

# JAGUAR

J O U R N A L

JAGUAR CLUBS OF NORTH AMERICA  
OFFICIAL MAGAZINE

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## Warm and Welcome in Person

When the traveler finally reaches your door, what do you do? You invite him/her in, welcome them and invite them to warm up in front of the fire. It's a social tradition.

That's what a car club should be like, warm and welcoming. I experience the feeling every year when a tan envelope arrives in the mail making me an honorary member of JD&RC/NWA. I share the feeling when I walk into the hotel for the AGM every year and find myself immersed in a group of friends. And I feel it on every JCNA show field, it radiates from the registration table at a slalom and certainly makes me feel at home every time I walk into a local club meeting.

Being in a club like JCNA and seeing other members in person is

important. Nowadays, a lot of friendships are maintained at long distance, via e-mail or texting, even if the friends are only a few miles away. Of course, both electronic and in-person relationships have their place as we can see in the XK 150 restoration article in this issue. The author got a lot of useful advice via telephone, but his deepest enjoyment came in working on the car side-by-side with his friend.

So by all means use all the modern communications channels to their best advantage – like texting children or grandchildren for instance. But, when it comes to our Jaguar hobby, take some time to see and deal with people directly. Cell phones and computers can give us all the information we need but they lack the warm smile, handshake or hug that only in-person contact can give you.

### A BIT OF HISTORY



JAGUAR C-TYPE  
PITTSBURGH VINTAGE  
GRAND PRIX  
JULY 16, 2006  
"A great way to learn  
one's A 13 C's!"

Back in 2006, Tom Jaycox took his C-type racer from New York to Pennsylvania to run in the Pittsburgh Vintage Grand Prix. While there, he made the acquaintance of James J. Burke, Jr., an artist who owns a Series I½ E-type and loves to draw cars. He spent some time looking at the C-type and learning about the car's structure and other features from Tom. Then he settled down to render the car in pen and ink with the result you see here. We think it's a great interpretation of the energy and beauty of the Jaguar and further proof of the lasting quality of the design. Jim does this as a hobby and supports the Autism Foundation with the proceeds. If you're interested in Jim's work, send a message to the *Journal* and we'll forward it to him.



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Cover Photo



Paul Skilleter toured the Castle Bromwich assembly line to record a new XJ under construction. The assembly process story begins on page 8.



# The McClures' XK 150

**Story** Bill McClure, Rocky Mountain JC  
**Photos** courtesy Bill McClure

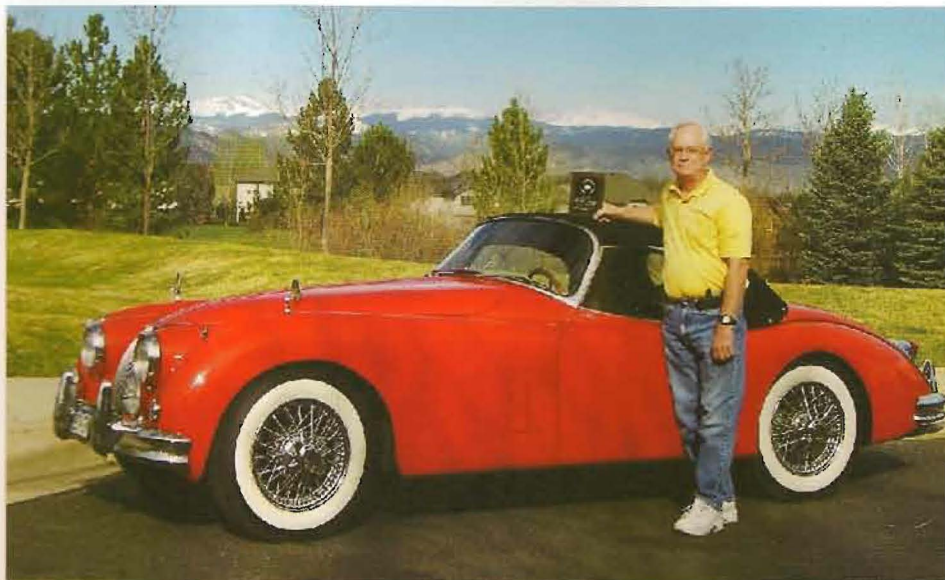
The summer I was sixteen, my uncle returned from the UK after a US Marine pilot exchange program with the RAF. He picked up his new '59 XK150 DHC in New York and stopped to visit us in Indianapolis on his way home to Missouri. He let me drive it! I was somehow already partial to Jaguar; now, it was serious. All my conversations with my teenage friends revolved around the relative merits of Corvette, Porsche, and Jaguar. I was the staunch defender of Jaguar and have never wavered.

Some years later, during my Kodak career, the company moved me, Lynn and the kids to California from Rochester. For a number of years I was working 60, 70, even 80 hours for many weeks at a time. Fortunately, our government contracts specified time and a half overtime even for salaried engineers. Flush with cash, I began scanning the *San Jose Mercury News* for Jaguars. I found the XK150S OTS we have today and bought it in 1976. Over the years we have driven the car with great joy. When the kids were little, they loved riding in the back and peeking out over the seats. As they grew older and ultimately left for college, we took up with adult friends-with-collector-cars and spent many summer weekends touring the Finger Lakes Region of upstate New York. This is an area of stunning beauty (a secret known by few) without any straight roads. We frequented Watkins Glen, especially for vintage racing events. Our car has even toured the course for parade laps. This occupied our 1980s.

The '90s brought us to Colorado. Before our car was even here in 1993, we went to the Cerebral Palsy show at AJC and immediately hooked up with the Rocky Mountain Jaguar Club. Through the decade we attended many events, notably concours and road trips. The car had a complete engine rebuild by a young man who saw us at a Cerebral Palsy show and wanted our car as a reference for another 150 he was restoring. His work included retrofitting the valve guides for unleaded gas use.

## Problem/Acknowledgements

The '90s concluded with two significant



Bill McClure with the result of his labors – an XK 150 with both a family history and a future of family driving enjoyment.

events. We went to an RMJC/Stevenson Jaguar service diagnostic clinic and we moved into a new house. At the clinic, the car had two diagnoses. The universals were failing and the tappet guides needed hold-downs. Soon, as we returned from another RMJC event, the universals began complaining. We put the car in a storage garage during the house transition. [With the front bumper off, it will fit in a 15 foot garage.] In August of 1999, my friend (of 43 years and Kodak colleague) Glenn Tersteeg helped me move the car from storage into the garage at our new house. There it sat for years. I only touched it once to drain the gas tank when one of the fuel pumps started leaking.

In July 2007, I had had enough. I called Glenn and said we will drive it or sell it, but not let it sit. However, the decision required a road worthy car. Glenn said "count me in." Glenn is very much a car buff and more of a motorcycle buff than I am. He has provided much support and effort, including many trips from Evergreen to Lafayette, getting his hands dirty, and then driving home after long tiring days. I also acknowledge Bob Grossman of RMJC for his generosity in taking my phone calls and offering much advice and most importantly COURAGE.

## Approach

Here we were with the original problems of universals and tappet guide hold-downs and a host of others – major and minor. Also, being parked for eight years probably would introduce unanticipated problems.

Lynn and I went to the RMJC meeting in July 2007 and, after discussing tires with Gary George there, I was comfortable ordering new radial (original spec dimensions) tires and tubes from Coker in Chattanooga. Meanwhile, I had ordered 4-wheel dollies from Lakeshore Wheel and Tire since we would be moving the car into and out of the blind third bay of our garage without starting the motor. I already had the jack stands we would need whenever the wheels were off the car.

The other items I had ordered were the tappet guide hold-downs, valve cover gaskets, and universals from XKs Unlimited. Our plan was to put the car on the jack stands, take the wheels and new tires and tubes to Woody's Wheel Works, remove the drive shaft and take it to Drive-Line Service in Boulder. Also, since the car sat for eight years, we knew the carburetors had to come off. I called XKs and interviewed them regarding the carbs.



They wanted \$750 to clean them up and rebuild them. ["For all three?!" "No apiece! But, we can do a non-concours treatment for \$650 each."] A series of phone calls with Bob Grossman ensued. Bob said I could undertake the carburetor work myself or I could send them to Joe Curto in New York. The latter option prevailed after I called Joe – \$562 for all three.

## Implementation

Now we were ready to do the work. Glenn and I put the car on the jack stands and took the wheels off. The bonnet came off, and after fashioning a sling and hook system, we hung it on the garage wall. It looked like a great art piece. I was now able to remove the carburetors and get them boxed and shipped off to New York City (Joe Curto is in Queens.).

Picture, at least in mid to late summer of 2007, a couple of hot sweaty guys, the car either on dollies or jack stands, a radio playing oldies, Lynn fixing snacks and lunches, and a continuing discovery and discussion of the intricacies of this and other cars of similar vintage. This was all mixed in with reminiscences of the glory days of Kodak and the people with whom we worked.

Our first job was underneath. We decided to take the drive shaft off from the bottom. I don't know whether it is easier taking off the transmission cover from within the cockpit and working through there and the access panel in the boot. Glenn has a set of very slender box end wrenches. These proved invaluable due to the tight location of the bolts and nuts on the universal flanges. Anyway, after some effort, we successfully dropped the drive shaft. I took it in to Boulder the next day. Meanwhile, the tires came by FedEx from Chattanooga. So, I drove down to Woody's on Platte River Drive and dropped off the wheels and tires. They said they would take a while, since Woody Witte himself would be tuning the spoke wheels before the tubes and tires were mounted and balanced.

I took this opportunity to drain all the fluids – motor, transmission, overdrive, differential and radiator. Glenn and I ran new brake fluid through the brakes. We ran new fluid through the clutch hydraulics. Then, after I installed refurb kits in the clutch master and slave cylinders, we ran new fluid through again. Also, while waiting for the wheels, I was able to get to various bushings etc., especially the front sway bar.

During this exercise I found a torn rack bellows. I ordered replacements from XKs. At the next step, I discovered the left (near side) tie rod ball at the rack end was almost frozen. It took a torch to get the tie rod off at the rack end. New parts, which include the rod and ball assembly and some strange (read expensive) washers, were ordered from XKs. Where else?! After some fussing and another call to Bob Grossman, I installed the rod to my satisfaction. [These are the things you discover when undertaking this sort of work.] I installed the new bellows after some additional fussing. The rack end clamp on the driver's side bellows is very tricky to install. It is hard to get to and it tends to slip off easily while the clamp is tightened. My toe-in adjustment technique is two threads installed at wheel hub height in the garage. The threads are parallel with the car in between. On Jaguars, the measurements are made at the rims, front and back, and then compared with the measurements taken after the wheels are rolled 180 deg. The average is used to adjust to 0" to 0.125" toe-in.

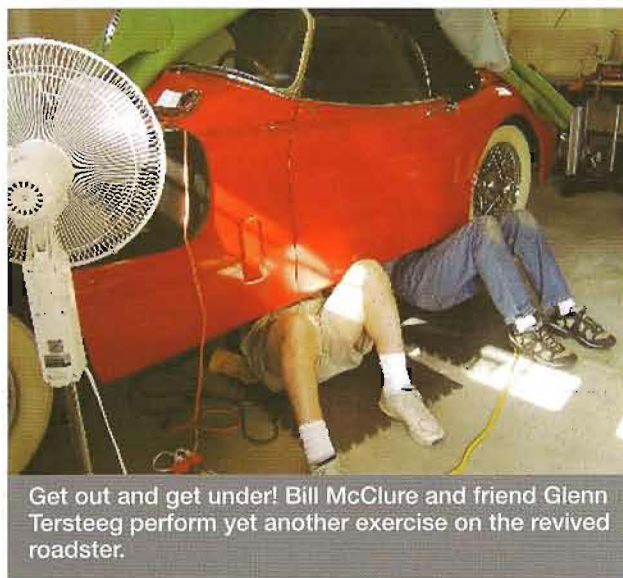
Meanwhile, I picked up the drive shaft with the new universals. The \$40 at DriveLine Service was well worth not fussing with the universal cups and needle bearings. Glenn and I reinstalled it with little or no issues and a fair amount of grease. We were now ready for the other original objective – install the tappet guide hold downs. We removed the valve covers and inspected the situation. We did not see any evidence of collision between the cam lobes and the guides; however, it is best to install hold downs on all vintage Jaguars. Another call to Bob Grossman, this time mostly for courage, and we were on our way. The hold downs are essentially flat steel stock cut into rectangles with curves cut into two corners. The curve cut matches the radius of the tappet guides and has a shoulder that sits on the top edge of the guide. Each hold down covers two guides. Our main worry was the drilling and tapping of the holes in the aluminum head to receive the screws for mounting the hold downs. This is the scary part that needs significant courage. I epoxied a small block of wood to the top of one each of the two sizes of hold downs. (The space

between cylinder three and four is more than the others, so two hold downs are slightly longer – one for the intake side and one for the exhaust side between the middle cylinders.) I drilled through the two screw mounting holes from the bottom of the hold down and through the wood block using my drill press. Hopefully, with this fixture, we could drill through about an inch of wood with the hold down in place on the head. The inch of wood would give us the best chance of getting the holes straight while using a hand held drill. We masked off the drilling area with various kinds of tape and torn-up tee shirts to prevent metal cuttings from getting into the motor. A small plastic tube fitted to the shop-vac facilitated clean-up.

I didn't know the difference between a blind tap and a through tap. A helpful McGuckins sales person in Boulder educated me and picked out the right one. Glenn and I held our breaths while I worked the tap. We made it through all twelve holes and installed the hold downs with the supplied cap screws. Everything seems to have worked. The hold downs are still tight after several hundred miles and a recheck.

We took the opportunity while the valve covers were off to do two more things. The first was to check the clearances. All were within .001," so we didn't undertake any changes. The second involved more discussion with Bob Grossman. Some years ago, Bob and I took our cars (his racing XK120 FHC) to a dynamometer in Evergreen. My XK150S was about half the horsepower of his. So, I thought retarding the cams would make my car a little "hot-

Continued page 38



Get out and get under! Bill McClure and friend Glenn Tersteeg perform yet another exercise on the revived roadster.



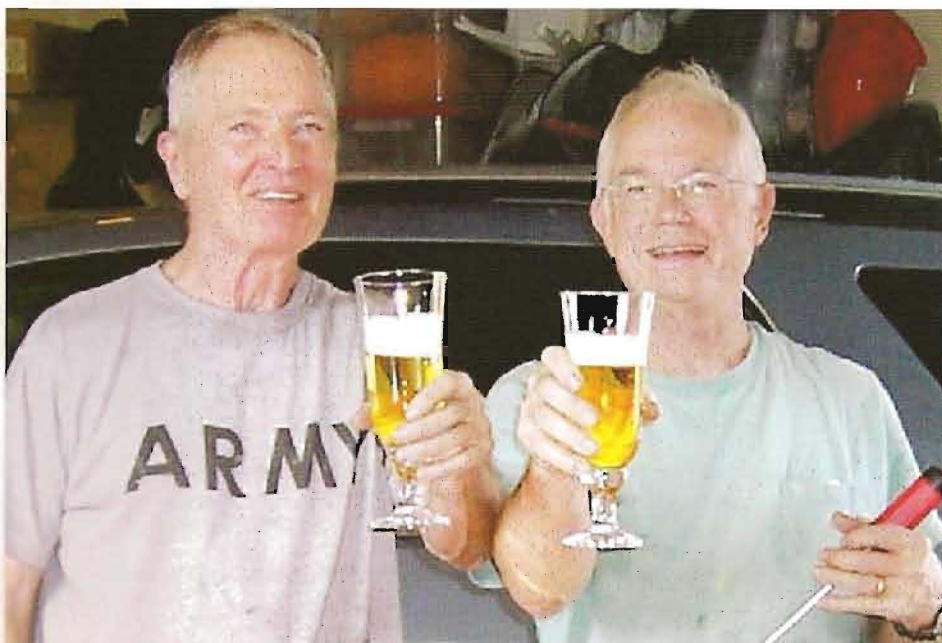
**McClures' XK 150**

continued from page 32

ter." Bob asked a simple question, "How do you drive the car?" I said, "Mostly, 1500 to 3000 rpm." Bob suggested that advancing the cams would be more appropriate. He said 4 deg. (8 deg. on the crankshaft) would be fine. This is what we did. Glenn and I learned a lot about working with the camshafts in the process.

While the carburetors were off, I had done a few things. One was to check the compression. I got readings between 144 and 152 PSI. This seemed high for a car that still had not been started in eight years, especially at this altitude. So I rechecked several times. The readings remained consistent. My guess is that the relatively recent (in miles) engine rebuild with new pistons is the main reason. While the fuel side of the motor was dismantled, I rebuilt the plumbing to the carburetors. Normally an S-model XK150 has a rigid fuel rail that connects the sediment bowl on the air cleaner to the three carburetors. Some mechanics cut the rail into sections connected by rubber hoses. This is how our 150 is configured. The spec rail is available from XKs Unlimited for about \$250. I elected to replace the rubber and clamps. [I'm sure XKs would not notice +/- \$250 in my overall tab.] Glenn and I also rigged a plumbing fixture that allowed us to connect the flex hose coming up into the engine compartment to a plastic tube that went overboard. We could then run the fuel pumps to flush the system and check the ability of the pumps to hold pressure. [The Boulder County hazardous waste site is open three days a week. They will take dirty gasoline. Unfortunately, they also took my new container.]

Another thing I did was to remove, clean and paint the exhaust manifolds. This was one of a number of cosmetic/vanity exercises undertaken. I used high temperature black paint and baked them in our barbecue to cure them. They are holding up well. While the manifolds were off, I could more easily get to and replace the steering coupler. This rubber piece connects the short shaft coming through the firewall to the longer shaft going to the steering rack. The old one on this car was severely cracked and in danger of failing. The replacement from XKs worked fine except that the original bolts were too short. The recess depth on the replacement coupler was different than the original. I was able to get some nice socket head cap screws from ACE that worked great. Also, on this side of the motor is the genera-



It's done! The two stalwart home mechanics drink a toast after completing the XK 150 project. But there's still a screwdriver ready to be used! Photo Gordon Kenney

tor. The generator always seemed to me to be slightly off angle, a condition that, I believe, caused the fan belt to squeal. I removed the generator and discovered, after some research, that the mounting bracket was from an earlier model Jaguar. The spec bracket is no longer available from any source that I know. My solution was to turn the bracket over and drill new holes to line up with the holes in the block. This worked fine. The pulleys all line up and the fan belt can be more easily adjusted.

**Getting back on the road**

I picked up the wheels from Woody's. Before we installed them, we took them to a car wash and gave them a good cleaning. After about five weeks, the carburetors showed up via UPS from Joe. They were gorgeous. Glenn and I installed them and left the air cleaner off until we were able to get the carbs tuned to our satisfaction. The S-model air cleaner is removed through the wheel well. It is not a trivial exercise to remove or replace it.

Now, we were ready for the big event. Everything was buttoned up. I had topped off the battery with the charger. Glenn was ready for a long effort involving ether and spark testing. I tend to be more optimistic. Lynn got the camera. It was almost anticlimactic. The motor leapt to life and was purring in a moment. There was, however,

the inkling of a problem. The idle was around 1200 rpm. In the attempt to adjust the idle to the spec 500 rpm we closed the slow idle screws *completely* on all three carbs. The idle went down to around 1000. Something was amiss. I do have a Slo-Syn tool for checking the air flow. So, using the tool, we determined that all the flow was through the rear carburetor.

I called Joe Curto (It was a Saturday.) and he described how use a backlight to look through the carb to see if the throttle plate was seating. I played with it all weekend and attempted to tweak the throttle plate in the shaft to seat better. We still couldn't get the idle much lower. On Monday I called Joe to describe my efforts. He said, "Send it back." I kept describing each thing I had done. He kept saying, "Send it back!" I finally got the message. I sent it to him and had it back by Friday – no additional cost. We installed it and went through a satisfying and successful tuning operation. The carbs are balanced using the Slo-Syn and the mixture is adjusted just to – but not over – the edge of lean. I pulled the wheel and replaced the air cleaner which was now cleaned with the elements recharged with oil. Although the motor looked so cool without the bonnet, Glenn and I replaced the bonnet and adjusted its position.

In the course of driving the car again, we had another episode with the fuel pumps. The rear one started leaking. What en-



sued were more calls to Joe Curto and Bob Grossman. I thought another shipment to Joe was imminent; however, we decided to try gasket kits which Joe sent to me. In the course of the conversations I learned about the warp (pie crust) shape the flange can take. I made a fixture out of  $\frac{3}{4}$  plywood and aluminum that allowed me to mount the pumps and squeeze the flanges back into shape with c-clamps. This was mostly successful. Upon reinstallation, however, not one but *both* pumps leaked – this time not from the flange edge but around a couple of the screws. I surrendered and applied a little non-hardening gasket sealer around the screw holes before assembling the pumps. So far, this is working.

We were now ready for the road. Glenn and I cruised out of the neighborhood to admiring looks and drove into Boulder. We drove back to Lafayette through Broomfield. It ran great! The radials are great for handling. We went on US36 for a while to run it up to 65mph. At that speed I could switch in the overdrive which worked great. The car was purring with no effort. Glenn and I spent the ride sharing superlatives. My feeling was reminiscent of my first ride in 1959. [My uncle recalled driving through the English countryside and rolling down the window to hear his 150 motor echo off stone fence walls.] Also, in retrospect, I believe the horse power problem was as much extremely bad carburetor condition as anything else. Later, at the Conclave this year, Bob Grossman noticed the throttle return springs were poorly configured. I have since obtained and installed spec brackets and springs.

In the meantime, I changed the car to negative ground. Some years ago Gordon Kenney had described to me how to do this. I wanted to install a new electronic distributor – the negative ground version. Once again – back to XKs. Their price for the new Pertronix XK spec distributor was the same as the Pertronix website price – \$207. This distributor is externally indistinguishable from an original. [XKs also intends to come out with an alternator that is indistinguishable from the original generator.] The car seems to love the new distributor. I don't know what the difference is between the Pertronix and the \$700 Mallory versions.

While I had the dashboard out to reverse the ammeter leads, I installed a switch for the fog lamps. They had never been connected since we got the car. An original spec 4-position headlamp switch is no

longer available. However, the pull switch I installed is available from – whom else? – XKs Unlimited. It fits nicely in an existing blank hole in the dash opposite the windscreen washer button.

### Cosmetics

When Lynn and I were at the concours at Cheyenne Mountain some years ago the windscreen cracked. It was a hot day and I was sitting in the car with the motor off. I saw something out of the corner of my eye. It was a sudden and spontaneous crack on the passenger side. It eventually extended more than halfway from the bottom upward towards the top of the glass. So, our effort this year required a call to my new friend, Steve Philip, at XKs. He shipped a new windscreen and I had Elite Auto Glass replace it. I didn't have the tool or the know-how to install the "locking strip" in the rubber windscreen molding.

The car has had several issues with the paint and finish. The main problem was

new paint was poly based. So, I left the store with the paint, thinner for use with an airbrush, primer in an aerosol can, an aerosol solvent for treating drip lines, and a suggestion to go to Wal-Mart and get Rustoleum clear lacquer for an overcoat. That way, the paint work still ends up with a lacquer finish. An interesting suggestion by Chip involved the clear coat. He said do not try to blend the edge while using the clear lacquer. It goes on too dry. Let an edge form and then use the solvent. Whatever is left will be less visible than the edge of a clear-bra

Before undertaking any paint work, we needed to deal with the door. I fashioned a sling with two saw horses and a ship-ping blanket. With the sling in place, I was able to remove the bolts on the hinge plates. Slender wrenches came in handy again. One bolt head twisted off and required drilling and an easy-out. It worked; so now, I could easily work on the wing side shut line. I also could work on the door.

## I was somehow already partial to Jaguar; now, it was serious.

the shut line at the front of the driver's door was too tight and offset. The door rubbed the paint off the front wing. There is some filler along this line which I am sure is part of the left front wing replacement. The previous owner had done this work after he bought the car. It had suffered a bent fender. In anticipation of this and other work that would need paint, I went into Boulder to interview the people at Sherwin Williams Auto Paint. This is different than the regular Sherwin Williams. I talked to Chip Wheeler and shared my concern about matching the color. I thought the closest color was Los Angeles Fire Department red. Chip asked if I had a sample. The bonnet was still hanging in all its glory on the garage wall, so I went home, lowered the sling, and returned with it in the back of our SUV. Chip used a color sensor device the size of a shoebox and found a perfect match to one of their standard colors. I said, "How much?" Chip said, "About \$700 a gallon." I said, "I'll take a pint."

Chip shared with me an elaborate process for doing the touch up work. He identified the existing paint as lacquer. The

My initial paint effort was the small space between the vent and the shut line – a space less than 6 inches by 12 inches. I now regret the success I experienced. I sanded the area down to metal and applied a very small amount of filler at the shut line. It came out nicely. The line was true. After some of the aerosol primer and wet sanding, I was ready for color. The paint and thinner worked well in the airbrush and I was able to apply it with enough wetness, but not so much that it dripped. A few coats sequenced with wet sanding ensued. I was cheerfully singing along with the radio. Even moving to the lacquer stage went well. [By now I decided to use a respirator.] The lacquer looked great before any rubbing. I worked on painting the door for a while and was soon reinstalling it.

I arranged the shims and used the adjustment capability in the hinge plates to get the door exactly where I wanted it. The shut line was even and true. I had anticipated a need to adjust the shut line at the rear of the door. The bottom of the door stood out slightly, while the top was OK. The shut plate is attached to the interior





from Gordon K.

The McClure's XK150 rolls out, newly-refurbished and ready to resume its career as a source of driving pleasure for the family.

panel of the car body and the rear wing is attached with captive bolts, fender washers, and nuts on the front inside of the wing. I was able to loosen the nuts and slightly move the front bottom of the wing to a new position. The rear shut line is now true like the front.

The remaining paint issues were mostly stone chips. There were a couple of brake fluid drip marks on the left wing and a paint bubble had popped off the right wing.

Here's where my early success caused problems. As I sanded and primed each little small area, I made a decision, based on unwarranted confidence, to apply paint and lacquer to broader areas. I am still working through the effects of this decision. I had gone to Mizell

Model Trains in Westminster to get the largest tip for the airbrush. This, I'm sure, contributed to the problems. The color went on with drip lines so I needed to do much rework and sanding. The lacquer coat was also problematic. I could not do broad areas without leaving dry patches and an uneven finish. So now, the car looks great but it cannot suffer an up-close inspection. I am undertaking a new program of small areas at a time. We will get there.

## Conclusion:

Over the time from July, 2007 to the Con-

clave this year Glenn and I, between us, spent hundreds and hundreds of hours on the car. My time was interrupted only by trips and some home redecorating. We had a wonderful trip to China last year with dear friends from Florida. Also, we always go to Florida and California two or three times a year to visit grandkids. Other than that and a family Christmas here, I was pretty much in the garage. I have not

**Picture this ... a couple of hot sweaty guys, the car either on dollies or jack stands, a radio playing oldies and discussion of the intricacies of this and other cars of similar vintage. This was all mixed in with reminiscences ...**

elaborated on many small efforts – the many, many trips to McGuckins in Boulder and to Ace here in Lafayette to get new nuts and bolts. I always replaced the hardware when I removed something – brass nuts for the manifolds, for instance. A vanity item was new chrome acorn nuts for the head and the valve covers. Glenn and I installed these when we rechecked the hold downs. I removed and cleaned the windshield wiper and heater fan motors. We installed a new complete hose kit. I attempted to clean up the engine bay; however, a championship effort would require removal of the motor. The

car does not need that. I did get and install a boot trim kit from BAS, Ltd. in British Columbia.

What the car needs now is someone to love it and drive it. The next year will determine if I am that someone. We are contemplating a trip with the Tersteegs to Santa Fe. Maybe we'll take the car with Judy and Lynn in the chase vehicle. As I said, I will not let it sit again. If I don't drive it, someone else will.

## This is the 2009 story:

Since I finished this article, I closed the decade in a tumble. In early August 2009 Glenn and I and several of my friends and neighbors managed a motorcycle trip to the Sturgis Rally where we met Glenn's brother, Jim, and friends from Minnesota. Later in August my friend Rudy and I rode through Rocky Mountain National Park. I was on my Victory V92C Cruiser and Rudy was on his BMW 1200. The rest of the Sturgis crew, including Glenn, declined. Rudy and I were eastbound on Colorado 14 heading for lunch in Fort Collins. Around mile-marker 91 I got into a narrow patch of gravel and tumbled off the road ending up in the Poudre River Canyon. Rudy and a passing EMT saved my life. I

was helicoptered to the Rocky Mountain Trauma Center in Loveland with a traumatic brain injury. I have no recollection of my crash or the three weeks in the trauma center. My dear wife Lynn recalls the cheers I got from the wonderful staff after responding to a thumbs-up request. After 18 days, I was moved to a long term acute care center in Denver where

I spent another few weeks. From there I was moved to a Boulder acute rehab center associated with Boulder Community Hospital. After three weeks there I was discharged for an in-home rehab program. Since December I have been in an outpatient rehab program and have also been in an experimental hyperbaric oxygen chamber therapy program.

I am so glad now that I feel fine and Glenn and I are resuming our final jobs on the Jaguar. We are honing the rear disc brake cylinders and should be on the road by week's end. 🍀