



Jaguar Jargon



Volume 47, No. 3

jaguarclubofpittsburgh.org

MARCH 2024



JCOP ON ICE!

By Dave Gamret

No one wants to drive their classic, or even modern, Jaguar on icy roads in the winter. So what's the best way to navigate a sheet of frozen water? CURLING! JCOP members and friends returned to the Pittsburgh Curling Club for another afternoon of launching, sliding, curling, sweeping, shouting and banging rocks in a friendly game of curling.

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Open House for JCOP at New Location - Hahn Auto Restoration Saturday April 27, 2024 at 10 a.m.

By Rich Aronson

Hahn Auto Restoration President and JCOP Member Amy Hahn Beck (2018 Jaguar F-Type R Convertible) is proud to announce the acquisition of a new, larger, enhanced shop facility at:

**Hahn Auto Restoration
467 Brownsdale Road
Renfrew, PA 16053**

As many of you know, Amy and her team work continually on members' restoration, service and maintenance expertly and provide concours-level quality to our Jaguars.

We have been invited along with other clubs to our own tour of the new facility at **10 am Saturday, April 27, 2024**. Though treats will be provided, no formal or informal lunch plans have been made following our visit, but depending on interest level, we as a club can explore nearby locations at the option of attendees to lunch together once RSVPs become known.

Please contact me prior to March 31, 2024 if you'd like to join us at Hahn's new shop!

Rich Aronson aronsonrichard@yahoo.com 412-551-8319

OPEN HOUSE
HAHN AUTO RESTORATION

Saturday & Sunday, April 27&28
9:00 am - 2:00 pm
467 Brownsdale Rd
Renfrew, PA 16053
Come toast to our new home!
Drinks and treats served

Jaguar Club of Pittsburgh 2024 Events Calendar



Saturday, April 6 - JCOP Tech Session, 9:00-9:30 a.m. to noon, Gary Kincel's garage building, 101 Park Way, White Oak, PA 15131 ... Contact Gary at 412-638-2715 or gkincel64@gmail.com to attend.

Saturday, April 27, 10 a.m. Tour of new Hahn Auto Restoration facilities, 467 Brownsdale Road, Renfrew, PA 16053 (Contact Rich Aronson, 412-551-8319, by March 31)

Sunday, May 19 JCOP picnic - Roosevelt Shelter, North Park (details to come from Stu Benson)

Saturday, August 10 - Sewickley Car Show (no rain date) — Chuck Pipich

Saturday, August 24 - Jaguars at Jacksons (Details to come from Dave Gamret)

**Saturday, September 14 - Pittsburgh Concours d'Elegance, Fox Chapel Yacht Club
(Details to come from Bryan Williams)**

Fall Leaf Tour and Fall Leaf Brunch (Two separate events, dates TBA)

JCOP Holiday Party - (Date and details to come from Ken Como)

Jaguar Clubs of North America Upcoming Events

**March 14-17, 2024 JCNA Annual General Meeting (AGM)
Charlotte, NC Hosted by the Carolina Jaguar Club**
For more information: visit agm2024.com, email info@agm2024 or call 704-506-9130.

Other Events of Interest to JCOP Members

July 21-August 4, 2024 Pittsburgh Vintage Grand Prix *More details at pvgp.org*

Events will include: Kick-Off Rallye at Dual Devils Garage July 21, Walnut Street Invitational Car Show July 22, Blacktie & Tailpipes Gala July 26, Historics at Pgh. International Race Complex July 26-28, Sewickley Stampede & Roundup July 30, Waterfront Car Cruise July 30, Downtown Pittsburgh Car Display and Tune-Up at Southside Works July 31, Countryside Tour and Passport to Elegance Party Aug. 1, Race Weekend and International Car Show, Schenley Park, Aug. 3-4

August 25 Bentley Pittsburgh Invitational, North Hills (Details to come from Stu Benson)

Shifting Gears: President's Perspective Stu Benson



Fifteen sets of hands grasping, turning, holding, passing part after automotive part. Fifteen lumbar spines hunched over and turning and twisting as bins containing automotive parts – and entire parts from axles, a steering column, suspension and brake assembly pieces not in bins – were hauled out of a trailer and up steps into Gary Kincel's garage



building in White Oak, PA, all fueled by the donuts and coffee (and unsweetened iced tea for yours truly) consumed. Fifteen sets of knees, with many used down on the ground where they *could* have been interpreted as praying but in reality were doing just the opposite, going through bin after bin of automotive parts to sort, organize, and catalog what was present (the brains attached to the knees repeatedly thinking “Really, why are all these *darngumit* parts not labeled but seemingly all thrown together in a disorganized fashion into bins...?”). And coming across fasteners. And more fasteners. Some in envelopes and boxes that were labeled and some not labeled. And more fasteners just found loose at the bottom of bins. A team working with chrome polishes to try to resuscitate the large chrome headlight buckets and other chrome. A team working on the wooden dash trying to see what restoration could be achieved (with the expert advice of one club member expert in wood restoration - but who could not be present this morning - recommending to use “black polish” before even thinking about using stripper in a process of restoration of the wooden dash and - who knew? - this advice providing a surprisingly good outcome). As did the various chrome polishes used on the metal with the “elbow grease” of the

workers. An “engine team” working to assess what the status was of the 3.5L inline 6 cylinder engine and welcoming every engine part brought over to it from the “bin team” finding such in the mass of loose automotive parts. And on and on including a “paperwork team” who went through all the documents that came with the car and organized and cataloged them, even taking portions to be with the engine parts and a wiring diagram being placed with the wiring harnesses and electrical component bins, etc.

All of the above were part of the Jaguar Club of Pittsburgh Tech Session on February 3, 2024 where the club had volunteered to help jump-start the process of restoring the 1947 Jaguar MK IV Saloon that had been disassembled (especially from the firewall forward) 50 or 60 years ago by Ruppert Keais and donated to the Coventry Foundation by his son Garrett following the passing of his father. (See the article by Gary Kincel in the December, 2023 Jaguar Jargon, pages 7 through 9 for those details.)

Over the course of the beautiful February 3 winter morning (the spring like weather that day being a story in and of itself), the story of this 1947 Jaguar started to come to life, although there remain many blanks needed to be

Shifting Gears: **President's Perspective** **Stu Benson**



filled in. As a member of the “bin team” would find and take engine parts over to the “engine team”, comments would be overheard. The engine block was missing one of the studs that would serve as the fitment points over which the head and intake manifold would be lowered onto the block and then tightened down but the engine team was discussing how poor the quality of steel was in 1946-47 England and a professor from Carnegie-Mellon University was talking about the expansion/contraction properties of steel under temperature and the engine guys discussing how the existing studs would actually “stretch” when tightened so it did not matter if we found the missing stud since all new, modern alloy studs would be utilized in rebuilding the engine. And how the Brown’s Lane Jaguar Plant in Coventry was still using 1930’s machinery to manufacture this 1947 Saloon and, as such, the tolerances achieved in parts produced using such machinery were not uniform and, hence, this explains why many classic Jaguars even well past 1947 have fluid leaks.

On the floor, anyone observing and listening to the bin team members would have been simply amazed at the knowledge of various of those assigned to that task where they were able to identify so many seemingly obscure parts and where not instantly recognized, their ability to deduce to what automotive system the parts belonged was like attending a graduate level class. And even the input of those not so expert was helpful, as were their efforts in helping to deal with many old, sometimes grimy, parts and be part of the discussions to identify each and then decide how to organize and catalog the bins going forward. A bin for Interior parts, one for electronic components, a bin for exterior, one or two bins (parts were large and heavy) for suspension/brake/chassis components, one for rubber gaskets and seals, a mechanical parts bin, and on and on. And more fasteners. Original nuts, bolts, washers, certainly needed to have for authenticity but often lacking present knowledge of specifically what they had fastened before disassembly. Did I mention fasteners? Seemingly random parts, some identified as radiator supports. More bins labeled. And on and



on with some things no one knew until someone figured it out. Like a long, thin rod that ultimately was thought to be a connector for the choke mechanism from the inside of the car. Or when no one really knew for sure so we could josh each other with random fictitious names like finding a desodronickanuten valve. Or a left-handed framis. Or a criken linkage. And more fasteners. Each bin was inventoried with a master list showing what was now in each automotive system bin and where a question existed, it was so noted. A dedicated spirit sprinkled with humor was enjoyed. If one could only have been a fly on the wall with a superhero power to have overheard every conversation from each team of workers, it would have been great to assemble all those stories.

This was truly automotive archaeology as the parts started to at least return to groupings of the automotive system or place they existed, presumably in the 1947 Saloon before its disassembly more than a half century ago. And the story of the Mk IV slowly is starting to be rediscovered but it will take a lot more time, and effort, and ultimately money to discern as much of the history as possible. For example, the odometer showed digits of 17,000+ km on it. Given first appearance of the car in Michigan and in the trailer, it was thought maybe we have a very low mileage vehicle here. But when the engine team noted that the pistons were oversize (yours

Shifting Gears: **President's Perspective** **Stu Benson**



truly did not previously know that every piston is die-stamped to show its size), this implied there had been some need to bore out the cylinders which implied there had been some “engine issue” before, which perhaps implied the car had maybe 100,000 more kilometers on it than shown on the perhaps-rolled-over 17K km odometer, and maybe this is what ultimately led to Ruppert Keais wanting to do a restoration on the entire vehicle, etc, etc. Yep, automotive archaeology is what was being enjoyed by the JCOP volunteers.

But it became apparent this day of exploration was really more than just about the story of the 1947 MK IV. The story that was concurrently unfolding was that of the passion of the many JCOP members, as well as two cousins of Gary Kincel that joined the fray this winter morning, for things automotive, especially including Jaguar. This 1947 MK IV was a most special car when it arrived in post-WWII America, different than anything produced on this side of the pond for sure. But as the Jaguar



marque became admired in the US, purchased, driven, maintained, restored, and increasingly modernized over the years, the qualities of Jaguar never were lost. Sir William Lyons is remembered for many things Jaguar but included in these were his bedrocks that “Performance is no accident” and Jaguars should be the ideal blend of “grace and pace”. And indeed, the folks of North America welcomed Jaguars to where, today, what was a European luxury sedan when it came here, the MK IV was just in the vanguard of the Jaguars that became part of the lineage of the American automotive cultural fabric.

The other story that unfolded this February 3 morning was the 15 pairs of hands, backs, feet and brains were demonstrating their personal automotive stories. While the '47 Jag had no seatbelts, effectively every person present “fastened their proverbial seatbelt” in the journey they took during that Tech Session of work. Their passions for vehicles, especially of a vintage nature this day. Each of their stories revealing how their love of cars unleashed their adventurous spirits, where they could modify their cars in the image they enjoyed and drive their vehicles where and when they wanted. In the many conversations ongoing in every corner of Gary Kincel’s garage, memories were revealed of more youthful days and activities by many. It was fun just being together, doing something automotive. It was an exemplar of why the Coventry Foundation continues to grow in their mission of collecting and preserving everything Jaguar to benefit those who enjoy Jaguars. These story themes shared by these 15 volunteers, are also “fasteners” that really were rediscovered on February 3, showing how the volunteers were connected to “things automotive” by these emotions that also included self-discovery, love, lust, power, fantasies (and other feelings) we have all had at one or more times about cars. And our Jaguars. Come to our JCOP events and activities to share your feelings and stories and help better understand your own fasteners. And why the Coventry Foundation deserves support to help perpetuate these fasteners with your Jaguars.

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Shifting Gears: **President's Perspective** **Stu Benson**



Our next Tech Session will be on Saturday, April 6, 2024 at Gary Kincel's garage to likely carefully manhandle the '47 Jaguar out of the trailer and get it into the garage for assessment of the portion still assembled along with exhaust system and other external pieces loose in the trailer.



Please advise Gary Kincel of your intended presence starting at 9:00 AM on April 6.

Gary's Mobile Tele: 412-638-2715

Gary's Email Address: gkincel64@gmail.com

Gary's garage: 101 Park Way, White Oak, PA 15131

Zoom, Zoom. GRRROWWWLL.

JCOP Member Profile

By Mike Zappa

This Month's Featured Member: Dave Gestler



David Gestler, what a wonderful person! To sit and talk with someone that has had so many wonderful experiences and to be 87 years old, what a treat!

He was born in October, 1936...but not quite a Scorpio. He was raised in Harrison City, Pa., but currently lives in Level Green, alone! Yes, his daughter lives close by, actually next door, and his lady friend nearby keeps Dave content in the food department. Of course, Craig, his son, is always a phone call away ready to do whatever Dad has on his agenda. He also has a daughter in Florida who he sees several times a year.

Dave graduated from the University of Pittsburgh in 1958 with a Bachelor of Science in Mechanical Engineering. To avoid the Korean War, Dave joined the National Guard and was able to stay stateside. (Dave noted that it was in the Guard unit that he got to drive the Captain's Jaguar XK120. When in 1960, the Captain wanted a new Corvette, Dave bought the Jaguar for \$900.)

Seems to me that quite a few JCOP members graduated from Pitt with the same degree (myself included!) Dave also received his Master's degree in Business Administration from Pitt.

He worked at the Rockwell metering plant in Point Breeze for his 42-year career. Starting at the bottom of the corporate ladder, he spent 10 years in the Research and Development group. After receiving his MBA, he became the Marketing Supervisor, traveling to different cities and working with sales people, especially for customer presentations. (Another crazy coincidence is that my company managed, leased and sold the Rockwell facility to a private developer and is now considered the Eastern Gateway to the City of Pittsburgh.) Dave also became friends and an acquaintance of both son Peter and his dad Al Rockwell!

(Dave added that when in 1989 Rockwell and Boeing Aerospace merged, his metering group was sold to a British firm. During his frequent trips to England, he was able to visit Coventry, tour car



JCOP member Dave Gestler

Photo submitted by Mike Zappa

museums and attend sportscar races.)

Dave married his high school sweetheart, Eleanor, and raised three beautiful children. His wife developed a passion for Early American Pattern Glass, much of which was produced in Southside, Pittsburgh during the 1800s. As a result, both he and his wife became avid collectors of this exquisite and unique ware and became founders of the Pattern Glass Society. Currently he has more than 5,000 pieces of Pattern Glass on display at his home and another 4,000 pieces of English Transferware, also on display. That is quite a collection!

Well, if Eleanor had a passion for the Pattern Glass and Transferware, Dave had it bad for Jaguars! At one time Dave had a 1966 Primrose E-Type FHC which he bequeathed to his son for a paltry sum (adopt me Dave!!) He currently owns a

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JCOP Member Profile

By Mike Zappa

This Month's Featured Member: Dave Gestler



1953 Jaguar XK 120 OTS and a 1986 Jaguar XJ6. Both of these he drives often in good weather and I'm sure you have seen his 120 at many of the Jaguar events. It truly stands out as an outstanding example, being black with a two-tone interior that is saddle and beige. I've never seen a two-tone interior on a vintage Jag, but his Certificate of Authenticity (Heritage Certificate) verifies it.

To top off the rarity and value of his Jag that he purchased for \$900 in 1960, it is now valued at about \$95,000 in today's money! What a great deal! Dave also enjoyed autocrossing his modified Corvair in the 1960s.

Dave has been a member of the JCOP from nearly its onset. What an accomplishment and dedication to both the club and to Jaguar cars! He attends most of the club's dinners, events and car shows. JCOP members should be proud of the fact that this gentleman has dedicated his involvement and love of the Jaguar cars for as long as he! We look forward to seeing Dave at all JCOP future events. You're my hero, Dave!!!

Editor's Note: Dave said that his grandson, Jacob, 23, recently joined JCOP to follow in his Grandpap's footsteps. Their upcoming plans together are to fly to Jacksonville, Florida to attend the Amelia Island Concours.



Above: Dave Gestler with his 1986 Jaguar XJ6 Series 3 Saloon at JCOP's 2023 Pittsburgh Concours d'Elegance at Fox Chapel Yacht Club.



JCOP President Stu Benson presents Dave Gestler with his award at the 2023 Pittsburgh Concours d'Elegance at Fox Chapel Yacht Club. Dave's 1986 XJ6 Series 3 Saloon earned a high score of 9.99.
Photos by Candy Williams

JCOP Member's Jaguar Mk 2 Restoration Part 4: Brakes, Wiring and Fuel

By Craig Gestler

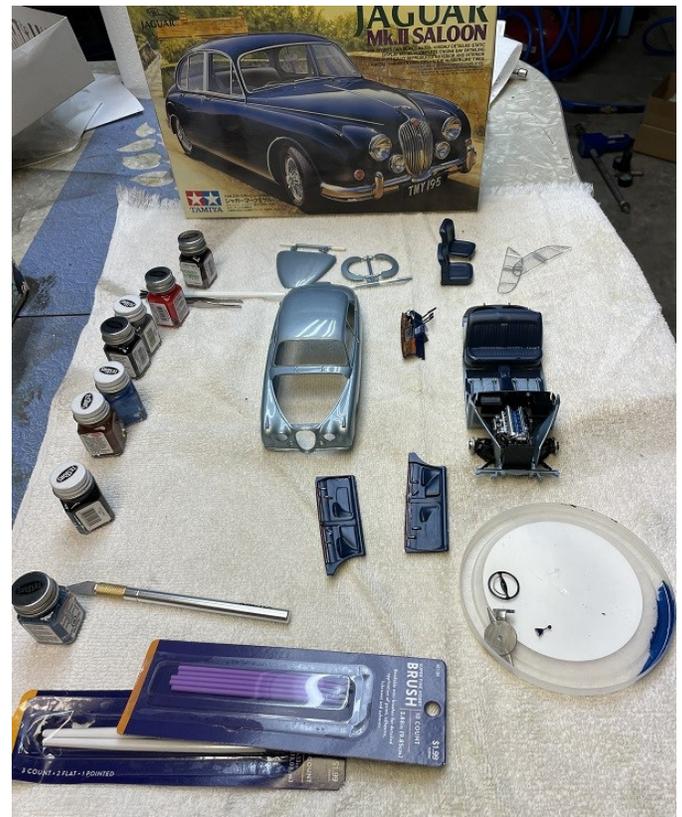
It's cold out there! As a result, not as much progress has been made on the Mk 2 as I would like. My garage is a great place to be but it is not heated. Dry and spacious.... yes. Warm....not so much.

My limit is about 35 degrees so during the recent cold snap, I turned my attention to "Mini Mk", a 1/24 scale Tamiya model (*in photo at right*) that requires about the same amount of assembly as the real thing. I gave the model kit to Curt the body man and he painted the shell at the same time he was painting the car. My goal is to have an exact duplicate and so far I have been able to replicate the colors fairly well. The model kit is very impressive in its detail and precision molded parts that fit together very well. Maybe even better than the real thing.

Reassembly on the Mk 2 is very much in process despite the season. The brake lines and the fuel lines have all been installed. I purchased a stainless-steel brake line kit that was supposed to be "pre-bent" to shape, thinking this would save some time. "Re-bent" would be a better description as I had to make some significant changes to make the pieces fit. In retrospect, I wish I had just bought copper-nickel alloy tubing, a collection of fittings and a decent flaring tool to do it myself. Stainless steel does NOT want to bend and can easily kink or crack if not careful. Copper nickel, on the other hand, is very easy to work with. Lesson learned.

I had the original brake servo and master cylinder rebuilt for the sake of authenticity and they look great. The original fuel hard line was in great shape so that was reinstalled after a good cleaning and the fuel tank was cleaned and painted.

Continued on next page



JCOP Member's Jaguar Mk 2 Restoration Part 4: Brakes, Wiring and Fuel

After much debate, I decided to use a POR-15 tank sealing process for the inside of the tank to take care of any corrosion and to seal the tank.

The original main wiring harness was in a very sorry state. It had been hacked in a few places, wrapped in electrical tape in others and was generally soaked in oil and dirt. All of the fabric covered wires had faded to the same shade of tan, making it impossible to determine what color they are supposed to be and, thus, where they were supposed to go. Aside from the aesthetics, it's probably not smart to trust 55 year old wiring so a new, correct wiring "loom" was purchased. Despite being an old car, there sure are a lot of wires. My college degree says that I am an electrical engineer so I can figure this out.... probably.

My goal is to complete everything that I can under the bonnet before the engine goes in. Many of the wiring and plumbing tasks are fairly easy when you can sit in the engine bay and probably not so easy when the engine is in the way.

Since the front lights all connect to the wiring harness via wire pig-tails and fender mounted connectors, I have installed them. I admit to taking a 12V power supply to the garage so I could power the lights as they were installed.

From a practical perspective, I now know that they will work but more importantly, it was motivational to see something work. I'm working my way to the rear of the car and should have that completed in the next week or two (weather permitting). Pretty much every wire terminates at the fold-down instrument panel in the center of the car so I expect that wiring to be a challenge. So far, every bit of the new wiring harness has been just about as long as I would expect it to be. I'm impressed with the accuracy and quality of the materials. I'm really hoping it gets warmer soon. I can't wait to see the taillights glowing.



Photos by Craig Gestler

JCOP ON ICE!

Continued from Page 1

By Dave Gamret

The staff provided all the equipment and expert instruction whether you chose to kneel and slide or maneuver with a guide stick. Either approach enabled you to curl a 42 lb. stone down a 150 ft. lane of ice called a “sheet” into a ring of circles known as “the house”. Following a few brief practice runs for both newcomers and grizzled veterans from last year, we were actually able to engage in a friendly, competitive match.

After only scoring 3 points in three “ends” last year, JCOP demonstrated a marked improvement in skill level by tallying a massive 4 points this year. This is a safe sport for all ages and physical abilities and no participants were harmed in the compilation of the accompanying photos. After an exhilarating afternoon on the ice, the day concluded once again this year at The Hotel and Rosa’s Cantina in Sewickley with some liquid refreshment and a hearty meal. The bottom line is that a great time was had by all.





Dave and Karen Gamret and their grandson William

JCOP ON ICE!



Jack and Pat Terrick



Stu and Ruth Benson



The group enjoyed a post-curling get-together at The Hotel and Rosa's Cantina in Sewickley.

Photos by Karen Gamret and Pat Terrick

Ragtime Racers to Join Lineup of Attractions at PVGP Aug. 3-4

The Pittsburgh Vintage Grand Prix is thrilled to announce that Ragtime Racers will make their first visit to Race Weekend in Schenley Park, August 3-4. Ragtime Racers is a race exhibition group for 1920 and earlier race cars that provides a traveling show at various events across the U.S. showcasing these machines in a historical setting. Ragtime Racers has appeared at well-known tracks nationwide, including Indianapolis Motor Speedway, Laguna Seca at Monterey and Sonoma Raceway.



Racers will be paddocked on Schenley Drive by Phipps Conservatory. Vintage Indy will join them as both groups enter and exit the track at turn 7 just after crossing the Panther Hollow Bridge. This area served at the PVGP paddock for the first five years of the PVGP, beginning in 1983. Spectators who park on Flagstaff Hill can walk over to see this display, see the cars and meet the drivers. **For details: pvgp.org**

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1. All figures are EPA estimates. Actual mileage may vary. 2. Do not use Jaguar InControl® features under conditions that will affect your safety or the safety of others. Driving while distracted can result in loss of vehicle control. 3. Always obey local speed limits. © 2019 Jaguar Land Rover North America, LLC

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JCOP MEMBERS ONLY

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Mad Dogs and Englishmen British Car Show at The Gilmore Museum on July 14, 2024

By Stu Benson

Members of the Jaguar Club of Pittsburgh have been invited to the annual Mad Dogs and Englishmen British Car Show at the famous Gilmore Car Museum near Kalamazoo, MI.

For the July 2024 show, the Jaguar E-Type has been chosen as the Featured Marque. They also showcase more rarely seen British cars in a category titled Rare Gem. “Jaguar 1960 and Earlier” will be the Rare Gem category for 2024, which will include all Jaguar cars, including sedans, built prior to 1961. The 2024 show will be on Sunday, July 14. They will also hold a rally on Saturday, July 13 for those who want to attend (typically a couple hour drive on country roads). Details of the show and rally can be found on the website:

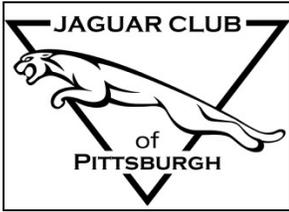
www.maddogsandenglishmen.org

The Gilmore Car Museum is an internationally acclaimed museum on a 90-acre campus. Their website is: www.gilmorecarmuseum.org . The Sunday show always attracts between 300 and 400 British cars, and Singer will be concurrently holding their national meet at our show this year. For club members who may plan to trailer their cars to the event, The Gilmore Museum has a large, safe area to park trailers and their cars over the show weekend.

Jaguar owners affiliated with eleven Jaguar clubs throughout the Midwest are invited to attend the event. They are hoping for a large turnout of Jaguar cars and their owners. Cars are judged by all show attendees, and there are several classes for virtually all Jaguar cars including modern cars. As for hotel accommodations, there is no one, recommended hotel but Kalamazoo has many suitable lodging options. The Michigan Jaguar club (JAG of Michigan) will soon select a suggested hotel for their members and they welcome other clubs to join them. You can contact the JAG of Michigan club secretary at george.p.krutchfield@gmail.com (he goes by Phil).

The contact for the car club organizing the Mad Dogs and Englishmen British Car Show is Chuck Benner and he can be reached at cbenner55@proton.me .

If a number of JCOP members wish to attend this show and travel together, such a group could be organized by anyone wishing to do such by letting JCOP President Stu Benson know and he will help coordinate getting such members in touch with the others. Stu can be reached at stubenson3@gmail.com or M: 412-491-1586. Stu will not be able to attend with his E-Type since he has an unavoidable family commitment the weekend of the show.



JAGUAR CLUB OF PITTSBURGH

2024 Membership Application / Renewal

Club dues include membership in the Jaguar Club of Pittsburgh as well as in Jaguar Clubs of North America, the national organization. The JCOP newsletter, *Jaguar Jargon*, is emailed to members each month. The JCNA magazine, *Jaguar Journal*, is mailed to members bi-monthly.

___ New Membership Application
___ Current Membership Renewal – JCNA# (optional) _____

Name(s) _____

Address _____

City _____ State _____ Zip _____

Your Email _____ Phone _____

Spouse/Partner Email _____ Phone _____

Please list Jaguars owned (not required for membership)		
Year	Model	Body Style (OTS, FHC, DHC, Saloon, Coupe, Convertible)

2024 Membership Dues – **\$80.00** (JCOP \$35.00, JCNA \$45.00)

Make check payable to **Jaguar Club of Pittsburgh** & mail with application to:

Joe Mendel, Treasurer
570 Thomas Street
Pittsburgh, PA 15239

If you have any questions, please contact Joe:
Phone 412-315-5992 • email jmendel221@gmail.com

Jaguar Club of Pittsburgh Tech Session

Saturday, April 6, 2024

9:00/9:30 AM to Noon

@ Gary Kincel's garage building, 101 Park Way, White Oak, PA 15131

Gary's Mobile Tele: 412-638-2715 Email: gkincel64@gmail.com

By Stu Benson

Come one, come all to a great “hands-on” tech session the morning of Saturday, April 6, 2024 at Gary Kincel's garage in White Oak, PA.

If you have not yet read Gary's article in the December Jaguar Jargon about his receiving the donation of and transporting to Pittsburgh, on behalf of the Coventry Foundation, the 1947 Jaguar Mk IV 3.5L Saloon, then you have to go to our JCOP Website: (jaguarcclubofpittsburgh.org) and read that article.

If you did read the article, please re-read it where Gary ended it by sharing he would be hosting Tech Sessions during this coming winter where JCOP members would come and work together to sort, organize, and catalogue all the parts he received and then arrive at a restoration plan and then commence undertaking the work that is able to be performed in his garage.

Gary has advised that he has already started organization and sorting of parts (he found the speedometer in one of the last boxes he opened recently). While Gary will be traveling extensively in January, he has worked with me (Stu Benson) to arrange at the following schedule for two Tech Sessions — one already held on February 3 — and on April 6, 2024 during periods he will be back in Pittsburgh. Coffee and doughnuts will be enjoyed starting at 9:00 AM and Gary will then educate everyone on the tasks needed to be undertaken.

Please RSVP to Gary Kincel per his Mobile phone number (a phone call or text with your name) or email address above. This is a wonderful opportunity for all members – old and new, experienced mechanically or not – to enjoy the camaraderie of being together and helping provide “hands-on” contributions for the Coventry Foundation mission to get this 1947 Mk IV restored and back on the road. And it is always a pleasure to see the many vehicles and other projects being performed in Gary's wonderful garage.

For those whose schedules permit, we can go to lunch afterwards.

IF YOU WISH, YOU CAN BRING A PORTABLE CHAIR WITH YOU,
BUT FOR THE MOST PART, WE WILL BE ON OUR FEET.