatic pistols or target-grade .22 auto, such as Woodsman, HS target, Ruger Mk. I, etc. Call Dick O'Kane MA 7-2709.

FOR SALE

Pirelli Snow Tires for E-Type, 3.4; Mk II. Best of all grips on snow, ice, mud. Perfect condition, used only one season. Best Offer. Dick O'Kane, MA 7-2709.

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).