



LYONS TALES

WILLIAMSBURG BRITISH & EUROPEAN CAR SHOW

Saturday - April 12th

Chickahominy Riverfront Park, 1350 John Tyler Hwy, Williamsburg, VA



The Williamsburg British Car Club 15th Annual British and European Car Show on Saturday, April 12th, 2014 9:00 AM - 2:00 PM
Chickahominy Riverfront Park, 1350 John Tyler Highway (Rt5),
Williamsburg, VA 23185. Registration form on WBCC website:

<http://www.wmbgbrit.com>

\$20 pre-registration

\$25 day of show

Contact - Roy Gavilan

rgavilan@verizon.net or

757-220-4774

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Join your fellow VJC members and convoy down scenic Route 5 to the *Williamsburg British Car Club, British & European* car show at Chickahominy River Park on Saturday, April 12th. We will meet at the turnoff to Berkeley Plantation at Herring Creek on Route 5 at 10 AM and convoy to the show. You can register at the show gate or go online on the WBCC website (*see above*). After the awards ceremony at 2 PM we will convoy to Williamsburg for a pub/tavern repast. If you would like to join our little convoy, R.s.v.p. me at davidmharrison2003@yahoo.com so we know to wait for you.

- David M. Harrison, VJC President



LYON'S ROAR

The old saying is that March comes in like a lion and goes out like a lamb. So far March has been true to form, though the weather gods did manage to supply a pleasant day for the Moss Open House on March 15. Our VP Sherman Taffel and his first lady Camellia drove down from Northern Virginia to Chester for English muffins and hot tea. We then drove Una's 1995 XJ6 to Moss in Petersburg. A big crowd of British car enthusiasts including CVBCC, RTR and CTR members were sampling Moss' breakfast buffet and viewing the cars on display in the showroom. Moss asked me to supply one from my modest stable, so the display included my 1933 MG factory racer. It may stay on display at Moss until Watkins Glen's 60th anniversary of the Collier Cup. The car was imported by the Colliers in 1935 and raced by them in the old ARCA.

After some meet-n-greet time, Moss invited the crowd into the upholstery shop for a demonstration of their computerized pattern cutting machine, then through the warehouse with shelves full of enticing new parts into the dispatch area. Quite a few took advantage of the 10% discount at the sales desk. We then lined up to convoy along Rt 1 to Old Towne Petersburg for a pub lunch at the Brickhouse Run, a most authentic British pub with one of my favorite brews, Old Speckled Hen. All in all, a most pleasant and convivial event with a chance to meet fellow enthusiasts from our club and others. Our thanks to DJ, Mack Murr and the Moss team.

(You can see some pictures of the Moss Motors event on this and the next page. - Ed.)

David Glick, our Concours Chair, and I met Bruce Woodson on Sunday to work out details of integrating our 2014 JCNA sanctioned Concours into the "Classics on the Green" event. The VJC will host a Friday evening meet and greet reception for all Concours/COG event registrants on the Crossings pub patio. The JCNA sanctioned Concours will be held from 8-1 on Saturday September 13th, in the Crossings square, with Chief Judge Sherman Taffel and a judging team. There will be time for Concours registrants to join an afternoon scenic drive after judging is complete, attend the Concours awards ceremony in the pool area late Saturday afternoon, participate in Happy Hour and attend the COG Saturday evening award/

dinner dance. The big COG show is on Sunday, September 14th, at the New Kent winery. The VJC will have a tent and refreshments at the show.



Please take a look at the VJC event calendar and put them on your personal calendars. It is a work in progress so let me or any officer know of events you would like to add or substitute.

Speaking of which, we are looking for an Event Coordinator for the Club to manage the event calendar. If you would like to volunteer, please give me a call or drop me an email.

Jaguarian regards,
David Harrison, VJC Prez



Moss Motor's Warehouse



Completely staged paparazzi photo.



Parts is Parts



Head 'em up and move 'em out!



Fred Eisenhower lectures on the effects of global warming.



The Brickhouse Run Pub in Old Towne Petersburg



Repast at last!



VEEP VIEWS

Executive Meeting at Chesterfield Airport

Last month the Club Leadership faced some pressing decisions related to planning, logistics and roles for the September 2014 VJC Concours. President Harrison felt it was necessary to get these positions filled and have those 'in the know' get started to ensure a smooth and successful Concours, building on the magnificent CC of 2013.

After several weeks of emails among your Executive Committee, David and I agreed we needed to 'Fast Track' some decisions. With the weather looking like a *spring tease* we decided it would be good to meet and discuss our options.

I flew down in my Rockwell Commander 4-cylinder Turbo (*over David's right shoulder*) to the appropriately renamed Chesterfield Airport, now Richmond Executive Airport, to meet with David and discuss the issues at hand. We agreed to ask active member David Glick to be our new Concours Chair. It seemed logical as he had already been coordinating with CVBCC regarding the combined Fall car show, incorporating our JCNA Concour standards.

The weather was much warmer in the Richmond area than in the Goldvein/Fredericksburg/Warrenton-Fauquier area and so the crosswinds and clear air turbulence once again made me perform as 'a real pilot-in-command'. My flight down against the headwind took me 47 minutes, not the usual 'no wind' 40 minutes. The flight back clocked only 37 minutes. The gusty crosswind at Chesterfield was 90° from runway heading, right at my plane's tested control limits. Takeoff was a bit tricky as well.



The airport restaurant has a very reasonable \$8.95 all you can eat buffet so we thought a future gathering or judges training session might be feasible there.

Hopefully a mild spring will come and your VEEP can be in VJC Central territory more easily than the unpredictable I-95 commute. Your Leadership is undertaking several measures to ensure a great year of Club Activities.

Sherman Taffel, VJC Vice President





OUT ON A LIMB



Two phrases you will not see me mention here in this column; “*Ring Taxi*” and “*Jay Leno’s Garage*.” Don’t get me wrong, I like Jay Leno.

He was a pretty good host after Johnny left and he loves his cars, but really, does he have to be in *every* magazine, mentioned in *every* blog and on *every* car show on television? *Really?* Jay Leno is more overexposed than Paris Hilton.

I actually met Mr. Leno once (*very briefly, thus I call him “Mr. Leno” or by his full name; it’s not like we’re drinking buddies*) just before, I think, he took over as host of the *Tonight Show*. I was visiting the Monterey Historic Automobile Races back in ought ’90 or thereabouts. It was a pilgrimage I made every year from 1984 through 1991. Sideshows to the main event always include the auctions. This was the era before big money investors took over the arena. Car guys, enthusiasts and wanna-be’s (like me) inhabited the stands. You still needed a lot of green to catch the big trophy cars; Bugatti, Pierce Arrow, Hispano-Suiza and the like and except for the Ferrari-feeding-frenzy Tofsi, buyers weren’t “flipping” the cars hoping for big gains six-months later in Scottsdale. Jay Leno was in that rarified class of collectors, which included Ralph Loren, Dick Skipworth and the Sultan of Brunei.

Well, back in those tranquil pre-9/11, Cold War days when all we had to worry about was red-commie bastards coming over the pole, there really wasn’t a lot of security surrounding the events or the cars. Everybody knew everybody, or knew somebody who knew somebody or just trusted everyone there with their million-dollar rolling works of art.

I was inside one of the warehouses along the Monterey Wharf which housed some of the cars waiting for auction, standing in front of this magnificent Duesenberg SJ admiring the craftsmanship and styling... Who am I kidding? I actually snuck in there to look for a bathroom and was stunned to see such a magnificent beast parked before me. More likely I was probably crossing legs and clenching teeth hoping not to pee myself or begin drooling uncontrollably when who walks up but the aforementioned Mr. Leno.

He obviously thought I was supposed to be there as he began talking to me about the “Duesy.” I mostly nodded and released the occasional grunting noise feigning complete understanding and agreement with everything he said. When he was finished (*thankfully I did not get a full-length monologue*), I asked as discretely as possible if he knew where the toilet was. He pointed off to the side somewhere and I scurried off seeking blessed relief. I’m sure I must have muttered something like “Thank you,” or even a more inane valediction such as “Have a nice day!” while taking my leave, but that is lost to the ages. Too many wee drams I suspect.

After relieving the pressure within, I took a peek out of the bathroom door and was twice relieved that my now good friend Jay was no where to be seen. Even more solace came when I did not see the half-expected couple of large policemen ready to “escort” me off the premises and into the hoosegow, or at the very least into the frigid waters of the Monterey Bay where Sea Lions would no doubt try to take advantage of me like the new boy in prison (*well that’s what I’ve heard*).

Upon stepping back into the sunlight my impatiently waiting wife asked incredulously did I see Jay Leno!? “He just came out that door you came out of!” “Jay Leno?” said I. “Of course my darling! I was explaining to my good buddy Jay the finer points of the Model J vis-à-vis the Model X Duesenberg!” (*Cue blank stare*).

Meanwhile, the days turn to weeks, the weeks to months and the months to years and nary a word from Jay. No letter, no card, never even offered to buy me a drink (*I told you we weren’t drinking buddies*). I was never invited on his show or even to the glorious “*Jay Leno’s Garage*.” He acts like he doesn’t know me!

So you see, I’ve just about seen and heard enough of Jay Leno and his dang garage. Who needs him? Certainly not NBC (*ouch!*). - Editor

PS - Jay, call me! We should talk...





DAVID SHOWS SWALLOWS DOWN BY THE SEASHORE

Our own *Presidente Extraordinaire*, David Harrison, has been invited to display his 1929 Austin Seven Swallow (*below*) at the upcoming *Hilton Head Island Motoring Festival & Concours 'd Elegance* this October. David and Una's Austin Swallow is the oldest known example in America. This is a considerable honor being chosen to represent this era in the history of Jaguar, which, by the way, is the featured marque at this year's Concours. The *Hilton Head Island Motoring Festival & Concours 'd Elegance* week also includes the *Savannah Speed Classic*, the *Car Club Jamboree* and the *Motoring Midway* in addition to the Concours. Visit www.hhiconcours.com for more information.



Both neighbors and friends, William Lyons and William Walmsley founded the *Swallow Sidecar Company* on 4 September 1922 in Blackpool, England. Walmsley was making sidecars at the time and the newly minted salesman, Lyons, had the idea they could make a go of it as a commercial venture. Accounts differ as to how the two Bills initially financed the company. Was it £1,000 each borrowed from their respective parents? Was it a £1,000 overdraft, or maybe a combination of the two? Either way, in a short time they and their team of "engineers" were producing rather nice motorcycle sidecars.

The company changed its name to the *Swallow Sidecar and Coachbuilding Company* in 1926 and expanded into bespoke automobile coachwork. The first car that Lyons and Walmsley used for the basis of their coach designs was the Austin 7, the same chassis on David and Una's Austin Seven Swallow Sports (*above*).

Popularity of the relatively inexpensive Swallows drove the company to focus solely on producing cars and in 1927 "Sidecar" was dropped from the name. In 1928 the enterprise relocated to a former WWI munitions factory in Coventry, closer to suppliers and the heart of the expanding British motor industry. In 1934 the company morphed yet again as one of the founding fathers, William Walmsley departed and the concern's name changed to *S.S. Cars, Ltd.* At the end of WWII continued use of that name became untenable and the name subsequently changed to what we now know as *Jaguar Cars, Ltd.* in 1945.

- Editor



The Jaguar V12

Personal History, Inspirations & Evolution

A 50th Anniversary Perspective

Sherman D. Taffel, PhD, IJGH (Insanity Jaguar Gearhead), VJC Veep

With the Club deciding to theme our 2014 Concours around the 50th Anniversary of the now historic Jaguar V12 engine, I've been 'encouraged' to share my perspective and experiences with these incredibly interesting engines. They are truly a work of both design & engineering art and no other design can match the inherent smoothness of a well running V12. Precisely because a V12 engine has one cylinder firing every 30° of the 360° rotational cycle, no counterbalance shafts or crankshaft weight balance adjustments are necessary. Let's start by reviewing the sports car world of the post-WWII - 1960s evolution.

With the success of the XK engine in the E-Type and its detuning to meet the stricter US Federal regulations of 1967, many enthusiasts were disappointed in the reduced performance of the model. Jaguar was well aware of problem both on the racetrack and in the marketplace.

For the racetrack the goal was to beat Ferrari at his own game. For the marketplace the goal was to match or exceed the original E-Type performance data. So when Jaguar decided a V12 engine was 'the answer' for both track and marketplace the hints in press releases were enthusiastically well received.

In addition to engineering design deliberations along with racing and production cost considerations, the use of twin-double overhead camshafts for a true 'Double Six' posed additional questions as to how to insert the engine into the E-Type monocoque body's front stub frame extension chassis. Many design elements had to change. Would the Production V12 be accepted?

By the late 1960s the American muscle car market was booming, giving hi-performance European cars stiff competition. Other British marques like Jensen, with their much larger and heavier Interceptor Saloon using the proven American Chrysler 383 engines and its durable and dependable 3-speed Torqueflite automatic transmission, gave a hint of the direction of luxury and performance in automobiles.



Man & Machine, but which is which?

The truth is Jaguar engineers were more inspired by American V12 technology than Ferrari's. This was due primarily to the pre-WWII Packard V12s and the Allison V12s used in the P51 Mustang (also built by Packard and Rolls Royce under contract). Those huge production engines had proven dependability, not just limited production racing/street offering.

For dependability and production costs Jaguar decided to deviate from the DOHC design of the XK 6-cylinder engine and use a single overhead camshaft on the production E-Type V12. To keep the larger engine weight down Jaguar decided to produce much of the engine in aluminum verses cast iron used in the XK block. The size of the engine would require modifications to the sub frame, suspension and body. Bonnet styling details included a larger cowl, bigger mouth for better cooling, addition of a grille and flared wheel wells to add a more muscular performance look.

The marketing again stressed, "The race car you can drive," but also stressed the V12 E-Type as a driver's saloon, more of an American two-door sedan as the V12 coupe was only offered in the 2+2 body. Most US



cars were equipped with the Borg-Warner 3-speed automatic and a really improved air conditioning for the American climate. Earlier E-Type's cooling and A/C systems were designed for the UK climate and were ineffective by late '60s American consumer automobile standards. The E-Type V12 was introduced as a 1971 model.

The first time I saw a V12 E-Type, it was in spring 1973 on a rural road, north of State College, Pennsylvania. I was driving my '65, 4.2 triple-carbed, 265-bhp, E-Type Roadster and this soft-yellow Jaguar E-Type was approaching me. The bonnet with the new grille and its flared fenderless was unmistakable. I knew one day I had to have one.

My E-Type carried me across the American Southwest and Southern California. I even added a custom fabricated trailer hitch to haul a 5 x 8 U-Haul trailer and a motorcycle. I just replaced the rear differential from a wrecked '69 Jaguar the previous fall while working on my master's degree at Penn State. I knew the XK engine and the Jaguar E-Type drivetrain intimately. I now had to master the V12 as well.

Little did I know I'd end up caretaking three V12 Jaguars over the next 40 years. Following the production changes as the engines evolved from the original Lucas Opus electronic ignition system through four different non-interchangeable ignition systems as well as the original Stromberg CD2 four-carburetor setup, not to mention three generations of fuel injection induction systems has been 'interesting' to say the least.

Next month we'll look at some of the other production changes as the engine changed from the original racetrack design and ended up in the XJS touring cars and XJ saloons and how they went on to inspire future Aston Martin, BMW and Mercedes V12s.



Cam Cover Refinishing In Progress



V12 E-Type Oil Cooler



The Beautiful Jaguar E-Type V12



“Hmmm... What Now?”

Well, a lot has happened since my piece, “It All Started With The Smoke...” appeared in last month’s *Lyons Tales*.

While the generator only needed new bearings, the big story seemed to be in the distributor. At some time long in the past, Dad installed a distributor which he rescued from the proverbial “box of parts” he received with the purchase of the car. No big deal, he thought, they’re all the same. Right? Not quite. The distributor rebuilder called to inform me that what I had sent him was not really an XK-120 distributor, but an XK-150 distributor. And they share **NO** parts in common (which was a problem with the points I sent, because they were definitely XK-120 parts). But, to my advantage, the 150 distributor is simpler and easier to rebuild, so that bill came in about 40% lower than expected. And that’s not all. As I understood the explanation, the advance curve can be set two different ways – one is the “low power” setting for the saloon cars, the other is the “high power” setting for the sports cars. Guess which one mine had? Two points if you guessed “low”.

New tires were ordered (Bridgestone) and shipped directly to Hendrix Wire Wheel in Greensboro, NC. I delivered my wheels on the first of March, and as I write this, am set to pick them up on the 15th.



I also was successful in installing a new voltage regulator. There are nine terminals (well, 8 actually, since my car is an OTS, one terminal remains unused), but 14 wires to connect (see photo). Some terminals have three wires and the slot to slide the wires into is too narrow to accept all three wires twisted together. So they had to be installed one at a time. This is a very nerve wracking and time consuming job. “Nerve wracking” because of the constant fear of losing the tags that identified which terminal each wire connects to. But even though the job was completed in under 90 minutes, I still call it the toughest job of all!

Meanwhile, the engine flushing system worked like a champ. A good friend of mine, who owns a pre-war Rolls Royce Phantom III, showed me an article in one of his RR pubs, which described the system. In a nutshell, it adapts PVC piping to the water inlet/outlet on the engine and uses a 5-gallon bucket as a reservoir (the “radiator”) and a liquid transfer pump to pump the water through. Finally, the crowning detail – the water coming out of the engine is filtered through an old nylon stocking! As the photo shows, I did catch some debris, but clearly not enough to cause any serious overheating – so I also give the engine part of





the cooling system a clean bill of health. And just to be sure, I was able to adapt the system to pump the water in both directions.

The next big task completed, was the installation of new spark plug wires. Even though this car has never been, and never will be, a “concores” car, I thought if I’m going to do this, I should try to do it at least “sort of right”. Searching online, I found hundreds of photos of XK engines, hoping to find some semblance of consistency in the installation and routing of the spark plug wires. Never found it. For example, there’s a clamp which is supposed to hold one or two of the round wire separators in place by way of a cam cover nut. In various photos, I found that clamp mounted in no fewer than four different locations (if it was mounted at all!). In the end, I routed the wires as neatly as I could, but without the clamp at all, as in the photo.



So now, the job of reassembly begins. If all goes well, the car should be back on the road by the end of April. Maybe by then, I can also have all my little engine flushing videos stitched together into something coherent and can provide a link for anyone wishing to see how it all went together and worked. Stay tuned! - Geo. Parker



BYE, BYE, BABY... BABY, GOODBYE

**There once was a car company which lived in the Midlands.
It had too models to pay handsome dividends.
It mulled and it pondered of which it should ax.
Then promptly decided "Why the XK, 'natch!"**

The last of Jaguar’s venerable XK series will roll off the assembly line at Castle Bromwich this summer. It seems a though Jaguar have decided there are possibly one too many sports cars in its line-up or they simply need the space for the new XE and production of the upcoming C-X17 Crossover. Wayne York Kung, Jaguar USA National Product Communications Manager said: "There will be a 2015 model year XK, but the rumors are true, production for the XK will end later this year after eight years. There are no immediate plans to replace the XK."

The first modern XK was launched in 1996 as the XK8 in both coupé and convertible versions and used Jaguar’s new AJ-V8 engine. In 1998 the XKR was added. In 2007 the company debuted the next generation aluminum bodied XK. The XKR-S “super car” came in 2012. Alas, no more. Ciao Bella, it’s been a great run.

- Editor



Above: XK150 FHC

Below: Dr. Ron's XK150 DHC

XK Time Line

- Oct '48 - XK120 debuts at Earl's Court London Motor Show
- Jul '49 - First alloy bodied XK120 leaves Holbrook Lane Factory
- Apr '50 - First steel bodied XK120 leaves factory
- Mar '51 - First FHC
- Jun '51 - "C"-Type wins Le Mans
- Apr '53 - First DHC
- Jun '53 - "C"-Type wins Le Mans (*again*)
- Oct '53 - XP11 (C/D-Type) exceeds 180 MPH at Jabbeke
- Oct '54 - First XK140 leaves Brown's Lane
- Jun '55 - "D"-Type wins Le Mans
- Jun '56 - "D"-Type wins Le Mans (*again*)
- Oct '56 - Borg Warner automatic transmission debuts in XK-line
- Dec '56 - XK-SS introduced at the New York Auto Show
- Feb '57 - Brown's Lane fire delays XK150 intro and ends XK-SS
- May '57 - First XK150 leaves factory (*first Jaguar with disc brakes*)
- Jun '57 - "D"-Type wins Le Mans (*third and final time*)
- Oct '60 - Last XK150 rolls off assembly line at Brown's Lane

*Information derived from Chris Harvey's brilliant book "XK" © 1978 and various other sources.
- Editor*

F-TYPE TARGA



Jaguar Design Director Ian Callum was quoted as saying "We're considering (a 'Targa' version of the F-Type), but it's not definite". Porsche's Targa sales constitute only 10% of the entire 911 market; therefore, if Jaguar were to expect only 10% of F-Type sales to be "Targa" versions, then the numbers may not make it financially feasible at this point in the car's lifecycle. BTW, the name "Targa" is a registered trademark of Porsche AG, so Jaguar will have to come up with their own moniker for a removable panel version. - Editor



JCNA ANNOUNCES NEW CONCOURS COMMITTEE

Our parent club, Jaguar Clubs North America (JCNA), announced in March a newly formed JCNA Concours Committee. Although there have been committees for Rally and Slalom there never has been a committee to address Concours policy issues. Concours rules, procedures and philosophies are set forth in the JCNA Concours 'd Elegance Rule Book which is managed by the JCNA Concours Rules Committee (JCRC). Judging issues, conflicts and protests are managed by a separate Protest Committee. The Concours Committee (CC) oversees the overall Concours 'd Elegance program complimenting the JCRC and Protest Committees. The CC is composed of one member from each of the six JCNA regions and they are charged to be your GO TO person for all Concours issues. They are listed at the end of this message so if anyone has any questions, concerns or ideas for improvement they are the ones to call.

The Concours Committee is responsible to:

- Sanction Events
- Maintain the overall Concours calendar to insure no conflicts
- Monitor Judge qualifications and numbers
- Review and approve all Concours reports to insure rules compliance
- Develop and coordinate Concours policy
- Establish the most practical and equitable process by which JCNA determines regional and North American Awards.

Concours Committee Members:

- ◆ Pat Harmon (Chairman) pharmon@jcna.com
- ◆ Tom Doyle (North West) tomdoyle@telus.net
- ◆ Mike Zavos (South West) m_zavos@hotmail.com
- ◆ Paul Cusato (North Central) growlerjags@aol.com
- ◆ Patti McClane (South Central) plmcclane@verizon.net
- ◆ Jim Sanbold (North East) xkjagnut@comcast.net
- ◆ Dave Kirkman (South East) kirkmandavi@aol.com



JCNA is also looking for an Advertising Manager. See the latest issue of *Jaguar Journal* for info or contact Dick Maury, Gary Kincel or George Camp through the JCNA Web Site.

The Virginia Jaguar Club is in need of a volunteer Event Coordinator. If you wish to enhance your membership experience as well as that of your fellow VJC members and can devote just a wee bit of your time each month to the cause, please contact David Harrison, VJC President at: 804-748-4601 or davidharrison2003@yahoo.com to volunteer. Organizations like our club need people like you and me to step up and contribute a little time and effort in order that we may progress and thrive. A little time each month is all it takes. You don't even have to attend every event to be the Event Coordinator! The pay is low, but the rewards will be substantial. Come on, pitch in. Let's drive!

- Brad Purvis, Editor

**KEEPING UP APPEARANCES**

Not above borrowing a good marketing idea from another manufacturer to boost sales, Jaguar have announced a new appearance package in the guise of the R-Sport. According to Jaguar: "The 2014 XF R-Sport model features a Sport front bumper, 'R' style side sills and a unique rear spoiler which combine to give the car an assertive, purposeful appearance on the road. Seventeen inch Ursa alloy wheels, fitted with 17" low rolling resistance tyres to help further reduce emissions, add to the XF R-Sport's sporting profile, as do the optional Black styling packs which lend the car additional on-road presence. The R-Sport interior features a new charcoal on charcoal interior, including Suedecloth seats available with contrast stitching in either Dove, Tan or Red. The interior is further complimented with a selection of Dark Oak, Piano Black or Carbon Fibre veneers to choose from. A Jet Morzine headlining comes as standard while a Dove headliner is available as an option and also for when a sunroof is specified. There is also the option of upgrading to a Jet Suedecloth headlining. Bright stainless steel foot pedals and unique badging for the side power vent and the steering wheel set off the XF R-Sport's purposeful intent. Gloss black window surrounds are standard for the XF R-Sport while an extended black pack is also available which includes full gloss black grille surround, gloss black lower bumper inserts, gloss black trunk lid finisher and gloss black roof rails for Sportbrake." - JLR

So now you can look the part, if not actually play the part of sport sedan bad-boy (or girl). - Ed.





Before and after pix of Don Lundquist's 1959 XK150 DHC completed in 2013 after an extended restoration project beginning in 1997. Absolutely fabulous!



MEMBERSHIP

Membership in the VJC is open to any Jaguar enthusiast regardless whether you own a Jaguar or not. For more information please send an Email to Ron Mitchell, VJC Membership Chairman: rmitchelljag@cox.net and we will send you details on how to become a member.

The Virginia Jaguar Club is affiliated with
The Jaguar Clubs of North America
www.jcna.com
www.facebook.com/jaguarclubs.na



SUBMISSIONS

We encourage our members to submit articles, stories and pictures for publication in *Lyons Tales*. We kindly ask you follow the specifications listed below. To submit an article, please send to bradpurvis@mac.com. Make sure you reference *Lyons Tales* somewhere in the subject line.

SUBMISSION DEADLINE

15th of the month preceding the issue month, i.e.:
 May issue: 15 April
 June issue: 15 May

SUBMISSION SPECIFICATIONS

Text: Hoefler, Arial or New Times Roman
Font Size: 10-12 pt
Format: Word, Pages or Text file
Photos: max size 1MB, jpeg or gif
 (min 800 x 800 pixels)

Welcome New Members
Rebecca Shriner* - Richmond

**We humbly apologize for leaving Rebecca's name off last moth's list when we only listed her husband John Scott. My bad.*

Member Count: 59

**Apr 3-6***

JCNA AGM
Hyatt Regency
Cambridge Hotel
Cambridge, MA
www.j-a-n-e.org/AGM2014

Apr 12 (Event)

Williamsburg British &
European Car Show
Chickahominy Riverfront
Park
Williamsburg, VA
www.wmbgbrit.com

Apr 27

Britain on the Green
Gunston Hall
Plantation
Lorton, VA
www.capitaltriumphregister.com/bog

May 4

Lewes British Motorcar
Show
Lewes, DE
www.bccdelaware.com

May 16-18

Delaware Valley JC
Penn-York Rally
Kurt Rappold, Tel: 610-358-4055

May 17 (Event)

VJC South of the
James Tour
Ron Mitchell
rmitchelljag@cox.net

May 17

18th Annual Triangle
British Classic Car &
Motorcycle Show
Raleigh, NC
www.ncmgcarclub.org

May 24*

Susquehanna Valley JC
Concours
David Hershey, Tel: 717-792-5271

May 31*

Delaware Valley JC
Annual Concours
Oakbourne Mansion
West Chester, PA
Charles Olson, Tel: 215-757-2028

Jun 14

VJC Tall Ships Drive (Event)
Cape Charles, VA
David Harrison
davidmharrison2003@yahoo.com

Jun 22

Brits by the Bay
Westminster, MD
Steven Horant
stvhorant@yahoo.com

Jul 18-20*

Carolina Jaguar Club
Annual Concours
Little Switzerland, NC
Gregg Gaylard
bktlist1@gmail.com

Jul 19

VJC Annual Wicker Basket
Picnic (Event)
Monroe Park
Goldvein, VA
Sherman Taffel
staffel@comcast.com

Sep 12-13*

VJC Annual Concours
(Event)
Wyndham Virginia
Crossings Resort
David Glick
dmgbcc@gmail.com

Sept 14

CVBCC Classics on
the Green
New Kent Winery
New Kent, VA
www.classicsonthegreen.com

Sep 20*

Smokey Mountain JC
12th Annual Concours
General Morgan Inn
Greeneville, TN
Gary Cobble
glc100850@aol.com

Oct 24 - Nov 2

Hilton Head Island
Motoring Festival &
Concours d' Elegance
Featured Marque - Jaguar
www.hhiconcours.com

Nov 2

The Williamsburg Jaguar
Gathering (Event)
Merchants Square,
Williamsburg, VA
Larry Emmons
larry@virginiamotoring.com



* = JCNA Sanctioned Event

Dates marked with (Event) are the VJC event(s) of the month. Please forward any event information, including date, location and contact, to bradpurvis@mac.com for inclusion on this list.



Provoking Thoughts

by David Glick

Usually, when writing for the newsletter, my underlying rationale is for entertainment. This is the rare occasion that content is more of a serious tone. We all hope never to have the need to call upon an insurance company to submit a claim for our beloved little British sports cars, or any other event for that matter. Car values do change over time. In recent history, the values for Jaguar E-Types have risen significantly the past couple of years by nearly 25-50%. A series I E-type recently sold for a record \$467,500 at an RM auction, that is three times the average value of a concours series I according to the Hagerty valuation tool (reference hagerty.com). The problem is that many of us have not necessarily accounted for the appreciation of our car's value when insuring our cars.

Remember, I am not an insurance expert, though as I understand, there are two basic classifications of insurance for our classic and collectable cars, "Agreed Value" and "Stated Value." With agreed value coverage, both you and the insurance company are agreeing to the value in advance. In the event of a loss, the value of the car is predetermined to be that agreed amount. With stated value coverage, the value is determined based upon assumed average market value, which may be significantly less than the value of your car.

Let's use an E-Type as an example. According to the NADA Classic Car Guide, the average retail for a 1970 Series II E-Type is \$54,900 (Low \$28,000, High \$79,100). If you have a "concours" or "excellent" condition E-Type, the Hagerty Valuation Tool suggests values exceeding \$99,000 and \$70,000, respectively, for the same car. With a stated value policy, a total loss might value the car at \$54,900 or less, which literally could be one half of the actual market value. One of my resources pointed out that the \$54,900 may even actually set the upper limit of reimbursement, and not reflect what is actually paid. You may still be in a position to have to document condition just to get that upper valuation.

A 1960 MGA 1600 is currently valued by NADA at \$18,000 (with a range of \$10,800-\$31,900). "Concours" and "excellent" cars are valued at \$42,200 and \$32,000, respectively, according to the Hagerty Valuation Tool. Once again, values from Hagerty are significantly higher than those from NADA, and a loss with a stated value policy could significantly under value your car.

Basically, if you have put the time and monies into completely, or even partially, restoring your car, it may be significantly undervalued from the standpoint of insurance, especially if you have a "stated value" vs. an "agreed value" insurance policy.

There are other factors to consider as well. An extreme would be that 1961 Jaguar E-Type concours quality roadster. Let's say you first had it appraised for agreed value in mid-2009. That was a market low over the past eight years, with the value determined to be approximately \$132,000. Since January 2010, the values have been significantly rising, so that at the close of 2013 the value was approaching \$190,000, almost a 50% increase in value. If you have not had the car reappraised, and the agreed value increased to reflect the current market value of the car, your car would be under insured. Remember, the \$190,000 did not reflect the influence of the record selling \$467,500 E-Type. Accordingly, one could argue that the value is even greater.

To make matters more complicated, there are several options for insuring your classic cars. Companies such as Hagerty, Grundy, JC Taylor, Heacock and American Collectors offer dedicated classic and collector car policies. These insurance providers tend to be your best options when the company underwriting your regular car insurance does not offer agreed value coverage. Many individuals are unaware that some of what we consider regular insurance companies offer agreed value coverage for your classic car. The companies that come to mind are Cincinnati and State Farm. Another company with such coverage is Chubb, though they seem to have greater restrictions for underwriting. We have two great resources for State Farm and Cincinnati in Central Virginia. Long time British car club member, Ric Bergstrom, is a local State Farm Agent in Richmond, and tends to be very helpful when it comes to answering insurance related questions, as does Jim Day of DeJarnette & Beale in Bowling Green, who is an agent for Cincinnati. I am confident Jim is



waiting for top down weather for his Z3 well. Both of these individuals have been invaluable resources for me over the years addressing insurance coverage related concerns.

To close this discussion, it has likely been some time since you had your car appraised, typically required for agreed value policies, especially when the condition is “excellent” to “concoors.” We have some great resources to have your car appraised locally as well. Bruce Woodson (Mercer & Woodson) and Chip Lamb (New Voice of Old Cars) are both well known in the Richmond area, and would likely be very pleased to help with providing an appraisal. For those of you in northern Virginia, I suggest David Kinney of USApraisal. David is the founder and publisher of the Hagerty Price Guide and is a well-known resource for appraising limited production and coach built vehicles.

With spring now around corner and the likelihood that you will be taking advantage of the change in season to drive your classic car, it is time to take a look at your insurance coverage to best protect investment. So, before that first spring drive, be sure to check the fluids, tires, brakes... and insurance. *Happy Motoring!*



Jaguar R4

JAGUAR UNVEILS NEW XFR-S SPORTBRAKE



Jaguar unveiled its XFR-S Sportbrake at the Geneva auto show last month. Fitted with the same 5.0-liter, 442 horsepower V8 as the XFR saloon, the Sportbrake will rocket from zero to 60mph in 4.6 seconds. Top speed is electronically limited to 186mph. With that, you should be able to make it to Starbucks and back before the whipped cream melts on your mocha.

The suspension and chassis have been retuned to XFR specifications including modifications to the Sportbrake’s standard dynamic rear suspension. Dynamic Stability Control from the XFR-S saloon aids the XFR-S Sportbrake in making it ‘round the twisty bits.

Aero changes to the body work give this new family hauler a more aggressive look and include larger front intakes, blacked out of course, and body side “aeroblades”, which purportedly keep the airflow attached to the side of the car for as long as possible. I’m not sure what that means, exactly, but I don’t think I’d like to find out by surprise. A rear diffuser and gloss black trim accents complete the look of a machine licensed to thrill. It’s what I suspect James Bond would be driving when he finally retires to Palm Beach.

XFR-S Sportbrake customers can choose from five colors: Ultra Blue, Ultimate Black, Stratus Grey, Polaris White and Italian Racing Red. No mention made of Mary Kay Pink.

Inside Warm Charcoal leather trim is used on the seats and doors and the seats themselves are embossed with the R-S logo, which can be finished with a choice of contrast color piping and stitching in either red, blue or ivory. The same treatment runs across the top of the dashboard and the fascia is finished in a Dark Aluminum unique to the R-S, complete with badging (*Badging? We don’t need no stinking badging!*). The Sportbrake comes with a 825W, 18-speaker system from British audio experts Meridian as standard.

Now if could only get it over here in “The States”.

- Editor



WHAT'S IN A NAME?

Remember last month when I told you that JLR was naming their new “3-Series Fighter” the XS? Remember? Like all their small(ish) sedans have had the “S” nomenclature since the beginning of time? Made sense right? Well, guess what? I was *wrong!* Jaguar instead came up with the idea that it should be call the XE. That's the last time I run with a rumor from the internet. OK, maybe not the *last* time. You can read Jaguar's news release below and watch the YouTube video [here](#).
- Editor

JAGUAR XE CONFIRMED AS NAME FOR COMPACT SPORTS SEDAN WITH ALL-NEW 'INGENIUM' ENGINE FAMILY AND ADVANCED ALUMINUM CONSTRUCTION TECHNOLOGY

(MAHWAH, N.J.) – March 4, 2014 – Today, Jaguar confirmed details of the brand's all-new compact sport sedan, the Jaguar XE which will launch globally in 2015 and comes to the United States in 2016. The Jaguar XE will be the first product built on the new advanced aluminum architecture which was showcased in the C-X17 concept car in 2013. This aluminum intensive structure provides the benefits of lightness and strength for exceptional handling, performance, refinement and efficiency.

Power will be provided by a variety of engines with a wide range of capacities and output, all delivering inspirational performance and offering the latest innovations in fuel-efficient technologies. The new Ingenium engine line will also offer a flexible engine architecture that can be configured to suit in-line and transverse installations and can be used in both rear-wheel drive and all-wheel drive configurations.

Speaking at the Geneva Auto Show, Dr. Ralf Speth, Chief Executive Officer, Jaguar Land Rover, confirmed: "We announced just a few weeks ago that our new Engine Manufacturing Center would produce a new family of premium, lightweight, low-friction, low emission four-cylinder gasoline and diesel units. The first of our Ingenium engine range will be used in our all-new compact Jaguar sports sedan. That car will be called the Jaguar XE, and it will be unveiled in production form later this year."



Ian Callum, Director of Design, said: "The new Jaguar XE is every bit a modern Jaguar car; more compact in size but visually striking. Customers will expect a great deal from a compact Jaguar car - it must be practical but premium. We never forget we are designing a Jaguar car and that means it must be as exciting to look at and drive as it is brilliant to run and practical to own. We believe we've done just that with the Jaguar XE."

"The all-new Jaguar XE compact sport sedan will bring Jaguar into the largest segment of the luxury car market with a dynamic new entry that will challenge the status quo of luxury car brands," said Jeff Curry, Brand Vice President of Jaguar North America. "Jaguar is charting an exciting new path with the recent launch of the Jaguar F-TYPE and the introduction of the Jaguar XE, which completes our sedan line-up. We offer a more exclusive, distinct choice in the luxury car marketplace combining progressive British design, a high performance character and advanced aluminum technology."

The name of the Jaguar XE follows the brand's sedan progression, positioned alongside the XF and XJ sedans in the range.
-JLR

**YOU MIGHT BE A JAGUAR FANATIC IF...**

1. You've ever taken a nap on the floor of the garage next to your Jag.
2. You've ever said to a judge at a car show or concours: "*Hell yes!, it's supposed to look like that!*"
3. You know what Waxoyl tastes like.
4. You've ever reheated your tea with a soldering iron.
5. You have a cotter key in at least one pocket of every pair of pants you own.
6. You have at least one grease stain on every pair as well.
7. You've ever used a wire tie as a toothpick.
8. You know who William Walmsley is.
9. You've ever worked a 14-hour day in the office and then spent 8 hours in the garage installing a kinniplier pin when you got home.
10. You know the term *Leaper* does not necessarily describe someone getting ready to jump off a bridge.
11. You have a larger collection and variety of drip pans than your local parts store.
12. Your favourite colour is *BRG*. (*There are NO misspellings on this line!*)
13. You know more about what your fellow *VJC* club members are doing this weekend than your own children.
14. You're first thought is not *BEER!* when someone mentions *GROWLER*.

**BODGER'S CORNER**

My 1997 XJ6 was scheduled for state inspection. I went out to find it had a rear flat tire. Fortunately it was in my driveway, so it should be easy and quick to change. Right. The first challenge is to remove the heavy spare wheel from its recess deep in the boot/trunk. This is a good opportunity for a *Bodger* to strain his back before you start. Maybe Jaguar could have provided a strap to haul it out. The tool kit sits below in its Styrofoam nest a far cry from the lovely old Jaguar toolboxes with their green baize liners, but no doubt cheaper. The scissor jack and the wheel nut brace/wrench with its extending handle are certainly functional.



After securing the car from rolling the first job is to loosen the wheel nuts. The extending handle gives extra leverage, and is strong enough to stand on if necessary. The jack has a square nose that plugs securely into a square jacking point recess, a good safety feature. The ratchet handle fits over the squared end of the actuating screw. You will be crouched over for quite a few minutes, giving your back and arms a workout while cranking up the scissors. The *Bodger* without gloves will bash his knuckles when the handle slips off the square.

Once the wheel is off the ground the wheel nuts can be spun off using the wrench. That is, all except the one nut at the 6 o'clock position, which is too close to the ground. It has to be backed out a few flats at a time. The *Bodger* will leave this nut to the last, but will remove all the other nuts. The heavy wheel will then fall off the upper studs and will jam the bottom nut. This is not good for the wheel, nut or *Bodger* morale. The *Bodger* will continue to fight the nut off instead of reinstalling a couple of the upper nuts to get the wheel realigned. The end result will be an unusable nut with a damaged conical seat, requiring a quick nut robbery off a backup car (in order to drive to inspection) and the purchase of a used X-300 wheel nut set on eBay. At least the car did pass inspection and the *Bodger* now has some spare nuts. - David M. Harrison

WALTER THOMAS FREDRICK HASSAN, OBE

Walter Thomas Frederick Hassan OBE was born in London 25 April 1905 (d: 1996). In 1938 he joined SS Cars Ltd, later Jaguar Cars, as chief of R&D. "Wally" worked with Bill Heynes on what became the XK and V12 engines. The XK engine remained in production from 1948 until 1992 and powered the winning cars at Le Mans in 1951, 1953, 1955 and 1957.

JAGUAR'S TRANS-AM TITLES

- 1 1977: Group 44 XJS, driven by Bob Tullius
- 2 1978: Group 44 XJS, driven by Bob Tullius
- 3 2001: Rocketsports Racing XKR, driven by Paul Gentilozzi
- 4 2003: Rocketsports Racing XKR, driven by Scott Pruett
- 5 2004: Rocketsports Racing XKR, driven by Paul Gentilozzi
- 6 2005: Rocketsports Racing XKR, driven by Klaus Graf



David Brown Automotive Announces Specification of First Car

All-new, British luxury automotive brand, David Brown Automotive, has announced the outline specifications of its first car.

Underneath its bespoke exterior design, is the acclaimed chassis and powertrain of the Jaguar XKR, optimised specifically for the car by Envisage group engineers.

This means the car will boast a thoroughly modern 5.0-litre Supercharged V8 engine, driving the rear wheels via a 6-speed automatic transmission.

Performance will be suitably brisk, yet refined, delivering 0-60mph in 4.6 seconds and a top speed exceeding 155mph (248 km/h).



"As reliability is vital, we chose to adopt a thoroughly proven and acclaimed chassis that not only delivers dynamic performance but also lends itself to our lightweight aluminium design. Renown for its performance and handling, the XKR has been extensively developed and refined by one of the world's greatest car manufacturers, making it an obvious choice on which to base our car" said David.

These state-of-the-art underpinnings are matched to a completely original exterior and interior design, realised through the highest quality materials and craftsmanship.



David explained: "I wanted all the impact and style of a classic sports car, but with modern capabilities and conveniences. This is what I want in a car, but it's not something anyone really offers. So, I've created it myself."

"It has been developed using a combination of both traditional and contemporary technology, including the latest in automotive expertise. It has undergone a thorough analysis and development programme, including highly advanced windtunnel and dynamic simulations."

"Project Judi" will be revealed to the public at the Top Marques Show, in Monaco, on 17th April 2014.

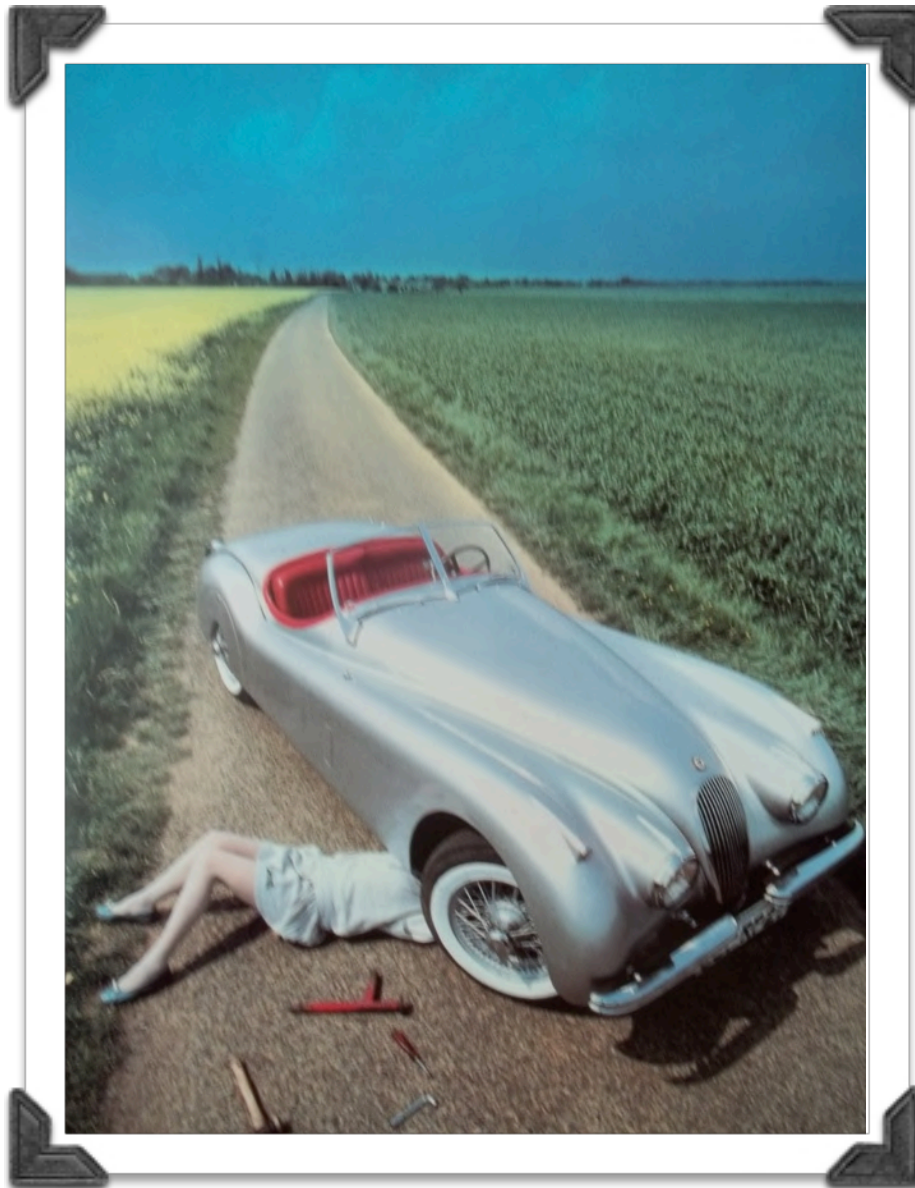
Ahead of the car's unveiling, anyone can register their interest to receive more information as it becomes available at: www.davidbrownautomotive.com.
- David Brown Automotive, Ltd.



Created to celebrate 75 years of Jaguar, Project C-X75 is the ultimate expression of the brand's design and engineering innovation. While not planned for production (*pity - Ed.*), the C-X75 concept will be used for continuing research and development of future Jaguar technologies. The C-X75 was revealed as a concept at the 2010 Paris Auto Show, where it received Autoweek's coveted "Best in Show" award and the 2010 Louis Vuitton Classic Concept award. The C-X75 is a hybrid-electric Supercar built in partnership with Williams F1. -JLR



CAPTION CONTEST



SUBMIT YOUR BEST CAPTION FOR THE ABOVE PICTURE

TO:

bradpurvis@mac.com

The winner's caption will be published in the next issue of *LT* will receive all the awards, accolades, compensation, publicity and fame associated therewith.



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Any Road...



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P.S. No animals were harmed in the making of this newsletter, although we did chop down a few virtual trees. -Editor

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