



# LYONS TALES

## VJC South of the James Navigational Tour & Lunch 17 May 2014



Come join us for the Virginia Jaguar Club's South of the James Navigational Tour on 17 May, 2014. This will be a navigational challenge in the area between Smithfield and Suffolk. The starting point will be the parking lot of the Eagle Harbor Shopping Center on Hwy 17, just over a mile south of the James River Bridge. We will start from the west side of the parking lot nearest Rte 669, Smith's Neck Road. The first car will roll out at 10:00 AM. The total time for the drive will be about two hours. The termination point is a restaurant, which you must find via the navigational hints and directions provided, where we will have lunch at about 12:30.

The only instrument necessary is a functional odometer. Each driver and navigator team will be provided with a set of instructions. The instructions will guide you along a 50+ mile route through the countryside between Smithfield and Suffolk. The route will run on paved public roads. If you follow the instructions without any errors, you should arrive at the end point in about two hours. In case you get lost, an "emergency envelope" will help you find the final destination.

Included in the instructions are several questions. Points will be awarded for correct answers. The winner to be announced at the luncheon. In the event of a tie, the team with a total elapsed distance closest to the official value will be declared the winner.

Please contact Ron Mitchell at: [rmitchelljag@cox.net](mailto:rmitchelljag@cox.net) if you plan to participate in the tour &/or lunch so he can plan accordingly.

### Contents

- 1 - HEADING SOUTH
- 2 - LYON'S ROAR
- 5 - VEEP VIEWS
- 7 - OUT ON A LIMB
- 8 - CLUB MINUTES
- 9 - NOOKS & CRANNIES
- 12 - AMELIA ISLAND
- 14 - MALCOLM
- 15 - DUNLOP
- 16 - NEW CLUB OFFICERS
- 16 - F-TYPE SPORT
- 17 - JCNA NEWS
- 18 - DON'T HATE ME
- 19 - MEMBERSHIP
- 20 - GRAB THE KEYS
- 21 - BODGER'S CORNER
- 22 - CAPTION CONTEST
- 23 - CLUB OFFICERS
- 24 - ANY ROAD





## LYON'S ROAR

Starting off with national news, the 2014 AGM was held in Boston in early April. VJC Veep Sherm Taffel and our Slalom-master Peter Schowalter, supported by their respective spouses, represented the VJC. You can read their personal perspectives in the newsletter. I have not heard all the JCNA business highlights, but they included a new Concours Committee to review procedural changes, a request to clubs to ensure their officer information is current on the JCNA website (take a look and let me know if anything needs correcting), and a recommendation that clubs activate the PayPal dues option. Mike Cook received a well-deserved ovation for his many years of service as Jaguar Journal editor and author and the next issue of Jaguar Journal will be in an updated format under new editor Peter Crespin. A new editor and format can be very revitalizing, case in point being our very own Lyons Tales with its wonderful new format, content and personality, thanks to LT editor Brad Purvis.

In local news, eastbound VJC members met at the Berkeley Plantation turnoff on scenic Rt 5 for a pleasant drive-in to the first British car show of the season hosted by the Williamsburg British Car Club at Chickahominy Riverside Park. We joined the famous "Shaguar" and some NCJOC folk already there. With three rows of Jaguars we probably were the most numerous marque. Walking around, I was fascinated by the rattiest vehicle on the field, a barn-find 1930 Austin 16, actually found in a field on the Eastern shore.

Apparently it just needed a battery, a new fuel tank and a fuel pump to bring it to life.



The proud owner started the six-cylinder engine for me; it ran immediately and ticked over quietly and smoothly. Wish my four-banger Swallow engine was as quiet, but of course a six is inherently balanced. Maybe a V-12 is even better but I have a theory that engine problems are proportional to the square of the number of cylinders. That's why I have two XJ6's and a XJ-SC 3.6 cabriolet, mathematically less problematic in total than one V-12 if my theory is correct.

After enjoying the WBCC ambience, we held a core-n-club meeting at a shady picnic table. Veep Sherm and Camellia Taffel joined us after a three-hour battle with the traffic down I-95. Our Membership Chair, Secretary and Rallymaster Ron Mitchell did his usual efficient and swift job of publishing VJC meeting minutes, so you can see what your hard working officers are up to. A special thanks is due to David Glick, who volunteered to act as transitional



webmaster while he, Greg Glassner and a small IT team are developing a revised VJC website. This is in addition to his role as VJC Concours Chair.

After the meeting we convoyed down to Williamsburg for a late lunch at the Center Street Grill in New Town. I had never been there before and was pleasantly surprised by the development, really upscale with nice architecture and plenty of interesting shops, restaurants and bistros. We had a nice private room and good food and company. The fun was not over for your Prez and Veep as we motored back to Richmond to the Virginia Aviation Museum Airport for the Virginian Aviation Historical Society Spring party and auction. The museum is full of interesting aviation memorabilia and aircraft from a Wright Flier replica through the Golden Age of the thirties and some Warbirds, with the ultimate (Black) bird sitting outside. I scored a most interesting book by a Rolls Royce aero-engineer. We will have to arrange a VJC event there now we have real aviators in the club.

Please tune up those Jaguars for the May inter-club fun rally. Starting point information is per the first page of LT. Those of you traveling from the Richmond area and points west who would like the fun and security of a convoy along rural Rt 10 should meet at 0900 at the service station at the junction of Rt 10 E and RT 156 (Jordan Point Rd) a few miles E of Hopewell. Please email me if you plan to convoy.

Jaguarian Salutations  
David Harrison  
VJC Prez





# WILLIAMSBURG BRITISH & EUROPEAN CAR SHOW





## VEEP VIEWS



The 2014 JCNA AGM  
Hosted by the Jaguar Association of New England  
BOSTON MASSACHUSETTS  
Saturday, April 5, 2014

Submitted by Peter Schowalter & Sherman D Taffel  
Virginia Jaguar Club Delegates

The meeting took place on the 16th floor of the Hyatt Regency Hotel, overlooking the Charles River with views of the Boston Skyline. All of the JCNA agenda business items were available on the JCNA website in advance of the meetings and your Delegates were fully knowledgeable of the issues, proposals, and potential issues of debate.

The AGM agenda always consists of Committee reports and New Business items. The New Business items usually come from the Administration, the JCNA committees and membership submitted items.

This year, after President Dick Maury gave a general synopsis of club programs, business items were addressed before the committee reports. There were a several administrative program updates and a few clarification items; administrative procedures when a club disbands, and how to handle dues paid by members to JCNA (conversion to Membership at Large). Also, how to deal with assigning awards to membership numbers when different people in the same family compete for sanctioned awards.

The major discussion items revolved around the Rallye Program (needed a new chair and competition rules clarification) and the JCRC (Concours Rules Committee) judging teams composition proposals.

The JCRC proposal to resolve ties, address creeping 100 points scores and increase certified judges to three on the championship classes judging teams were all tabled for the new Concours Committee to review. The increase to three certified judges last year caused great hardship for a west coast club as the requirement to be certified after passing the test, one must serve as apprentice judge at one concours before being qualified. This is impractical with some club distances being 800-1000 miles apart, so all proposals were tabled for 2014. This is good news for VJC.

Among the administration reports were the usual updates on club financials, membership, the successful tool loan program and the Jaguar Cars relationship and club support, along with issues the Business Committee addressed during the past year.



Several members of the Board, acting as individuals based on a 2013 AGM discussion, created the Jaguar Foundation, a distinct 501c entity to act as a Preservation Institution for Jaguar Automobiles and to receive gifts (tools, cars, etc.) There is no Jaguar only automobile museum in the United States and with the closing of the Heritage Center in the UK, the implications for loss of historic automobiles is/was a tenuous threat.

JCNA Officers elections were held and Dick Maury and George Camp were reelected as President and VP respectively.

A standing ovation was given to Mike Cook, now Editor Emeritus of the Jaguar Journal. Peter Crespin will be the new Editor of the JJ. Candy Williams will continue on staff, contributing and handling the web newsletter.

The Rocky Mountain Jaguar Club will host the 2015 Western States Meet and the Delaware Valley Jaguar Club will host the 2015 AGM.



Sherman & Peter



Obligatory Drool Picture



Heather Mores and Camellia Blackwell-Taffel at Larz Museum



## OUT ON A LIMB



For many years my daily driver was my 1999 Dodge Dakota pickup. It's been reliable and fairly comfortable, the trouble is, I am not really a truck guy. Oh, they are OK I guess and they certainly come in useful, but they are really just a tool, aren't they? Great for hauling mulch for the garden or loads of trash to the dump, but as a manner of conveyance, pretty dull.

What really gets my juices flowing is a Jaguar. For as long as I can remember Jaguars have struck a nerve in me to the point that I can never get enough. So, you say, why not just drive the XF everyday and save the truck for the mundane jobs? Well, I've given a lot of thought to that and it is not as simple as it seems on the surface. With my job, my car, or truck in this case, has to spend days at a time parked in the open in an airport parking lot. With the truck I don't worry about the rain, snow, ice and sun pounding down upon it day after day. I would; however, loathe leaving my Jag out in the elements for an extended period. It's not only the weather either. Many of you have experienced the ravages of some Neanderthal malcontent keying your paint or simply using your boot as a luggage rack while they load or unload their own car. I simply don't care to have that worry while I'm away and the trepidation every time I get off the shuttle van wondering if my beloved XF is worse off for being left out in the open subjected to all and sundry.

So therein lies the conundrum. Should I "...suffer the slings and arrows of outrageous fortune? [or drive the Jag] *And by opposing end them? Is this..*," by continuing to mimic Shakespeare, "*too much of a good thing?*" I suppose I could spend the \$10 per day and have the covered parking garage, but will that prevent the inattentive SUV driver from backing his or her behemoth into my precious jewel? It's not that my Jag is a showpiece, but it does have a good, original paint job. I don't baby it, instead I take good care of it and let the chips fall where they may, but really, do I need to subject it to even more distress? As Willy would continue; "*...expectation is the root of all heartache*".

This is a question for the ages as I expect many of you have faced this same dilemma time upon time. Some may resort to drastic measures of only taking your treasure out for short drives on pristine days. A number of you may resort to car covers or parking in the furthest, most empty parking space available. Alas, it is all for naught as many of you have found out much to your chagrin. Mother Nature has no regard for your beautifully engineered British machine. Man has no respect for your hard earned and well-spent dollar. That leaves but one choice for those of us with level heads and clear minds. So logic dictates the Jag will stay in the garage as long as I am away. But wait... will the truck continue its journeyman duties whisking me to and from the airport while I conjure up thoughts of days at home and on the open road with my XF? Blasphemy! "*There is a tide in the affairs of men, which taken at the flood, leads on to fortune. Omitted, all the voyage of their life is bound in shallows and in miseries*".

Therefore, and with no malice afterthought, my slightly used Jaguar XF-*Supercharged* will suffice for my commuting duties. Overkill? Maybe a little, but boy is it nice. *Grace, Pace and Space* for 35 minutes each way once a week to and from airport. As for the threat of parking lot damage, in time, I see a road less traveled to the airport. In the meantime, abuses inflicted upon the Jag will sting a little bit; however, the gratifying drive home will surely assuage any resultant pain and vexation.

- Editor



## VJC CORE GROUP MEETING MINUTES

The meeting took place at the Williamsburg BCC show ON 12 APRIL, 2014. Attendees included: David Harrison, Peter Schowalter, Bill Sihler, David Glick, Greg Glassner, Rod Taylor, Sherman Taffel and Ron Mitchell.

### **VJC Officer Listing on JCNA Website**

David Harrison up-dated the club officer listing on the JCNA website. Please check the information to assure its accuracy.

### **Treasury**

Bill Sihler took over the Treasurer position. We extend our sincere thanks to Marian Murff for her tenure of service as the club's previous treasurer.

### **Core Group**

We currently have eight members that are active in club planning activities (David H, Sherman T, David G, Greg G, Ron M, Brad P, Bill S, Peter S) Additional participation would be welcome. To try to encourage more participants, the core group meetings will be organized, as much as possible, to immediately follow a general membership activity. As such, the next organization meeting will follow the rally & lunch on May 17.

### **AGM**

Sherman & Peter attended the AGM. They provided a written summary. An article will be prepared for inclusion in Lyons Tales.

### **Concours**

The date for the VJC concours is Saturday Sept 13 at the Wyndham Hotel. This is the day before the Classics on the Green event, for which the Wyndham is the host hotel. The Classics dinner is on the Saturday evening at the hotel (music by Kings of Swing). David G (Concours Chairman) has coordinated with the CVBCC and set a schedule as follows: Concours 8:00 AM – 1:00 PM; evening reception for prize awards at 5:30 PM. VJC will provide hors d'oeuvres. The bar will be "cash". This will leave the attendees open to participate in the afternoon driving tours organized by CVBCC, the pre-COG dinner at 7:00 PM, and the COG show on Sunday Sept 14. Sherman is the Chief Judge. Any certified judges that are willing to assist should contact Sherman. Peter will prepare the awards. David G will prepare a notification to go into the next Lyons Tales.

### **VJC Communication**

David Glick will continue his efforts to create and implement a Google-group for VJC. This will assure better security for our mass communications to members & friends and will provide a uniform e-mail list for member communications.

Ron M will provide the latest e-mail list to the core group (in e-mail text, in Word document) In addition, he will provide the membership Excel file.

### **VJC Website & Newsletter**

David Glick was authorized to have the VJC website re-made by David Foster in a format similar to that used for the CVBCC. The cost will be about \$1200 for the initial set-up and \$300/year to administer changes. VJC will be responsible to create and upload the content to the website. We will keep the LyonsTales and VaJaguarClub web addresses. Huge kudos to Brad Purvis for the Lyons Tales. Everyone, please keep providing content to Brad.

### **Slalom**

Peter has found a potential slalom venue in the New Kent area. He will see if the site is suitable for a fall slalom event.

**Events** (See Grab the Keys, page 15)





## The V12 Evolution NOOKS AND CRANNYS 1972-1977 & into the 80s

### Second in a Series of VJC's V12 50th Anniversary Celebration Articles

By

Sherman D. Taffel, PhD, IJGH, VJC VP

Jaguar's introduction of the V12 E-Type in 1971, for the reasons we discussed previously; return performance to the E-Type lost by US Federal Emissions requirements in 1967/68 and to challenge Ferrari at his own game (V12 engine exotica, on the race track and on the street), brought the E-Type to a new level of performance and Luxury.

In addition to the suspension and brakes upgrades, interior wise, the E-Type evolved to match the finest sports cars in seating comfort and the cooling. A/C systems were finally designed to meet American climatic conditions, not just those in the UK. This meant that the radiator and cooling fans were substantially upgraded from the Series II E-Type, 6-cylinder XK engine system. All of the V12s used two thermostats, one on each cylinder bank, which controlled even cooling on both sides of the engine.

However, there was a cooling shortcoming on the '71 engines, but it was related to the cooling of the new electronic ignition system. The Lucas OPUS system proved quite reliable, but the Amplifier box, first mounted in front of the Distributor in the V12 valley, was heat soaked. Jaguar added four spacers under the mounting bolts to allow some air space between the cylinder head surface and the box, but then by 1973, they moved it to the sub frame cross bar in front of the radiator. By contrast, they moved the ignition coil, originally mounted to the front of the right cylinder head, to the right rear of the engine below the cam cover.

One of the initial U.S. emissions focuses of the era was to reduce cold starting unburned fuel emissions. Cars were still carbureted and the use of chokes to enrich the starting fuel/air mixture was essential. However, this was not environmentally friendly. British carburetor design was different from those designs on American V8s. American carbs used a fuel enrichment main carburetor piston orifice bypass drilling. Jaguars' solution was to use a belt driven air pump and push air directly into the combustion chambers through 'air rails' to dilute the enriched fuel/air mixture feeding directly into the combustion chambers. These air rails looked like a broken picket fence. To the aficionados of the clean V12 castings with their unique 12-cylinder 'Nooks & Crannies,' these air rails detracted greatly from the artistry and elegance of the castings. The rails were not really seen so much with the shiny rain shields mounted above the intake manifolds and under the bonnet louvers to protect the carburetor linkages. By the mid '70s, Carbon canisters were also used to capture fuel evaporation from the hot carburetor fuel bowls. This added more 'plumbing' to the V12.



Jaguar V12 with air rails visible



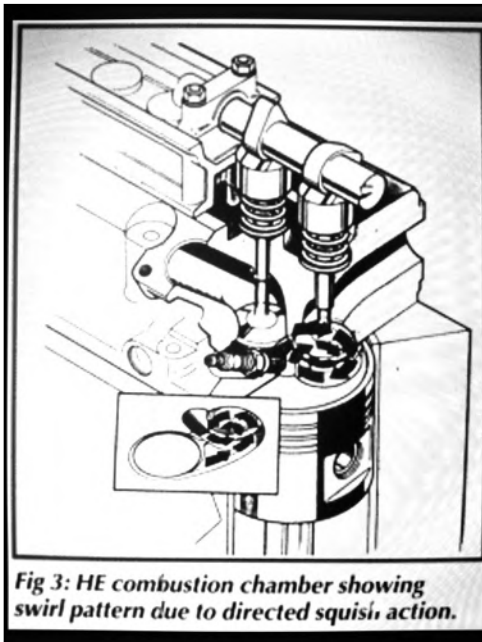
Rain shields hiding air rails

With the end of the E-Type production and with Jaguar's reputation at stake, it was a 'No Brainer' as we say today that Jaguar would again use the now venerable V12 power plant as the heart of its next sporting vehicle. The new in 1968 XJ Sedan in XJ12 attire was a world acclaimed luxury sedan (Saloon), and still unique as a Class of One. At the time it was the only production V12 family vehicle.

When the XJS was introduced in 1977, the engine evolved to include a LUCAS version of the Bosch D-Jetronic fuel injected engine with 30 different sensors feeding a computer to manage the running of the engine. These early fuel injection V12s had a recirculating fuel system, with a fuel rail feeding the injectors on each side of the engine. In both the XJS and Saloon vehicles vapor lock in the round rails became a problem in the hot American summers. By the 1980s a square shaped single rectangular rail superseded the problematic round rails and by the late '80s a fuel cooler integrated into the air-conditioning systems Freon circulating lines was incorporated.

There were many more changes with the fuel-injected engines. Jaguar changed the design and airflow of the intake manifolds. The simple elegant throttle control pedestal of the E-Type became a two-piece unit containing two instead of one tang switch (one for fuel pressure control over

4,000 rpm and the other the original transmission kick-down switch). In addition, a throttle position sensor (potentiometer) and a water temperature controlled 'AAV' or auxiliary air valve managed the fuel/air mixtures during engine starting. These became notorious for failure among the Jag gear heads as they affected starting, idle, running and could cause hesitation on acceleration.



Michael May Swirl Cylinder Head

The biggest improvement to the V12 engine after it was 'detuned' from the original 314 BHP advertised for the E-Type, down to a rated 262 HP found in the XJS in its fuel injected and catalytic converter form. All this, along with improved gas mileage from 14 mpg to 19-20 mpg (if one is very gentle with the throttle at 70-80mph) was the result of the introduction of the Michael May designed "swirl cylinder head". One other major change in the engine was the change of the oil pan design from a huge aluminum casting to a more common steel pressing. Not intended as a street racer as was the E-Type, the XJS only was rated as 135 mph top speed, not 151 mph. I guess Jaguar figured the extra aluminum casting

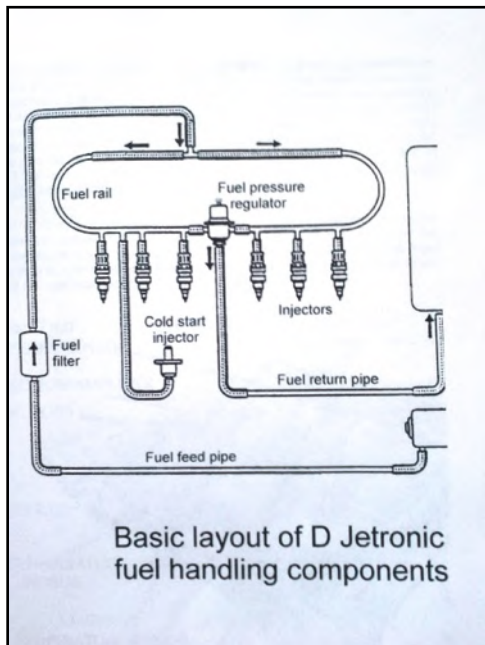
costs were unnecessary. Also changed was the English style canister with oil filter cartridge to the modern spin on oil filter. The XJS tourer was marketed to more drivers and women than sports car aficionados.



The irony of the original carbureted Jaguar V12 design and change to fuel injection in 1975, in terms of both performance and combustion chamber fuel efficiency (economy) in the heavier XJS body and the Michael May swirl cylinder upgrade design in July 1981, is that Chrysler already designed and put into production a new cylinder head with swirl combustion 'technology' for their venerable Slant 6 engine in 1975, well before the release of the heavier and detuned, derated XJS V12 production engine. The original car magazine test reports criticized the XJS for its poor fuel economy, this well after the fuel crisis of 1973. Fellow British car manufacturer Jensen modified its 32 mpg Jensen-Healy roadster into an Estate GT and Interceptor interior comfort standards in 1976, and following the demise of the E-Type it was the only upscale GT 2+2. The Jensen sported a higher performance Lotus Slant-4, Model 907, DOHC engine designed by the designer of the XK engine. It even looked like a Jaguar engine (see pic). This was more than a year before the XJS introduction.

Improved fuel economy with the May HE swirl cylinder head brought the XJS back to the luxury marketplace on level ground with other newer competitor offerings.

The engine and its engine management system continued to evolve into the 1990s. We'll discuss those changes next month.



D-Jetronic Fuel Injection System



Square Section Fuel Rails



Jensen GT - Lotus 907 Engine



## Amelia Island Concours d'Elegance

by Greg Glassner

I have headed south for the Amelia Island Concours d'Elegance for five straight years. Every one of them was worth the long haul. My automotive interests are diverse and Amelia is bucket-list material for me, even though Jaguar has not had a special class there for several years.

Amelia Island impresario Bill Warner earned his stripes as a racing photographer for Road & Track and IMSA, so the eclectic assemblage at the Concours always includes a number of classes for sports and racing cars in addition to classics, both foreign and domestic, from the brass radiator era the 1970s.

In 2014, racing Porsches from the 904 through the 962 constituted a special class. This lineup has also been referred to as "the Plastic Porsches," in reference to their fiberglass bodywork.

This year's Concours Honoree was Jochen Maas who drove his fair share of Porsches, as well as McLaren F-1 cars, and who won Le Mans in a Sauber-Mercedes 25 years ago.

Other class designations included 100 years of Maserati, 50 years of McLaren, the elegant, wind-cheating designs of Carrozzeria Zagato, Duesenbergs, Packards and Chrysler Concept Cars, Solid Axle Corvettes, Rolls Royce, American Underslung and European Custom Coachwork on both American and European chassis.

Jaguar supported the Amelia event in the past and used it for new model launches as well as providing driving demos for the entire model line. I first saw the prototype that evolved into the F-Type at Amelia in 2012 and the F-Type Roadster received a big push at the Jaguar stand in 2013. This year the F-Type coupe took center stage.

As someone who once aspired to be an industrial designer and grew up admiring the work of Raymond Loewy, Brooks Stevens, "Dutch" Darrin, Battista Pinin Farina, Nuccio Bertone, Giorgetto Giugiaro, and Ugo and Elio Zagato, to name a few, I was not won over by the XKF roadster. (Apologies to Ian Callum, but I found the aggressive front-end treatment with its scoops and sculpted surfaces a bit over the top.)

On the new coupe, however, everything works. Having seen the car in the flesh I find it drop-dead gorgeous. I am seriously considering "un-retiring" so I can afford one. It is that stunning.



2014 F-Type Coupe

The factory show stand also featured a restored XKE coupe and those of you who thought the F-Type roadster not up to XKE standards may also revise your opinion when you compare the coupes.

Other Jaguars on the show field included Jim and Jeannine Hascal's ebony 1952 Jaguar XK120 fixed head coupe, which drove off with the Most Historically Significant Jaguar trophy and the equally stunning 1955 XK140 MC/SE drop top owned by Kent and Melissa Hussey, which won an Amelia Award. (I am prejudiced, but VJC past-prezzy Ron Gaertner's, 120 and 150's could give



these two cars a run for their money.)

As a race fan, my favorite Jaguar on the fairway in 2014 was the ex-Ecurie Ecosse 1958 Tojeiro Jaguar Mk3 entered by Henry and “Rocky” Grady -- a very nice old racer in its distinctive dark blue Scottish livery.

A welcome addition to the Amelia Island schedule is Saturday’s Cars & Coffee event, which floods the grounds with the kind of cars you and I drive. (Well, more the kind you drive than I do, but you get my drift.) For the most part, these are licensed road cars that may be a point or two shy of what is in Sunday’s Concours. Not trailer queens, but very nice drivers.

There were many interesting Jaguars, Porsches, Ferraris, etc. in this informal collection of vehicles driven in by local car enthusiasts.

There were at least 14 Rolls Royces on display, including Silver Ghosts from 1911, 1912, and 1913, four 1925 Silver Ghosts, and a 1952 Silver Wraith. There were seven Duesenbergs ranging from a 1921 Model A Bender Coupe to a 1936 J538 Riviera Coupe.

The 11 Packards ranged from a 1912 Model 30 Racer through the flamboyant one-off Balboa, Panther, Monte Carlo and Request concept cars of the 1950s.

The McLaren section boasted 10 McLaren Can-Am cars from 1966-72, an earlier McLaren-Elva and several more modern McLaren supercars. Also on display were two ex-Maas McLaren F-1 cars, several McLaren Indy Cars and a 1997 McLaren-Mercedes F-1 car. When the driver of one McLaren fired up its 7-liter Chevy V8 to drive up for a trophy, it caused a small boy to cry and scurry for his mommy’s arms.

Maserati’s 100<sup>th</sup> Anniversary was celebrated with 20 street and racing cars ranging from a very rare 1931 Tipo V4 sports car, which boasted a 16-cylinder Grand Prix engine driving through spindly wire wheels, through some stunning sports and racing Maseratis from the 1950s and 1960s.

The Sunday Concours, which this year featured a mind-boggling 330 cars and motorcycles, is the main event, but don’t sell Saturday short if you make the trip next year. A quick tour of the cars being readied for the RM Auction Saturday is part of my itinerary, as are the many vendors of automobilia and art in the hotel’s ballrooms and lobbies. I also linger around until sunset Saturday to watch the cars being brought onto the show field, most of them under their own power.

Next year’s Amelia event is the 20<sup>th</sup> and should be one you won’t want to miss. If you drive down in your new 2015 F-Type coupe, I volunteer to navigate.



Ex-Ecurie Ecosse Tojeiro-Jaguar



## The Genius of Jaguar Design

If you had to choose Britain's most famous automobile designer of all time, who would it be? Colin Chapman? Sir William Lyons? Ian Callum? Not if you know who Malcolm Sayer was. None other than Ferrari's il Commendatore lauded one of Malcolm Sayer's creations as "*The most beautiful car ever made.*"

Need a hint? I didn't think so. It's the Jaguar E-Type of course.

The funny thing is, is Malcolm Sayer's name is not one that is on the tip of your tongue. Yes, his design is on permanent display at the Museum of Modern Art in New York and the E-Type is one of maybe a half-dozen truly iconic cars of the 60's (I'll leave it up to you to name the other five), but his name is somehow elusive.



Malcolm Sayer

Of course, today's designers have to be salesmen as well as engineers and are therefore pretty well known, at least among the aficionados, where back in the day they just had to create good design, and boy, oh boy, did Malcolm do that. In addition to the E-Type he designed the Le Mans winning C-Types and D-Types, XK-SS, the stillborn XJ13 and even the ubiquitous XJS.

Malcolm Sayer was born on 26 May, 1916 in Cromer, Norfolk, England. The son of a "Maths" teacher, Sayer studied at Loughborough College, first in aerodynamics and subsequently (much to our good fortune) automotive engineering. Even though Malcolm graduated with a degree in the aforementioned automotive engineering, he wound up being employed after graduation by the Bristol Aeroplane Company.

Nevertheless, his first real foray into automotive design came while at Bristol during WWII. Looking towards the future, Sayer spent his spare time with a group of enthusiasts designing a sports car for after the war. Although it never reached production the prototype sported a fully independent suspension, rear-mounted transaxle and a very clean, curvy body. Sound familiar?

As the story goes, when the curvy sports car thing floundered, Malcolm headed off to far exotic lands (a.k.a. Bagdad) in search of a job that never existed. There, he met a German aerodynamicist who, as the story goes, taught him how to model smooth flowing surfaces using naught but a slide rule and some archaic logarithmic tables.

The story becomes a bit fuzzy from here, but in any case William Lyons (not yet Sir) got wind of this remarkable man's talents and hired him straight away. The rest is history, including five Le Mans victories in seven years and the most beautiful car ever made.



Like many other “artists” Sayer’s talents were not confined to the drawing board. He was a gifted cartoonist, keen with watercolors and a musician.

Whether out of a basic shyness or as some would say the overbearing, autocratic style of Sir William Lyons, Malcolm was never “out front” when “his” cars were being presented to the public. There were few, if any celebrities at Jaguar in those days other than Swilly himself. That said, just ask those who knew the man; Sir Stirling Moss or Norman Dewis, they will tell you Malcolm Sayer was one of the greats. Sadly, Malcolm Sayer died in 1970 at only 54 years of age. *- Editor*



XJ13



Series I E-Type

**Dunlop tyre making to leave Birmingham**

The 125-year-old manufacturer said its lease on the Erdington factory expires on 1 September and no other appropriate site is available locally.

Dunlop Motorsport Europe said it was looking instead at moving production from the site to other plants in its European Manufacturing Network. Dunlop Brand Europe managing director Sanjay Khanna said its "strong preference" was to remain on its existing site but this "has not proved possible". Dunlop have been making motor sport tyres in Erdington for 97 years. It supplies several teams in the UK, including the British Touring Car Championship team, as well as some foreign teams. About 200,000 tyres are produced at the plant annually. Almost 300 people work at the factory, with 240 affected by the consultation over jobs.

Khanna said: "For several months we have also worked closely with local agencies and authorities to identify local Birmingham site alternatives. Unfortunately no other appropriate site was available locally which would have provided continuity of supply to our key customers."



The 11-acre site it leases has been sold to Jaguar Land Rover which wants to expand its neighbouring factory. *- Courtesy BBC*



## NEW CLUB OFFICERS

Just in case you did not look at page 23 just yet, and why should you as you are only up to page 16, you will find we have a couple of members stepping forward to fill club positions which were soon to go wanting. Bill Sihler has taken over the treasury from Marian Murff and David Glick assumed the reins of Webmaster from long-serving Wayne Estrada. As a Club we are indebted to our two former volunteers for their long and selfless contributions keeping the VJC going. Special kudos to Wayne and all the years he not only served as President (among, at times, virtually every other duty), Lyons Tales Editor, Web Site designer and quite often sole contributor. We are still; however, in need of an Event Coordinator. The VJC is of the members, by the members and for the members. It simply does not work without you, so please consider volunteering. You can contact David Harrison at [davidharrison2003@yahoo.com](mailto:davidharrison2003@yahoo.com) or 804-784-4601 to do so.



## Jaguar F-Type Club Sport



Rumor has it Jaguar is developing a lightweight Club Sport model of the F-Type Coupe. The F-Type Club Sport would be about 400 pounds lighter, with the weight being culled via a "holistic" approach. This method looks at all aspects, systems and components that could be lightened or eliminated while enhancing performance at the same time. This could mean everything from carbon-fiber body panels to a more basic interior devoid of creature comforts. The car will probably feature an even more powerful version of the 3.0-liter supercharged V6.



**JCNA NEWS**

JCNA is very happy to advise that Jaguar Retail Operations has announced the re-instatement JCNA Discount program to all North American Jaguar dealers via Retail Operations Bulletin No: JSOB13-25. The biggest difference between this new program and the previous Club discount program, is an increase in the discount from \$750.00 to \$1,000.00. In addition, JSOB14-47 includes a discount of \$2,500 on the MY 2014 F-Type and \$1,000 on MY 2014 XF, XJ & XK.

Program Description

Jaguar Clubs of North America members receive a \$1,000 customer cash offer upon verification of current membership. A Customer PIN form will be given to the organization member by selling dealer. It asks for basic information and the JCNA member will be required to produce a current JCNA membership card. This form must be completed and kept in deal jacket for audit purposes. The full amount of the Customer Cash must be applied to the purchase or paid directly to the customer. Out-cycled Dealer Service Loaners and Ex-VIP vehicles are eligible for this program.

There are, however, certain vehicles that are ineligible - Special Edition and Limited Edition Production Models are not eligible, e.g. XKR-S, XKR-S Convertible, XJL Ultimate.

If dealers have any questions they should call the Retail Ops "800" number.

You must be a "card holding member" in good standing of JCNA and your name must appear as a member on the JCNA roster of members, which can be checked via the web site.

If you have any questions please call: 1-888-CLUBJAG (258-2524).



**Fellow VJC members – I have been talking with the good folks at the Virginia State Fair at Meadow Event Park in Doswell, VA. They would like to invite interested club members to participate in their “Opening Day” parade on (tentatively) Sunday, September 28, to provide car/drivers to drive their honored dignitaries in the parade. They are seeking 12 convertible Jaguars (I’ll also take a few additional names as backups). In addition to driving in the parade, you will receive admission to the Fair for the day, and safe parking away from the regular parking fields. If interested, please contact me at [george.parker2012@comcast.net](mailto:george.parker2012@comcast.net) or at 540.693.0348.**

*- George Parker*

**DON'T HATE ME BECAUSE I'M BEAUTIFUL**

The nice thing about Jaguar's all-aluminum platforms is they allow for unlimited variations in scale, and implementation of existing or concept models while maintaining the structural integrity needed in today's automobiles. The concept you see above, painted by Hungarian artist *X-Tomi*, is just one possibility of what can be achieved with some imagination. It's really not that big of a stretch to envisage (now *that's* funny right there). If you were to just say to someone... "*I think the new F-Type Coupé would look great with four doors.*" they would probably look at you as if you had green cheese dripping out of your ears, but if you simply showed them the picture above, with no commentary whatsoever, visions of *Kelly LeBrock* would be begin appearing in their head. To be honest, when the F-Type Roadster was launched, my reaction was not quite what I expected it to be. Did I want one? Heck yes! Was it beautiful? Well, in a wholesome girl-next-door *Caroline Catz* sort of way, but once the F-Type Coupé hit the market we were talking *Catherine Zeta-Jones*. OK, I admit it. I'm a male chauvinist, but you get the idea. I'll leave you, male or female, gay or straight to pick your own, *abem*, analogies. Now back to the four-doors. I'm sure the back seat would be completely impractical and entry or exit would be cause for a visit to the chiropractor; however, for some reason it just looks right. Will Jaguar build it? Doubtful. Considering all the new models and variations currently queued up for introduction an F-Type saloon with limited market share would hardly hold priority, but it would sure look good next to my *Elizabeth Hurly* edition XF *Supercharged*. -Ed.





**Ever wonder what an XK150 station wagon would look like? Me neither! Nevertheless, here are two examples of an XK150 Shooting Brake to ponder.**



### 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](mailto: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](http://www.jcna.com)

[www.facebook.com/jaguarclubs.na](https://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](mailto: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.:

June issue: 15 May

July issue: 15 June

#### 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**  
**Christopher Clark - Norfolk**  
**Robert Dittmeier - Richmond**  
**Sung Ho Lee - Chesterfield**  
**Member Count: 63**



**May 4**

Lewes British Motorcar Show  
Lewes, DE  
[www.bccdelaware.com](http://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](mailto:rmitchelljag@cox.net)

**May 17**

18th Annual Triangle British Classic Car & Motorcycle Show  
Raleigh, NC  
[www.ncmgcarclub.org](http://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](mailto:davidmharrison2003@yahoo.com)

**Jun 22**

Brits by the Bay  
Westminster, MD  
Steven Horant  
[stvhorant@yahoo.com](mailto:stvhorant@yahoo.com)

**Jul 12**

Goldvein Museum Tour & BBQ + V12 Tech (Event)  
Goldvein, VA  
Sherman Taffel  
[staffel@comcast.net](mailto:staffel@comcast.net)

**Jul 18-20\***

Carolina Jaguar Club  
Annual Concours  
Little Switzerland, NC  
Gregg Gaylard  
[bktlist1@gmail.com](mailto:bktlist1@gmail.com)

**Aug 16**

SVBCC Wine Tour  
Charlottesville, VA  
(TBA)

**Sep 13\***

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

**Sept 13-14**

CVBCC Classics on the Green  
New Kent Winery  
New Kent, VA  
[www.classicsonthegreen.com](http://www.classicsonthegreen.com)

**Sep 20\***

Smokey Mountain JC  
12th Annual Concours  
General Morgan Inn  
Greeneville, TN  
Gary Cobble  
[glc100850@aol.com](mailto:glc100850@aol.com)

**Oct 5**

Waynesboro Car Show  
Waynesboro, VA  
Bill Sihler  
[sihlerww@embarqmail.com](mailto:sihlerww@embarqmail.com)

**Oct 24 - Nov 2**

Hilton Head Island Motoring Festival & Concours d' Elegance  
Featured Marque - Jaguar  
[www.hhiconcours.com](http://www.hhiconcours.com)

**Nov 2**

The Williamsburg Jaguar Gathering (Event)  
Merchants Square, Williamsburg, VA  
Larry Emmons  
[larry@virginiamotoring.com](mailto: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](mailto:bradpurvis@mac.com) for inclusion on this list.*

**BODGER'S CORNER**

So your Jaguar is dirty enough to cause you just a little bit of shame. It happens. With a busy schedule and tight budget, cleaning your Jag may be the last thing on your list (*if it is, maybe you should be driving a BMW*), but these tips are so easy on the wallet, you may already have many of the materials in your house.

Washing Your Car

Mix a little hair conditioner and clean water for an inexpensive car wash that'll make your vehicle's finish shine, repel water and look like it was just waxed. Choose a conditioner that includes lanolin as one of its ingredients for even better results.

Shining Up Paint

Tar, tree sap, bird droppings, and dried bugs are notoriously difficult to remove. You can save elbow grease and money if you use a little WD-40 instead of bug and tar removers. Spray a little on whatever it is you want to remove – including old bumper stickers – and wash it off. For stubborn spots, use a cloth and some gentle rubbing to help speed the process. If you want to go really budget, try peanut butter or shortening on the sticky spot. They can work wonders.

Scrubbing the Windows

Choose vinegar, instead of ammonia. Ammonia can harm some window tints. If you want to save some money, make your own window cleaner. Combine one cup of water with half a cup of vinegar and a quarter cup of alcohol. Mix well and spray away. Try using crumpled newspaper instead of paper towels to clean your vehicle windows. Newspaper is more durable than paper towels, doesn't leave any paper residue like some towels can, and it'll otherwise just be heading to the recycling bin.

Cleaning Interior Surfaces

Don't put away that WD-40 just yet. Their usefulness with cleaning the exterior extends to the interior of your car as well. WD-40 can also help remove gum and grease on the interior fabrics and surfaces. Spray a little on the spot you want removed, rub it gently with a cloth and then with some soap and water and, voilà! The stain is gone. Make your interior shine by cooking up your own interior "dressing." Mix one part fresh lemon juice with two parts olive oil. Dab some on a soft cloth and get to work rubbing it into the vehicle's interior plastic and vinyl surfaces – being careful to avoid the steering wheel and gas and brake pedals. Polish and rub in the residue with another clean, soft cloth and you'll have an interior that looks, and smells, great.

Removing That Smell

Baking soda with a pleasant-smelling herb, such as lavender, mixed in can also help replace offensive odors with pleasing ones. Sprinkle the mixture on the floor and fabric seats, let it set for a few hours or overnight and then vacuum it away.

Fighting Stains

A water-vinegar mixture and a spray bottle can remove stains just as well as many commercial cleaners can. Simply spray it on the stain and then blot it with a wet cloth. For grease or oil stains, try sprinkling corn starch on the spot and leaving it there for a few hours. The starch should help absorb the grease and it can then be removed by vacuuming.

- by Rich Ellis (edited for space & content)



**CAPTION CONTEST**

George Parker won last months contest with: "*My dream woman. Just don't tell my wife....*"

George is now entitled to all the awards, accolades, etc., etc., etc., as listed at the bottom of the page; however, George will not be able to enjoy said endowments as he is still recovering in hospital from injuries sustained from various collisions with a frying pan. That said, it was an easy win for George as there was only one other *very weak* submission (but don't tell David I said that). We'll try it one more time this month with the picture you see below.



**SUBMIT YOUR BEST CAPTION FOR THE ABOVE PICTURE**

**TO:**

[bradpurvis@mac.com](mailto: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.



*Lyons Tales is the official publication of The Virginia Jaguar Club*

**Mailing Address:**

Virginia Jaguar Club  
11724 Elmwood Ln.  
Chester, VA 23831 USA

**General Information:** 804-748-4601  
Email: [davidmharrison2003@yahoo.com](mailto:davidmharrison2003@yahoo.com)  
Website: <http://www.VaJaguarClub.com>

**Traveler Contact:** David Harrison  
Phone: 804-748-4601  
Email: [davidmharrison2003@yahoo.com](mailto:davidmharrison2003@yahoo.com)

**Officers** (and other humans with varying degrees of prominence)

**President:** David Harrison  
Phone: 804-748-4601  
Email: [davidmharrison2003@yahoo.com](mailto:davidmharrison2003@yahoo.com)

**Vice President:** Sherman Taffel  
Phone: 410-302-3930  
Email: [staffel@comcast.net](mailto:staffel@comcast.net)

**Secretary:** Ron Mitchell  
Phone: 757-877-1132  
[rmitchelljag@cox.net](mailto:rmitchelljag@cox.net)

**Treasurer:** Bill Sihler  
Phone: 434-296-5354  
Email: [sihlerww@embarqmail.com](mailto:sihlerww@embarqmail.com)

**Membership:** Ron Mitchell  
Phone: 757-877-1132  
[rmitchelljag@cox.net](mailto:rmitchelljag@cox.net)

**Events Chair:** Open  
Phone:  
Email:

**Webmaster:** David Glick  
Phone: 894-327-0084  
Email: [dmgbcc@gmail.com](mailto:dmgbcc@gmail.com)

**Lyons Tales Editor:** Brad Purvis  
Phone: 757-869-1459  
Email: [bradpurvis@mac.com](mailto:bradpurvis@mac.com)

**LT Very Able Assistant:** Avril Purvis

**Concours Chair:** David Glick  
Phone: 894-327-0084  
Email: [dmgbcc@gmail.com](mailto:dmgbcc@gmail.com)

**Chief Judge:** Sherman Taffel  
Phone: 410-302-3930  
Email: [staffel@comcast.net](mailto:staffel@comcast.net)

**Rally Master:** Ron Mitchell  
Phone: 757-877-1132  
[rmitchelljag@cox.net](mailto:rmitchelljag@cox.net)

**Slalom Chair:** Peter Schowalter  
Phone: 804-784-1915  
Email: [peterjschowalter@aol.com](mailto:peterjschowalter@aol.com)

**AGM Delegates**  
Sherman Taffel  
Phone: 410-302-3930  
Email: [staffel@comcast.net](mailto:staffel@comcast.net)

Peter Schowalter  
Phone: 804-784-1915  
Email: [peterjschowalter@aol.com](mailto:peterjschowalter@aol.com)





## Any Road...



**DISCLAIMER:** *Lyons Tales'* purpose is to disseminate news, technical information and superfluous minutiae related to *Jaguar* automobiles. Any maintenance technique, modification or *bodge* published in *Lyons Tales* should be weighed against conventional, traditional, and generally archaic maintenance practices and procedures established by *The Chancellor of the Exchequer*. *Lyons Tales* is not the authority on maintaining or improving *Jaguar*

automobiles and the views expressed are those of the author of the article or person quoted and not necessarily that of the Editor, VJC, JCNA or JLR-NA or any of its parent organizations (*although maybe they should be*). Prudent owners should consider possible techniques or modifications in light of common sense (*ba!*) and compromises among economy, longevity, performance, reliability, drivability, legality, and resale value not to mention the affect on one's virtue, morality, integrity, dignity, honor, respectability, nobility, purity, ethics and good character. Any modifications possibly affecting emissions or safety are just silly and should not be attempted. This publication and this organization will not assume any liability for such consequences. So there.

*P.S. No automobiles were harmed in the making of this newsletter, although we did toast a few Dunlops. -Editor*

Lyons Tales  
c/o Virginia Jaguar Club  
11724 Elmwood Ln.  
Chesterfield, VA 23831