

## 1964 XKE COUPE OWNED BY CHANNING AND MAUREEN WOOD



My first Jaguar was a red XK140MC coupe with a Borg Warner automatic transmission, dual exhausts, "C" heads and three S.U. carburetors. It was not a very good everyday driver because it would not start in cold or wet weather. (That was when Joe first showed up.) It was a great handling car on the road and after I sold it I swore that if I ever got another Jaguar I would keep it until hell froze over or Joe came back.

My wife and I purchased our red 3.8 1964 XKE new in Dallas, right after the new 4.2 E-type became available. We enjoyed many an early Sunday drive throughout North Texas when Addison was a red brick schoolhouse, Renner was a farm, and Plano was a few small stores, a gas station and a DQ. Celina had a church, a cotton gin and a gristmill. We would pass a pickup truck or two, some farm tractors, and an occasional small herd of unfenced cattle as we traveled the back roads. There was a bounty on coyotes at that time and farmers hung the carcasses on their barbed wire fences. We put on ~15K miles driving those winding country roads of what was then called "Tornado Alley". I don't ever recall a farmhouse near the road that didn't have a tornado cellar in the front yard.

In 1969 we received an offer we could not refuse and were transferred to Honolulu, Hawaii. It was paradise for the family but not for the XKE, which received minor damage in transit. Further punishment was inflicted during daily drives from Koko Head in Hawaii Kai, along Kalaniani'oli Hwy, around Diamond Head, through Waikiki, to the Gold Bond Building on Ala Moana Blvd., a pleasant twenty minute drive which soon became a ninety minute stop and go nightmare for a car with no synchromesh in first gear. The clutch and the generator soon went out and the car went into the carport and sat under a car cover for more than five years. I read an article about the small block Ford swap that eight XKE owners at Lockheed's Sunnyvale facility had accomplished. I drilled a one-inch diameter hole in the 6x12 support beam of my carport and went to work removing the Jag engine and installing a low mileage 1975 289 Ford. Early in 1979 I was informed that LTV intended to close down all of its Hawaiian Operations and move everyone back to Dallas.

Back in Dallas the car once again sat in my garage but now the IRS was scattered all over the floor. I was concerned that ten years of salt air would have had the same effect on the IRS that it had had on my chrome wire wheels. In 1995 I had the IRS put back together by Paul Mellenger's shop and I had the rear bumpers re-chromed. In 1996 a 5.0 HO engine replaced the 289 and in 1998 the front brake system was updated to the 4.2 E-type setup in order to handle the added power. New chrome wheels and new front brake calipers were added in 2006 and the car was at last deemed road-worthy but then Joe showed up. The water pump was running backward requiring an idler pulley to reverse the rotation. There was no room under the hood to mount an idler pulley. I purchased an electric water pump for a 1993 5.0 HO engine, but the hole pattern was different from the one in my timing cover. The problem was solved by Maureen's tireless search on the Internet that led to the identity of the

right pump, which  
Mustang. After a call  
Technical  
to Summit Racing,  
be special ordered  
Summit's inventory.

The only good  
saga was the  
Steven and Paula  
the other fine  
who give so  
time and expertise  
to meeting those of  
and to continue



was for a 94-95  
to the Meziere  
Department and then  
the right pump had to  
because it was not in

aspect of my Jag  
opportunity to meet  
Ward and some of  
members of JDCNT  
generously of their  
We both look forward  
you we have not met  
working with those we

have.

Joe is back but maybe he won't stay long this time. He

may even have been responsible for the recent deluge that raked Dallas.

**JOE BTF SPLK** is the world's  
biggest jinx. Once he appears  
bad luck befalls all around him.