



THE SCRATCHING POST

OFFICIAL NEWSLETTER OF THE DELAWARE VALLEY JAGUAR CLUB

SUMMER 1967

VOL. II, No. 3

EDITOR'S NOTE: "Aha!" You were saying to yourself. "I knew that fancy newsletter wouldn't last!" Well, you were wrong, Clyde. True, we've slipped a bit, due to Ye Editor's heavy

business commitments over the past months(I had to get a week-end pass from my boss to go to Vacation Valley!). Hence, we present herewith the June issue of the "Scratching Post" . . . or

rather, the June/July issue . . . would you believe the Summer issue?? We've got so much to report, we're dispensing with many of the frills this time, so let's get right at it . . .

The Atco Follies - 1967 Spring Edition

LOOK! Down on the line! Is it a bull? Is it a bullet? Atilla the Hun? No! It's Dick O'Kane in his latest Halloween outfit! Ze wild bull is "on the line" at the Atco Va-Va-Va-VOOMway for the DVJC's First Annual Spring Competition Event! (Have you ever wondered why we always have First Annual events and never Second Annual ones?) Cars and drivers are out in force, nearly 25 strong, and there is quite a crowd of spectators, too. Many types of cars are present, for a Jaguar Club event -- from Alpine to Volkswagen. Even a sprinkling of XK-number cars! The Gymkhana is the first event, and the world's only Jaguar truck is running madly up and down the strip distributing pylons.

Enough cars were present for five classes and these ran the gymkhana in no specific order. As usual, times were announced on the P.A. system and everybody but the driver heard it. Kevin Murray set best time in an XK-140, but he was practicing all morning so the rest of you could fit through the gates and turns. Officially, the gymkhana winners in each class were as follows:

4.2 E	John McCormack
3.8 E	Willy Kusche
Sedan	Jim Shrader
XK	Tom Crawford
All Else	Rolf Brachwitz

Mr. Brachwitz -- a former XK-140 owner -- has the kind of car you can trip over in any illumination less than bright sunlight. Frank Bishop's Norton-Manx was ruled out of competition be-

cause of a ruling that the entry must have at least two driving wheels. I don't know what we would have done if he had training wheels for it.

Everybody says that you shouldn't drag a Jag. It's not good for the gearbox, clutch, clutch linkage, tailpipes, throttle linkage, top timing chain, etc. but gosh all fishhooks, it's FUN!!! After all winter of practicing (those snow tires DO bite in, don't they!), YOU and YOUR CAR finally get a chance to officially beat THEM! The pylons are all cleared away, the "christmas tree" is ready, the clocks are set, and the first two Jaguars are 'on the line.' The crowd holds its collective breath! (Actually, they're watching the stunt flying of the Piper Cub overhead and he has just started an outside barrel roll) The lights start -- Amber . . . Amber . . . Amber . . . Amber . . . Amber . . . Green! They're off and the clocks are running!! . . . moments later, A Winner!! "Well, of course you've got a winner, Gertrude. When 2 cars run one wins and one loses. That's the game." "Well, I think it's a shame, Orville, after all that effort, the poor boy lost." "How about 'He came in second.'?" "That's better. At All Jaguar events everybody wins and nobody loses!"

Everything and anything ran everyone else in our "Quarter-Mile, Standing Start, Acceleration Trials." Only the first two runs were official, counting toward prizes, but many sped down that black strip again and

again and again. I remember running against an Alpine, two XK-120s, a motorcycle, Bishop's sedan, a flat black Beetle, and a number of E-types. The real fun was bombing down that return road (good Lime Rock practice!). For years (months?) Dick O'Kane has been telling Bob Roggio that a good 3.8E can beat a good 4.2E and he proved it by setting the best official time of day down that quarter-mile. Official results are as follows:

4.2 E	Bob Roggio
3.8 E	Dick O'Kane
Sedan	Frank Bishop
XK	John Murphy
All Else	Anthony Weber (Sunbeam Alpine)

All contestants lightened their cars as much as possible, but none came as close to the ideal as did Harry Ussery, who showed up in minipants! All present apparently had a great time. No cars had to be towed home. Special thanks are due Norm and Sylvia Grimm for the track and timing, Kevin Murray for gymkhana set-up, Pete Schmidt (who-dat?) for pylons, Bob Roggio for taking them back, Gunny Metcalf for shooting all those facts and figures down to us as soon as they came off the clocks, and to the two girls in the Corvair who handed out time cards to the drag contestants at the end of the return road. Don't forget, we'll go through this again at our First Second Annual Fall Competition Event (that name's gotta go!) sometime after (hopefully) the Concours d'Elegance. See you then?

Larry Schear

THE SCRATCHING POST

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Lime Rock Weekend, May 26-27-28: Hail The Conquering Heroes !

Out of the concrete valleys of New York rang the Challenge! The Warriors of the Marque would assemble at Lime Rock for the semi-annual Contest for the Cup of Honor! The DVJC rose to the challenge (for a change!), and dispatched their finest drivers and cars to do battle.

A veritable flood covered the gaming-grounds on Friday, but Dame Fortune smiled on Saturday's Gathering, bringing warm, dry sunshine.

The two hours of driving instruction and practice scheduled for Saturday morning were cut to only one hour, as a nearby church had a wedding scheduled. What with final tuning, technical inspection, and driver instruction, about eight laps of practice were permitted.

After lunch, the gymkhana course readied. It was a simpler course than the ones we have had at Atco, but tighter. It was fun to drive and fun to watch, with running commentary from Pete Schmidt of the Empire Division and our own Bob Metcalf. Each driver was given two chances at the gymkhana.

Next, the acceleration run, organized in true dragster fashion, the clock starting when the light goes on. Three runs were allowed each driver, making this event very rough on the gearbox in Larry Schear's much-misunderstood XK-140MC, as Kevin Murray was also driving it.

After the acceleration run, drivers went to the pits to change plugs and timing for the Time Trials, a standing-start lap of the track at speed. This was what most drivers had come for -- a chance to go flat-out with no red gum-ball machines around! For this event the clock started when the car began to move;

cars were sent off so that when one was halfway around the track, the next car was just starting, thus separating the cars by three-quarters of a mile. A flying finish brought the cars past the starting point again, where their elapsed time was recorded. For this event, Bob Roggio used Pete Grillo's car, as his own was having brake problems.

Willy Kusche really sped around the track, setting a 1:19. XX time for the mile and a half. Bob Roggio was more gentle with Pete's unfamiliar car with a 1:22. XX (Bob was not running on racing tires and Willy was; alas, he brought them instead of his girl friend. That's dedication! Thanks, Willy. Sorry, Ma'am.) Larry Schear's time in his XK-140MC was 1:25. 21! All these times are quite good, considering that none of our drivers are professionals or serious amateurs.

At Sunday's victory banquet awards and trophy plaques were passed out. A small concours was also held (four cars) in which Larry Schear's car was entered for a short while on the theory that somebody has to lose and why

should it be someone who has spent so much time getting his car into fine shape? In the interest of inter-club relations, however, the entry was withdrawn. Trophies were awarded for this event, too.

We had seven drivers opposing New York's 28. Their top four drivers were withdrawn from competition as they are semi-professional, S.C.C.A. drivers, driving specially prepared competition cars. Our seven managed to accumulate a total of 82 points; New York's 24 qualified drivers accumulated 105. They got the cup, but wait 'till next time! Our competition chairman, Bob Roggio, is already planning the attack for the Fall Lime Rock event.

Other drivers from our group who participated were Bob Puglisi, John Young, and John Ferguson. Spectators were Pete and Audrey Grillo and Bob and Betty Metcalf.

Seven rode forth and seven returned, their heads held high, their steeds breathing mightily, proudly proclaiming a strong moral victory over the cunning vassals of the Concrete Valleys of Sunshine.

DELAWARE VALLEY JAGUAR CLUB CONCOURS d'ELEGANCE

for Jaguar, SS, and Special Interest Cars

SUNDAY, SEPTEMBER 10, 1967 (Rain or Shine)

GLENHARDIE COUNTRY CLUB King of Prussia (Valley Forge), Pa.

For information, write DVJC, PO Box 1994, Phila., Pa. 19105

Vacation Valley

It was Great!
(Once we got there . . .)

One of the DVJC's more memorable events was held on June 10-11; billed as a rally to the Pocos and a weekend at "Vacation Valley" resort, it turned out more like a combination of Hannibal crossing the Alps and the Israeli invasion, followed by a day of recuperation.

Eight cars started the rally at Washington Crossing Park; all eventually arrived at Vacation Valley sometime during the afternoon; hot, dusty, sunburned and hours behind schedule. Roggio was lucky - his fan belt deserted him a few miles from the starting point, and by the time he got it fixed he was so far behind, he bypassed the first 2/3's of the rally and went directly to the first checkpoint. (Would you believe he was the only one who finished on time??)

. . . Seriously, it was a clever and meticulously planned rally, and Larry deserves a lot of credit for the time and effort he spent on it. It was just a bit much, what with the steamy weather and the prospect of Vacation Valley's cool drinks and lake adding to our frustration. That frustration was quickly forgotten once we arrived; VV is an absolutely delightful spot, with excellent accommodations, good food, and lots to do. The lake was the big attraction, with such diversions as watching Ed Gutgesell zipping around on water skis, dodging canoes and antagonizing fishermen; cheering on our favorites as various DVJC'ers staged drag races in canoes; and taking bets on whether the bikini worn by one of our gals would stay on when she dove into the lake. Pete and Audrey Grillo rode horses, Grace and I rode a tandem bike, Jerry Sisak kept us laughing at the Saturday night party, and everybody just had a ball. Deep thanks to Ed Gutgesell for setting up the weekend . . . let's do that again some time!

Frank W.

* * * * *

PARTS 'N' LABOR

Burn Baby Burn

At our May meeting, Larry Schear attempted to sell us fire extinguishers. Where the hell was he three months ago? I'm sure most of you know by now that I had quite an electrical fire in my XK 120. After haggling with my insurance agent and talking to several mechanics, I made the decision to rewire the thing myself; because there was several hundred dollars worth of time and materials involved, and insurance companies have a nasty habit of depreciating and pro-rating coverage on 13-year-old cars.

The first step in rewiring is to determine just how much of the wiring is involved. If the entire wiring harness is involved (as was mine) the easiest path of repair is to get a new color coded wiring harness (not readily available, I might add), and sit down with a factory wiring diagram and just connect things back up. However, before tearing out all the old wiring, make sure you can get a new harness.

The charred remains of your present wiring can be very useful especially if you don't know an ohm from a watt. At this point run, don't walk to your nearest electrical supply, auto supply, or hardware store and buy half-dozen rolls of good wire in varying gauges -- for instance, your ignition wire is the heaviest (10-12 gauge), and most of the dash panel lights, etc. use 14-16 gauge wire. An invaluable tool available for \$3-\$4 is a combination wire cutter, stripper, and pincher of connectors. This little item will save you a great deal of time once you get a system worked out.

My system went as follows: After removing all the outer wrap of the wiring harness that was left, pick one wire leading to your dash . . . any wire . . . find out where it goes to the dash and from what fuse connection under the hood it comes from; either cut out the burned section and replace with new using your handy dandy tool or disconnect it from one end and pull it

through, hook up the new wire at both ends and *Zut* you're worth \$8 an hour at Roth's. Continue this procedure with all wires that are intact, don't remove ones that are completely burned off until you have all the rest done. The final step is to get the wiring diagram out and since you probably have only a couple wires dangling out from a gauge here and there it is a pretty simple matter to replace those left.

One final suggestion . . . after you have all the wires hooked up and before you connect your battery . . . look up Larry Schear and buy a fire extinguisher . . . just in case!!!!

Tom Crawford

New Members

Lee Bruner (Sylvia), Bala Cynwyd, Pa. '61 XK-150 Roadster

Joseph Desiderio, Philadelphia '64 E-type Coupe

John Ferguson, Jr., Philadelphia '62 E-type Roadster

Thomas W. Hynson (Elsie), West Collingswood Heights, N. J. '60 MK IX

John McCormick (Sandra), Darby, Pa. '66 E-type Roadster

Richard A. Miller, Valley Forge, Pa.

. . . Welcome, All!

Technical Info Dept., Dragster Division -- "Autocar" the British weekly, reports that Roy Chambers' "Jagster," which we saw on display at the New York Auto Show, uses what was once a 1957 3.4 litre Jaguar engine, rebuilt to 3.8 specs, with special pistons and cam shafts. The fuel injected (alky and nitro-methane) monster develops 350 b.h.p. and holds the Nascar D/Fuel Dragster record (23 February 1967, Deland, Florida) with 143.08 mph and a quarter mile time of 9.97 . . .

Unsubstantiated Rumor Dept. - "Competition Press" says that Jaguar is expected to be at Le Mans next year! (We can only hope that this is true, and that the Coventry magicians will put those upstarts from Detroit in their place!)

Classified

FOR SALE - XK 120 Roadster, rebuilt engine with approx. 500 mi. Complete and running -- needs paint, upholstery. Asking \$275. Contact Automobilia (215) 862-2170

FOR SALE - XK 120 parts - Complete running gear, trans., rear, doors (coupe), trunk lid, trans. tunnel floorboards, 16" solid wheels, generator, starter, water pump, seats (6 sets); also jack for RHD MK V and other instruments. Ed Smith (215) 259-5051

FOR SALE - Misc. parts for XK-120, 140, 150; rear axle, oil filter assy, front end, 2 disc brake units, Whitworth hdwre, exh. manifold, torsion bars, axle shaft, Lucas mirrors, bearings, etc. Larry Schear (609) 393-3974

FOR SALE - Mk IX parts, compl. rear axle for "D" type, misc. engines and trans. for XK 120-150, "C" type and 150 heads, "D" type brake discs and rear hubs, and hard-to-find hdwre for XK-120-150. Tom Foreman (201) 782-4963

FOR SALE - XK 140M Roadster; engine strong, body weak; top and side curtains good; new brakes; wire wheels. Contact Messrs. Metcalf, Grillo, Grimm O'Kane or Schear. \$165.00

FOR SALE - Immaculate Mk X, engine completely rebuilt, needs only minor details for concours. \$2650 firm. (215) MA 7-2709

For Sale -- 1950 MK V DropHead Sedan; black, with new white top; 3.5 litre OHV engine, 4400 mi. Since rebuild. Condition excellent. Lack of garage space forces sacrifice for \$1400 or best offer. Contact Larry Schear (609) 393-3974.

For Sale -- 1959 3.4 Sedan, automatic trans., white. Meticulously maintained by Jaguar enthusiast. \$800. Charles Rosencraus (609) 547-3936.

What do you want to buy, sell, or trade? Make your wishes known by advertising in the "Scratching Post"! Your ad here will reach hundreds of Jaguar enthusiasts throughout the Delaware Valley. Cost -- a mere two bucks. Send your ads to DVJC, PO Box 1994, Phila., Pa. 19105.

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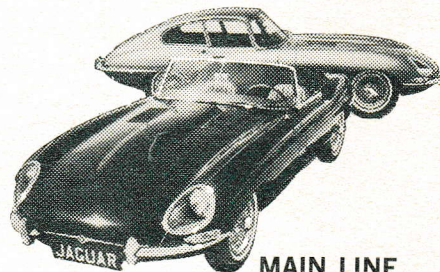
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