



# THE SCRATCHING POST

OFFICIAL NEWSLETTER OF THE DELAWARE VALLEY JAGUAR CLUB

MAY 1967

VOL. II, No. 2

## FROM THE DIRECTOR'S CHAIR

One day when I'm old and rich and fat and have a long gray beard I'm going to buy and restore another XK-120M. I'll just drive it on warm spring Sundays and cool summer Saturday evenings. And I'll fuss with it all the rest of the week.

All this, of course, comes from recent exposure to several of the damned things. To be exact, the M's owned by Tom Crawford and Gunny Metcalf. Couple weeks ago, I watched Tom's white one burn itself up just as mine did one night. And last weekend I went over and coerced the Metcalf Monstre into self-locomotion by using an old trick where...oh, hell, let's not go into it now.

The point is, there seems to be a resurgence -- or rather insurgence of older Jaguars in the club these days. A good thing, I think. A Jaguar club without a representative sampling of some of the good old goodies like 120's and Mark IV's and Mark V's and 140's and all...well, you just wouldn't have a proper Jaguar club. You'd have an E-Type club or a Mk II club and then there'd be nothing to turn on the nostalgic ol' crocks like yr hmbl srvnt.

To all the new members with older Jags, may I offer my warmest welcome. And to all of you contemplating an older Jag...go ahead. Do it. They're more fun than anything else you could spend your money on.

And I don't care what you say-- there is absolutely nothing as soul-stirring as the orgiastic, baroque, Wagnerian howl of a 120M with the tach needle stuck up in the red!

Get that thing on the road, Metcalf.

Dick O'Kane,  
Director

EDITOR'S NOTE: Here we go again, with the second big issue of the new "Scratching Post," the only Jaguar club newsletter in the world printed with official British Racing Green ink. We appreciate the many kind remarks we received from our members regarding the first issue, and we promise an even bigger and better newsletter in months to come.

You'll notice that we are now carrying advertising. (Somebody has to pay for all this pizazz!) Anyone wishing to advertise through this medium to our large mailing list of Delaware Valley Jaguar owners may obtain full information by writing to Bill Roversi, c/o DVJC, PO Box 1994, Phila. 19105. That's also the address for articles, pictures, etc., which we encourage you to contribute.

## IN THE NEWS THIS MONTH:

- FIRST TECH SESSION A BASH!
- MEMBERS OVERWHELMED BY "GRAND PRIX"!
- MORE NEW MEMBERS!
- BUS TRIP TO AUTO SHOW BIG HIT!
- CONCOURS POSTPONED (Sorry About That!)

## PICTURE OF THE MONTH



.....Gee, fellas, that sure is a funny looking Jaguar!  
(See Auto Show report)

FLASH! ATCO EVENT (APRIL 29) BIG SUCCESS! FULL REPORT IN NEXT MONTH'S "SCRATCHING POST"



## THE SCRATCHING POST

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## DELAWARE VALLEY JAGUAR CLUB

A DIVISION OF JAGUAR CLUBS OF NORTH AMERICA

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### .....And this big widget here is called an "ENGINE"..... Technical/Tinkering Mysteries Revealed! (or, SHUT THE DAMN DOOR, SCHEAR!)

Those of you who missed the Technical Session on March 18 missed out on a lot of helpful information and instruction. And those of you who came but left early missed a funny bit; all the self-styled Experts got to playing around with Roggio's car - putting new needles in the carbs, waterproofing the ignition system and so on ....and when they were through, the damn thing wouldn't start. Like, for an hour and a half it wouldn't start.

Anyway, we had a very good turnout. I never did get around to counting people, but at one point, we must have had at least twenty there, watching and listening with rapt attention as Frank Polsenberg demonstrated how to replace and adjust ignition points ... craning their necks to watch Ed Gutgesell replace disc brake pads ... and saying to themselves, "I think I understand," as yours truly demonstrated the rebuilding of the fuel pump made by the SU Mechanical Novelty Company.

There were other things going on, too -- like a demonstration of how to clean garp out of an SU carburetor, how to waterproof an ignition system and how to open a beer bottle with a pair of pliers. Valuable knowledge, all.

Finally, our thanks to Bob Roggio who lent his facilities. In a pinch, we could get five or six cars in there -- a thought for future sessions.

Next time, come on out. We guarantee you'll learn something useful.

Dick O'Kane

### THE TORTISE AND THE HARE

Would you believe we postponed the '57 Le Mans film again? This time for a very good reason ... we pre-empted it at the April 21 meeting to show a truly great film recently produced by Pirelli Tires. "The Tortise and the Hare" is a modern-day adaption of the classic tale, the "tortise" being a big, plodding truck-trailer combo; the "hare" a white E-type Jaguar driven by a pretty girl. The film depicts their "race" up Italy's famed Autostrada del Sole, from Naples to Milan. From this deceptively simple story line Pirelli has created an award-winning film of great beauty and excitement. It drew a large round of applause at our meeting, and many favorable comments afterward. For those of you who missed it, and those who want to see it again, we'll try to schedule a repeat showing sometime later this year. In the meantime, there's a high probability that the much-postponed '57 Le Mans film will finally make its appearance at our May 19 meeting. Don't miss it!

\* \* \* \*

Guests at the April 21 meeting were JCNA Regional Director Al Garz and Mr. and Mrs. Pete Schmidt. Pete's the NY club's Activities Director and he and Al came to tell us about their forthcoming speed weekend at Lime Rock, Conn. They displayed the very handsome Challenge Trophy which will go to the club racking up the most points in the various competitions. Bob Roggio's heading a team of DVJC drivers who plan to bring that trophy home to Philadelphia next month -- call Bob to get in on the action.

### INTERNATIONAL AUTO SHOW..... Or, you guys didn't really go up in a BUS, did you?

Well, we thought it was a good idea -- and so did 30 other people who went on our tour to the NY Auto Show on April 8. Heck, we like driving our Jaguar as much as the next guy -- but there's something terribly luxurious about having your own private bus take you right where you want to go, without a thought of traffic and parking problems. It offers a nice fringe benefit, too -- the chance to get better acquainted with the other members and their wives.

In short, the tour was a complete success. Three members of the Washington club met us at the appointed hour; everybody else showed up (!), and off we went. An early lunch on the turnpike, and by 1:00 pm we were at the Coliseum.

The show itself -- well, it's got to be seen to be believed. Nowhere else will you see such a variety of automotive exotica. This year, of course, Jaguar was part of the BMC exhibit, and its presentation seemed a bit less distinctive than before -- but the cars still looked great. Carroll Griffith's SS-100 stood out at the "Wonderful World of Wheels" exhibit, and the Jaguar powered dragster was Something Else.

As a surprise feature of the day, our group was invited to a cocktail party hosted by Jaguar Cars, Inc. following the show tour -- a most welcome conclusion. Earlier, officers of the D. C., Phila, and NY clubs met with the Regional Director and Jaguar officials, this in itself a rare and worthwhile event.

The day was topped off in fine style with dinner at the Tavern-on-the-Green, from whence our private coach took 31 tired and happy people safely and quickly home.



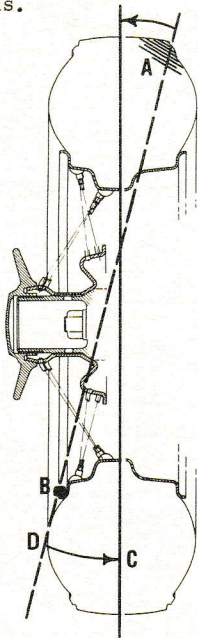
## PARTS 'N' LABOR

I Wish It Wouldn't Shimmy Like My Sister Kate .....

I don't pretend to understand why, but Jaguar front ends are terribly sensitive to wheel balance and wheel shape. So if you get a shimmy through the steering wheel at about 50 mph, the first thing you do is try balancing both front wheels.

There are two methods of balancing -- static and dynamic. In the static system, the wheel is taken off and put on a rack which has a little liquid level on the top. By seeing where the bubble in the level goes, the man can put weights on the rim to make the wheel sit level.

There's a flaw in this system, though, that often makes the results unsatisfactory; think about it, and you'll realize that this method of balancing treats the wheel as a two-dimensional object, when actually it has three dimensions.



Look at the illustration. Let's assume that the shaded area (A) is the heavy spot on the tire that's causing the imbalance. The man puts the tire on his rack, but his rack shows only the fact that there's a heavy side to the tire ... but it doesn't point out the heavy spot. Okay? To correct the heavy side, he puts the little lead weight (B) on the other side, so now the wheel balances. That's just fine -- but now we're going to drive the car, and that's where some other factors come into play.

When we take off down the road, the tire spins. But now, centrifugal force acting on the heavy spots --A & B--will make the two spots try to get into the same plane of travel. In other words, line D will try to become line C. The result is a tire that tries to steer alternately right and left with each revolution of the wheel. In other words, it shimmies.

Don't go away--there's a way out called "dynamic balancing". In this system, the man jacks up the front end of your car and puts a sensor up against the suspension. Then he spins the tire like mad. The sensor is set to light up a strobe lamp every time the suspension touches it, and to make a long story short, the strobe will show just exactly where the tire's behaving erratically, so the man can balance it just right until it gets to the point where he can spin it at about a hundred miles an hour and it won't wiggle, shimmy or hop.

For the name of the nearest place that does dynamic balancing, let your fingers do the walking.....

Dick O'Kane

## CONCOURS NEWS

For reasons too involved to go into here, the DVJC's second annual Concours d' Elegance has been postponed until Sunday, Sept. 10. We apologize for the postponement, but assure you that it'll mean an even bigger and better event than we had originally planned. (It also gives you more time to get your car ready, so no excuses!) The Concours now coincides with our second anniversary, and should be a gala affair. It will be held at the new Glenhardie Country Club at Valley Forge; full details will be forthcoming soon. In the meantime, all you Concours buffs are reminded that the Washington club's annual event is coming up on May 14, and a group of DVJC'ers is planning to attend. To get in on this, call Frank Weikel (in Phila. WA 5-9870, during the business day) or drop a line to the PO box.

But don't scratch our old concours date -- June 11 -- off your calendar! Our busy Activities Director, Ed Gutgesell, and Rallymaster Larry Schear, are planning a wing-ding of a rally and weekend in the Poconos. See enclosed flyer (to members only) for full details.

## NEW MEMBERS

We take great pleasure in welcoming the following new members:

Timothy P. Booker, Philadelphia.  
'67 E-type Fixed Head Coupe

Sidney R. Clark, (Karen), Philadelphia.  
'61 Mk II Sedan

Sidney Levin (June), Ambler, Pa.  
'56 XK-140MC Roadster

Tracy O'Brien, Gulph Mills, Pa.  
'54 XK-120 Drop Head Coupe

Kathleen Rementer, Philadelphia.  
'66 E-type Roadster

Jim Shrader (Jo), Swarthmore, Pa.  
'63 Mk II Sedan

James B. Sprague, Philadelphia.  
'63 E-type Roadster

... To all our new members, thanks for joining and, again, WELCOME!

## LEFTOVER PARTS.....

As of this writing, Bob Metcalf is confined to the Navy Hospital for tests. Our best wishes to Bob for a speedy diagnosis and recovery.

Congratulations to Frank and Margaret Bishop, proud parents of a brand-new baby girl!

Sign of the Times (?) Dept. -- Called a well-known local Jaguar dealer the other day; while waiting for the parts man to look up a number, heard a radio playing the background. The familiar jingle came through loud and clear: "Wouldn't You Really Rather Have a Buick? ..."

O'Kane Strikes Again! The May Road & Track has a feature article by the Bearded Bard,

-- Dick's second appearance in the hallowed pages of R & T. Don't miss the "Flight of the Thunder Beetle and Other Tales!"

Are you having a moving experience? If so, tell us your new address -- but tell us by mail (to the PO box), not in the middle of a meeting!



## THE LAST WORD

You may be wondering how a good-looking newsletter like this managed to come into being, out of thin air, as it were. Nothing to it, really... all you need is a highly creative artist and layout man, a quality printer, and an advertising pro to go out and beat the bushes for advertisers to support the whole thing... and, of course, somebody to grind out the words to start with.

We were extremely fortunate to find all this talent within our ranks; long-time member John Mecray dreamed up the handsome layout and provides sketches and paste-up; new member Barry Green happens to run a printing house, so there's our reproduction; and new member Bill Roversi, an account executive with KYW-TV, is our business manager charged with the monumental responsibility of making this thing pay for itself. Me, I have the easy part, cranking out the copy.

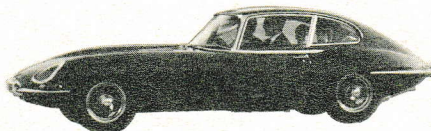
While passing out credits, mustn't forget our advertisers, who are making all this possible. Special thanks to members John McClintock (Foreign Car Parts of N.J. Inc.) and Tom Crawford (representing Newburger & Co.) for their help.

... All of which shows what can happen when a few dedicated members get together and decide to do something worthwhile for the club. Thanks a million, fellas!



## DVJC CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>For more info, call</u>
May 14	Washington club's concours	John Mendenhall (D.C.) (202) 667-7204
May 19	Dinner meeting - Brass Rail	Bob Metcalf (609) 845-7792
May 26-27-28	New York club's Lime Rock Weekend	Bob Roggio (215) 438-7933
June 10-11	Rally to Poconos and "Vacation Valley" Weekend	Ed Gutgesell (215) 355-2495
June 16	Dinner Meeting - Brass Rail	Bob Metcalf (609) 845-7792



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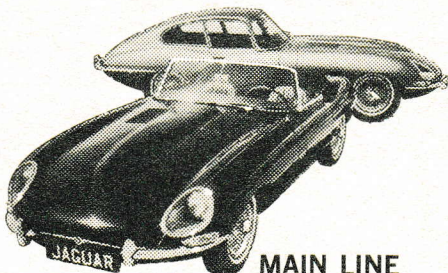
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