



LYONS TALES

Judge a Jag & Hit the 'Burg



In order to encourage new judges and ensure familiarity of JCNA judging standards, the club Concours Team is offering Judges Training & re-familiarization sessions beginning on Sunday, 22 June, at the Williamsburg Regional Airport located at 100 Marclay Rd., Williamsburg, VA 23185. Training starts at 1:00 pm sharp. Late lunch/early dinner will follow at a place to be determined in the Williamsburg area. For those who live towards Richmond and points west, a convoy is planned for a scenic drive down Route 5 to the airport. Rendezvous 11:45 am at Berkeley Plantation turnoff and rest area from Rt 5 E at Herring Creek. More information will follow in an upcoming event email.

Returning Judges and Interested members can download the JCNA Concours Rule Book, test and answer sheets from <http://www.jcna.com/library/concours/index.php>.

Additional sessions will be scheduled as well in locations around the Commonwealth to be convenient to most members who need to renew or become Certified Judges. Please see Grab the Keys on Page 8 for dates and times or email staffel@comcast.net for more information.

As a result of the aforementioned, the June Tall Ships Drive has been postponed to a later date (TBD).

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LYON'S ROAR

The last few weeks have seen perfect Jaguar weather, so I hope everyone is exercising their cars. NAMGAR had a "Drive your MGA" day recently and these cars are now over 50 years old. Of course many of our Jaguars are daily drivers, certainly Una's two XJ6s are, but I confess my 1986 cabrio spends too much time under a cover and deserves a good drive. I believe we should choose September 4, Bill Lyon's birthday in 1901 and am unilaterally declaring it "Drive your Jaguar Day". It is close to our VJC Concours on Sept 13, so this should be timely.

On that topic, your hard working VJC officers are preparing for the 2014 VJC Concours, which will be held as an integrated part of the Classics on the Green car show, with the Wyndham Virginia Crossings as the same host hotel and venue for a Friday evening reception and for our VJC Concours on Saturday. The schedule will allow ample time for participation in all VJC and COG events. David Glick, our Concours Chair and Sherm Taffel, our Chief Judge will provide more information elsewhere in Lyons Tales. I hope all of you who are JCNA registered Concours judges (with a J on your JCNA card) will confirm to Sherm that you are available to judge again on Sept 13. The JCNA website has a list of registered judges by club, please check and make sure you are on their list as it is not always up to date. There is also a self-administered test for those of you who feel like you need a book refresher. It can be a humbling experience to take it and realize how much you have forgotten.

The June VJC "Tall Ships" drive across the Chesapeake bay Bridge has been postponed to another year and we will meet instead at the Williamsburg Regional Airport (located next to the Winery) on Sunday June 22, which should have broader appeal and will help to prepare for the September Concours. It will be a "Judge a

Jag and hit the 'Burg' event. We will meet at 1 pm at the Airport to kick off judging school,



kick some tires and stroke some wings, and maybe a cruise into town (Merchants Square & New Town are but 10 minutes away) or visit the Williamsburg Winery right next door. The plan is end up with a natter and nosh at an eatery to be determined. For those of us west of town, we will arrange a convoy down scenic Rt 5, similar to our convoy to the WBCC show at Chickahominy Park. Please plan to attend, particularly those of you in eastern VA locales who we don't see in Richmond very often, it should be fun.

Jaguarian Salutations, and many thanks to the Concours Team and VJC Core group,

David Harrison

President, VJC





VEEP VIEWS



TECHNICAL REPORT: XJS V12 'TUNE UP'

Sherman Taffel - VJC Vice President

This tune-up; new distributor cap, rotor, spark plugs and wires, was long overdue. In fact, the last tune-up was in July 2005 before we drove the car to the JCNA Challenge Championship in Georgia. The odometer was then 74,000 miles. Driving the car while planning to show it in Championship class, I spent 100 hours cleaning and detailing the valley of the convoluted XJS' V12 and addressing wiring concerns as well as the tune-up components.

I say long overdue because I've been carrying all the components needed in the 'boot' for years. It has actually been four years. Proof of: "if you have the spares, you won't need them". The amazing thing is, I have driven the Jag fall, spring and Virginia summer for an amazing 21,000 miles, with no issues until a month or so ago when it became hard to start. During the spring of 2005, the car would not start when

it was raining or dew condensed in its cold engine bay. I saw the typical light show at night while cranking, indicating bad wires leaking Lucas energy. Of course, I did not experience that this winter, as I was in my winter mode. Why start 6, 8 or 12-cylinders when the Solstice's four will do just fine?

Unlike the E-Type V12, on which it is almost as easy to change out parts as the TR-4, except it taking 3-4 times as long, the 9/88 built XJS V12 Convertible has the 3rd generation Jaguar fuel injection system, which we discussed last month. In addition, in that year convertibles also had a vacuum bellows (electric magnet controlled cruise control) located in the middle of the V12's valley, blocking direct removal of the big distributor cap. Being one of the first 400 V12 converts, it has 12:1 compression vs. the later 11:1 engines. This means there are two additional switches on the throttle pedestal whose wiring must be very carefully relocated when pulling the pedestal to access the rear four spark plugs. Unlike the E-Type V12 pedestal, the XJS pedestal is a three-part component 'unit' and must be removed to access the rear plugs, replace the oil pressure gauge and light warning sending units. One MUST also disconnect the A/C compressor mounted in the front if the valley and finagle it up and forward to access cylinders 1A & 1B plugs removal.

Of course, one must protect the spark plug holes and threads from debris while removing the plugs as well. This involved loosening and scraping off eight years of accumulated dirt and vacuuming the fine silt that otherwise would fall into the combustion chamber if not removed. Before removing any plug, I cleaned each of the twelve plug recess areas with a small screwdriver, puc and finally Q-tips soaked in brake cleaner before vacuuming. I then sprayed PB Blaster around the spark plug base and let it sit a few hours. With this method, I finally got 11 plugs out and then while relocating the A/C compressor to get plug 1B, the socket 'disappeared'.

At this point, I focused on the distributor. Long ago, with the 1st V12 fuel injection system, it was discovered that if there were fuel leaks from the injector hoses at the barb retaining cups, fuel vapors would collect 'low in the valley' and in the distributor.

(continued next page)



When the ignition was switched on - BOOM! - the internal distributor pickup coil wires would fry! Jaguar's solution was to vent the cap and apply intake manifold suction, not unlimilar to the carbon canister vapor control previously used with mid-70's carburetors to control evaporative fuel vapors.

During the planned 4-hour tune up, several unexpected issues reared, in fact, the full story was as follows:

After the Boston trip, the plan was to devote the first few days to Columbia projects, then go to Goldvein on Thursday night and to the V12 tune-up Friday in preparation to take the Jag to the VJC Board meeting at British Car show in Williamsburg Saturday.

Only the expected 4-hour job was now at nine hours due to parts and non-sparkplug wiring complications:

1) The Huge V12 distributor cap was "gasket glued" to the distributor by the Valley of Heat Death during the past nine years. That's right, I did 21,000 miles since the last tune up in 7/05 at 75,000 miles. No complaints. Pretty Amazing. The ODO now reads 96,466 miles.

2) Had to remove bottom casting of throttle pedestal (*right*). It took 2-hours as 7/16" bolts not easily accessible even with 1/4" swivel, extension hits pedestal shape.

3) Needed rear of V12 valley access to thin screwdriver to tap & pry distributor cap loose (*below*).



4) Disconnecting the oil sender gauge sender unit, which screws into another unit, has an electrical contact spade that mounts in a plastic dome-wire to gauge. Well, with 24-years of engine heat, the plastic dome cracked off the metal screw in section, so I now need new sender unit. A typically similar 60s-80s Chrysler V8 oil sender is \$7.95. But the Jaguar unit is \$30-\$40.

5) On the throttle pedestal cable operated rods that connect to butterfly valves on each intake manifold, there mounted on top are two tang switches. One operates tranny kick down and one boosts voltage to fuel pump when the revs exceed 4,000 rpm (to increase fuel rail injector pressure to 45 lbs., from usual 35 or 38 lbs. I found one spade connector broken off the plastic switch housing. Again, all heat related damage. Engine bay can be well over 230° F in summer (*right*).

So, it makes sense to replace these parts while V12 valley is 'open' while the A/C compressor is moved forward for #1A and 1B spark plug removal and installation and the throttle (*next page*)



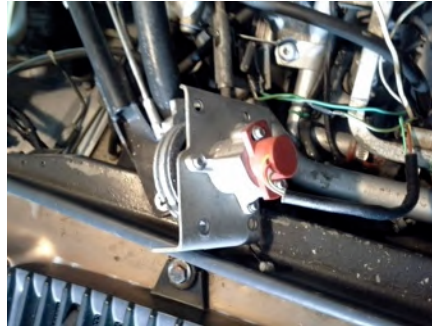


pedestal now out to more easily access rear plugs 5A, 5B, 6A, and 6B.

I've ordered the new parts and organized tools to return to the Jugular! Meanwhile, the airplane annual inspection beckoned May 1st and so the XJS has to wait.



Clean & Painted V12 Valley



Throttle Potentiometer



Distributor & Pickup Coil

To be continued...



Let's get ready to Concoooooours!



OUT ON A LIMB



I managed to schedule a trip to Birmingham, England on 27 May as part of my regular monthly flying schedule. My darling wife Avril's brother Neil lives there and it is always a pleasure to spend the layover at his home rather than in the usual generic hotel we encounter on most trips. I've done this several times over the years and Neil usually has some sort of activity or event planned for us. I've been to a Blues football match (lost, sadly) and various trips hither and yon, but this time I was in for a treat. Much to my delight, Neil booked us a tour of the Jaguar factory at Castle Bromwich, something I've wanted to do ever since I can remember.

We arrived at the visitor's centre at the appointed time where Julie Braithwate, with whom Neil had made the arrangements, met us and handed us off to our tour guide, Austin Dawes. Austin, it turns out, is a retired factory foreman and began working for BL in the 70's hanging doors on Austins. That's right, Austin Dawes hung Austin doors down by the... Oh, never mind. Anyway, the first thing we got to see were two beautiful F-Types in the welcome center's display area. One roadster and one coupé. I had not seen the coupé except in pictures and all I can say is in-person, it simply took my breath away.

After way too short a time caressing the coupé's leather and fiddling with it's knobs and buttons, we were called away for a short movie about the history of Jaguar and the factory. The factory at Castle Bromwich was not always a Jaguar factory and in the beginning wasn't even a car factory. It was designed and built to produce Spitfire fighters and Lancaster bombers for the war (if you need me to explain *which* war, then drop me a line and I'll fill you in). Following this we proceeded next door to the XJ "body shop," where the all aluminum panels come together for the genesis of this great automobile. The Rube Goldbergesque machines welded, riveted and glued various panels of all shapes and sizes, literally flinging them to and fro from one operation to another. Surprisingly, there was a fair amount of human intervention going on as well. I guess we can't rely on machines and computers for everything, even today. (*Unfortunately, no pictures were allowed inside the factory buildings.*)

One thing Austin mentioned during the tour was the door gaps are now measured to 3/16" as opposed to the day when he was on the line and they simply took a Phillip's head screwdriver and ran it around the gap to see if it was the right size.

Next up was the XF final assembly building where it seamlessly all comes together. Teams of workers fit dashboards, seats and other interior accoutrements, bumpers and exterior trim as well as windshields and although no longer on the bonnet (hood) the all important Leaper. One of the more revealing facts discovered during the tour is that North America is no longer the largest export market for Jaguar. We have been usurped by China in their apparently unquenchable thirst for Jags. Just from my own unscientific observation, I would say easily half of the production I saw on this day, was going to China. You could tell not only by the attached tag, but by the JAGUAR script below the Leaper badge on the boot, a fixture unique to China exports. The most popular color? Caviar. It seems the China market likes anything that smacks of richness and luxury. It is a deep metallic maroon color and is actually quite stunning on the XF and XJ models.

All too soon the tour came to an end, but not of course before I could dispense with a few quid in the factory gift shop. All-in-all a great visit and a real insight on how our beloved Jag-wars come together in this modern age. We've been invited back for a tour of the F-Type assembly line in the (hopefully) not too distant future. I'll be looking forward to reporting on that as well. In the meantime, enjoy some pictures on the next page.

- Editor





VJC CONCOURS NEWS

As everyone has likely heard by now, this year's VJC Concours is occurring in conjunction with Classics on the Green. The Concours really represents the best of its history. Following two years of amazingly successful events, the 2011 AGM and the 2013 Challenge Championship, we had some rather large expectations to meet. The question became how do we continue to maintain interest in the Concours outside of the national spotlight?

In prior years the Concours had been held in conjunction with the Central Virginia British Car Club's show that prior to the New Kent Winery venue, had been on Browns Island, and known as Classics on the Green. Being that the Wyndham Virginia Crossings Resort has proven to be a great local venue for the Concours and it just happens to be the host hotel for Classics on the Green, it seemed natural to work in conjunction with our sister British car club and be part of this year's Classics on the Green (COTG).

For those unfamiliar with the COTG event, it is a European car show and wine festival that will take place in weekend of September 13-14, 2014. The car show this year will celebrate Ferrari as the featured marque, in addition to hosting the VJC Jaguar Concours. The activities for the weekend include a welcome reception for car show participants Friday September 12th, hosted by the VJC at the Virginia Crossings Resort. Saturday morning and early afternoon, the VJC Concours will take place on the grounds of the resort. For those looking for a great drive, there will be a driving tour of the area, followed by a reception and awards ceremony at the pool announcing the winners of the Concours. Saturday night will be the cocktail reception and banquet, featuring a live band (Kings of Swing), and the announcing of the People's Choice award for the Jaguar Concours. The weekend is topped off with a short drive Sunday morning to the New Kent Winery, for the Classics on the Green Car show and wine festival.



Essentially, there are a number of activities occurring during the weekend, and you are cordially invited to participate in all, or just those that interest you. Just remember, the COTG show judging is by popular vote. As such, all the stresses associated with concours judging are set aside so that you can enjoy the venue, cars, and wine with a couple of thousand car and/or wine enthusiasts! For more details, please visit the new VJC or Classics on the Green websites:

<http://www.vajaguarclub.com/> <http://www.classicsonthegreen.com/>

Please remember that car show registration (for both shows), and banquet tickets must be purchased in advanced. Registration opens soon! While wine festival and spectator tickets can be purchased in advance, they will also be available at the gate. See you in September!

*- David Glick
VJC Concours Chairman*



Dear Fellow Jaguarians,

One of the biggest challenges to any membership driven organization is communication, of which email is an important part these days. In order to keep your mailboxes uncluttered, more secure from spam, and yet share information among club members, we are migrating to a Google Group Email format. Here are the FAQ:

1) What does this mean?

*In order to send an email out to the club all you would have to do is send it to one address “**VAJC@googlegroups.com**” The email then goes to all members who have accepted the invitation and joined the group.*

2) Why use this format?

Member email address now remain secure. More importantly, it allows us to organize discussions regarding a variety of topics, especially activities and sharing of information. Discussions are archived and be accessed through the Virginia Jaguar Club’s Google Group, so they can be referenced at a later date if needed, or just view in your own email inbox. (This is especially helpful if you delete an email, but wanted to go back to see it. You can choose to respond to the entire group of a single member when group mails are sent.)

3) Can anyone see club emails and post?

No. Only members who have joined the group can send, receive and review club emails. So please look for the invitation in your inbox! It is not spam, and you have to accept the invitation to join.

Basically, as a club, we will be able to send email notification regarding club related activities. As a member, you would be welcomed (*and encouraged*) to share information or even seek insight from other club members such as: **“Where does one find that rare part?”** **“Here is an E-Type for sale”**

How about: ***There is an informal Car Show being hosted by Mike Hatch of the Brandermill Country Club. All are invited, and details can be seen on the Central Virginia British Car Club Calendar <http://britishcarclub.com/pages/Events.html> (Yes, this is a real event. Come and kick tires, dine at the Country Club restaurant and even join our cousins at the CVBCC meeting as a welcome guest.)***

This will be the default mailing to notify each of you when the next monthly issue of *Lyons Tales* is available.

Please remember, you can control your own inbox once accepting the invitation. Most choose to receive all email. You can also elect not to receive any through your email, and view post only by logging in to the VJC Google Groups page. The compromise is that you can elect to receive a single email summary of any discussion. It is really easy if you already have a gmail account. If you do not, you can still enroll/register with your own existing email address.

If it all sounds confusing, I can add you in automatically, which would enable you to send and receive emails, but not access the individual control panel. Just let me know if you would prefer that option.

If you have any questions, or concerns, please do not hesitate to let me know. *If you have already joined, Thank you!*

Regards,

David G.

VJC Webmaster & Concours Chairman



GRAB THE KEYS

Jun 7

Historic Fredricksburg
Antique Car Show & Tour
Caroline Street
Fredricksburg, VA
<http://www.hfraaca.org/>

Jun 22

VJC Judge's Training (Event)
Williamsburg Jamestown
Airport (JGG)
100 Marclay Rd.
Williamsburg, VA 23185
Sherman Taffel
staffel@comcast.net

Jun 22

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

Jul 12

VJC Non-Wicker Basket
Picnic & VJC Judging
School (Event)
Goldvein, VA
Sherman Taffel &
Camellia Blackwell-Taffel
staffel@comcast.net

Jul 18-20*

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

Aug 10

VJC Judge's Training
Chesterfield Airport
7511 Airfield Dr.
Chesterfield, VA 23237
Sherman Taffel
staffel@comcast.net

Aug 16

SVBCC Wine Tour
Charlottesville, VA
Bill Sihler
sihlerww@embarqmail.com

Sep 12

Concours Evening
Reception (Event)
Wyndham Virginia
CrossingsResort
David Harrison
davidmharrison2003@yahoo.com

Sep 13*

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

Sept 13-14

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 5

Waynesboro Car Show
Waynesboro, VA
Bill Sihler
sihlerww@embarqmail.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

Nov 15 (Tentative)

Brett Breckenridge
Restoration Shop Visit
(Event)
New Kent, VA
David Harrison
davidmharrison2003@yahoo.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.

P.S. The Club is still looking for an Event Chairperson to help organize, track and publish the event schedule.



GROUNDED SWALLOW

The 747 cc side valve engine in my 1929 Austin-Swallow had no compression when I acquired it due to stuck valves and collapsed valve springs. I did not want to do a full engine rebuild; just enough to get it running reasonably well for the NCJOC Concours later that year. The flat head was easy to clean up, as there is really nothing there. New sets of valve springs and sparking plugs were needed. The sump was full of black tarry oil, so that had a good clean-out along with the “spit and hope” oil jets in the crankcase. The rancid fuel had corroded the fuel tank, so that was replaced, and the rest of the fuel system and updraft carburetor cleaned. After all this and a new 6 V battery, the engine started right up. It still needed work on the clutch, but that is another story.

I drove it to quite a few events including a (unchallenged) class win in last year’s Championship Slalom. The engine has always been a bit rattly, and seemed to be getting worse after the slalom. My friend David Laughton, who originally owned the Swallow way back, listened to it and told me not to run it any more. The Swallow was grounded.



Grounded Swallow

I took the car to Jim Cox, another friend and great mechanic. Jim has worked on many of my problem cars (i.e. most of them), the S 1.5, my cabrio, Una’s XJ6’s, even my pickup, though he really prefers the old stuff. Jim removed the bonnet and radiator to get access to the engine and gearbox assembly, removed a few wires and hoses, and then pulled the whole lot out.

The engine has now been partially disassembled. The clutch and transmission have been separated, and the head and sump are off. It seems that the oil pump may have stopped pumping. The lube system is a very low-pressure system, just one or two psi, mainly its pumping volume. The two bearing crank has roller mains at each end, so lack of pumped oil is not immediately catastrophic. However the big ends are white metal, and they definitely need oil. The bores looked good, but there was definitely something clunking in the bottom end. There was a lot of residual sludge lurking in the corners of the crankcase. The oil from the sump looked normal. So it’s a bit of a mystery and so far I have no conclusive idea why oil was not circulating.

Stay tuned for more ‘Saga of the Swallow’ - *David H.*





VJC RALLYE

Well, as promised by the Rallymaster, Mother Nature provided a beautiful spring day for the VJC tour. Saturday May 17 was clear and sunny without the high heat and humidity of a Tidewater summer. It was a perfect day for a drive through the quiet countryside south of Smithfield.

Five teams convened at the start point at the Eagle Harbor Shopping Center. Following some car talk, registration, and the distribution of the route instructions, the first car departed at 10:15. The others followed with a few minutes of separation. The route took the teams along about 50 miles of rural roads down to Suffolk and back north to our lunch destination. Despite the closing of Main Street in Smithfield for a car show, all the teams managed to find their way to the Smithfield Station in time for lunch.

The teams were (in their start order): John Otten & Janet Fender (E-Type), Peter & Jeffra Schowalter (S-Type), David Glick & Sherman Taffel (XK), Bill & Mary Sihler, (XJS) and Jim Meyer & Scot Spiegel (Lotus Esprit). The lively lunchtime conversation made it clear that everyone had a great time and enjoyed the quiet roads and verdant scenery.

In with the route instructions, the teams had 15 questions to answer about things along the route. Three of the teams had all the correct answers. So, the tie breaker was the elapsed mileage: closest to the official mileage wins (i.e., the fewest route deviations).

The Virginia Jaguar Club Rally Champions for this event are John Otten and Janet Fender of the Williamsburg British Car Club. They drove the route in their lovely 1967 E-Type coupe, a truly fitting vehicle for a sunny day tour. *- Ron M.*



VJC World Rallye Champions Janet & John



The Winning Feline



ALMOST THERE

- by George Parker

You'll recall from the March and April Lyon's Tales, that I had undertaken quite a project with this new-to-me XK-120. Much more of a project than I anticipated, I might add.

I did retrieve my new tires and newly serviced wheels from Hendrix Wire Wheel in mid-March. Cleaning up the hubs and mounting faces of the wheels was easy, but dirty. But it was done.

Next up was coolant installation. I had heard about some "waterless" coolant which was also purported to help prevent corrosion, and with these aluminum heads and cast iron blocks, this was an important feature to me. After a bit of research, I found Evans Waterless Coolant (www.evanscooling.com) and reached out to Mike Tourville, Director of Sales & Marketing, who also appeared in a couple "webisodes" of Jay Leno's Garage (Leno is also a user of Evans' products, and with the caliber of his collection, if it's good enough for Jay Leno's cars.....).

Not only did their products look really good, but they are absolutely *TOPS* when it comes to customer service. I lost count of how many emails I sent to Mr. Tourville with many, many questions. And he answered every one – and more.

The catch with Evans Waterless Coolant is that it's not cheap. About \$40/gallon (and I needed 4 gallons – plus 4 gallons of the "prep fluid", more on that later), but their claim is that it never needs replacing, so over the long haul, it should be more economical. So I bit the bullet and ordered 4 gallons of coolant and 4 gallons of prep fluid.

The Prep Fluid is intended to help absorb and remove trace amounts of water left behind when the cooling system is drained. And since I pumped water through the system trying to flush crud out, I had more raw water in there. I drained the system as best as I could and even gently blew some compressed air through in hopes of getting it all out. When I tried to open the drain tap on the driver's side of the engine block, it wouldn't budge. I ordered a new one, and in the meantime, removed the old one – and another gallon or two of water/coolant came gushing out! Clearly, I had not drained it as well as I thought I had!

After that was all drained, and the new drain tap was installed, I was ready to add the new coolant. I poured about 3 ½ gallons into the radiator, but got concerned that this much was added to the radiator alone, without even running the engine (and that's almost the total capacity of the system). So as a precaution, I ordered two more gallons (still have them if anyone wants to do this conversion!).

At this point, I was ready for professional help (for the car! I've tinkered with my Spitfire long enough to know what I should and should not be attempting!). I had several conversations with Bruce Woodson at Mercer & Woodson in Richmond and he agreed to take the car in and get it running and tuned for me. *(continued next page)*



With plans of having the car ready for the ill-fated hot air balloon festival, the car was delivered to Bruce's shop on Monday, May 5. I provided Bruce with a list of about 18 things (no exaggeration!) which I wanted him to do or check (mostly check). I figured that would be a couple days of work for him, but he had most of it accomplished on Tuesday the 6th of May. Even with the addition of a front end alignment to my already lengthy list, I was able to drive the car home from Bruce's shop on Wednesday, 7 May. She's running really well now and better than she has in a long time, I'd wager. Not only is the engine purring as a big cat should, but she's rolling super smoothly on the new tires, too!

I drove the car quite extensively over the weekend of May 9-11, putting on at least a couple of hundred more miles. Evans recommends testing the coolant around this time (everything's been well mixed and has gone through a few heat cycles) to see how much water remained. I had purchased the special "refract-o-meter" tool in order to do this, and it came with a small "cheat sheet" of how to read the scale on the tool and convert that to percentage of water in the coolant (they say their coolant is good with up to 3-5% water). The refract-o-meter told me that I had LESS THAN 1% water – not bad for a first try! I've told Mr. Tourville that maybe their next video should be shot in *MY* garage! ...And a little quick arithmetic tells me that I had less than 5 ounces of water left behind.

So what's left? Well, there's still a tiny little leak at the bottom of the front carb, a LF camber adjustment to be made, some squeaks to be greased, and a leaky front oil seal. Of course, these are the things I know about right now with a 60 year old car, no doubt there will be more! But for right now, I'm very happy.





NEW JDHT MUSEUM COLLECTION CENTRE

- Courtesy of the Jaguar Daimler Heritage Trust

We are pleased to announce plans for a new building on the Gaydon site in Warwickshire which will provide space to store and display more than 200 historic British cars from the reserve collections of both the Jaguar Daimler Heritage Trust and the British Motor Industry Heritage Trust.

The £4 million project has been under development for two years and has just been awarded a Round Two grant of £1.45 million from the Heritage Lottery Fund (HLF). The HLF grant, together with match funding from Jaguar Land Rover, The Garfield Weston Foundation and both Trusts, will enable work on this exciting new project to begin in the very near future.

The new Museum Collection Centre will enable visitors to view many cars from the reserve collections of both Trusts for the first time in a purpose-built facility. The building will also include a vehicle restoration and conservation workshop, space for enhanced education and lifelong learning programmes and office accommodation for all Jaguar Heritage staff – bringing the whole team back together again on the Gaydon site.

This exciting new facility will be immediately adjacent to the Heritage Motor Centre museum and it is hoped that it will be fully operational during the first half of 2015. There will be sufficient space to display all the reserve cars from Jaguar Heritage's collection which will complement the existing Jaguar galleries in the Coventry Transport Museum and the Heritage Motor Centre museum, both of which will continue as they are today.

In addition to the large range of Jaguar models in the reserve collection, the building will also allow visitors to see Jaguar Heritage's extensive collection of over 30 Daimler and Lanchester models, dating from 1897 to 2002 – many of which have not been on public display before.



Artist's impression of the new Museum Collection Centre at Gaydon



Ivor Léon John Bueb

Most of us have heard of Mike Hawthorn, the famous, or in some cases infamous, golden-haired British racing driver and winner of the 1955 24 Heures du Le Mans for Jaguar, but how many of us know anything about his partner in that most notorious and tragic race of all time?

Ivor Léon John Bueb was born in Dulwich, London on 6 June 1923. "Ivor the Driver," as he was known, owned a garage in Cheltenham and began his racing career driving an Iota and winning the junior race at Silverstone in 1952.

In 1953 Ivor switched to an Arnott, again winning at Silverstone, but this time in a production car event. In 1954 he began a most successful year when he triumphed yet again at Silverstone in a Cooper Mk VIII as well as at Crystal Palace, Brands Hatch and a second to Stirling Moss at Aintree.

In 1955 Ivor joined the Cooper Works Team alongside Jim Russell and went on to win the Earl of March Trophy at Goodwood, the Daily Telegraph Trophy at Aintree, along with the Sporting Record and the Redex Trophies (Brands/Crystal Palace) finishing second overall in the British Championship for that year.

As good as those wins were, nothing could prepare Ivor for the tumult created by his and Hawthorn's win at that year's Le Mans endurance race. Then and now, the 24 Heures du Le Mans is considered the most important and prestigious race of any type anywhere. To win brought enduring fame, fortune and most importantly bragging rights for manufacturer and driver alike. Nineteen Fifty-Five; however, proved to be a bit different.

At the end of Lap 35, Pierre Levegh, Mercedes Works driver in a 300 SLR, was following Bueb's teammate, Mike Hawthorn's leading D-Type, just as they came onto the pit straight with Juan Manuel Fangio, in the second-place Mercedes, outside and closing. Hawthorn passed Lance Macklin's much slower Austin-Healey 100 and dived into the pits in front of Macklin causing Lance to slam-on his brakes and swerve to the left in front of the rapidly approach Levegh.

In the ensuing bedlam, Levegh, not able to turn outside because of Fangio, veered inside to miss the now rapidly decelerating and swerving Healey, albeit to no avail. Pierre's 300 SLR slammed into the back of Macklin's 100 and careened across the track and into the bordering embankment, disintegrated and sending the engine and other parts flying into the crowd. Eighty-three spectators were killed from debris or by the ensuing fire. Another 120 were injured. Pierre Levegh was thrown free and died from a fractured skull.

Eight hours later, while leading the race two laps ahead of the Jaguar team, the Mercedes team withdrew as a mark of respect to their fallen driver, a gesture not uncommon in those days, ostensibly handing the win to the Jaguar driven by Hawthorn and Bueb. Subsequently, the French press carried photographs of Hawthorn and Bueb celebrating their win with the customary champagne but treated them with scorn, portending the derision that accompanies the win to this day. Unfortunately, neither Bueb nor Hawthorn were aware of the full extent of the carnage that ensued as a result of the accident until after the celebration.

(continued next page)





Ivor Bueb continued to race and won Le Mans again in 1957 with co-driver Ron Flockhart in an Ecuire Escosse Jaguar after the company withdrew from endurance racing at the end of 1956, although you could see he was a changed man. Ivor put on a lot of weight, reportedly tipping the scales at 210 lbs and failed to score a single Grand Prix championship point from 1956 to 1959, all while driving for six different teams, including the likes of BRM, Lotus and Cooper.

Sadly, Ivor Bueb succumbed to injuries suffered when he was thrown from his Cooper-Borgward Formula 2 car as it crashed at Gravenoire, France in July 1959. He died in the hospital six days later on 1 August. *-Ed.*



Ivor Bueb Le Mans 1955



1957 Le Mans Ecuire Escosse D-Type Finish

LIGHTWEIGHT E-TYPE REBORN

(MAHWAH, NJ) – May 13, 2014 – Jaguar is to build six perfect reproductions of the original, race-bred Lightweight E-type that was created in 1963. The new cars are the ‘missing’ six vehicles from the brand’s Lightweight E-type project, which originally started in February 1963 with the objective of building 18 ‘Special GT E-type Cars.’

Only 12 of the aluminum bodied Lightweight E-type vehicles were eventually built, the last in 1964, the remaining six designated chassis numbers having lain dormant, until now.

The new cars will be hand-built in-house by Jaguar’s finest craftsmen. Each car will be constructed to the exact specifications of their original 1960s forebears – including the 3.8-litre straight-six engine.

The Lightweight carried approximately 114kg (250lb) less weight than a standard E-type, thanks to its all-aluminum body and engine block, a lack of interior trim and exterior chrome work and a host of further weight-saving features including lightweight, hand-operated side windows.

Jaguar expects a high demand for the six Lightweight E-types. Established Jaguar collectors, especially those with historic race car interests, will be prioritised amongst those potential customers who express interest. *- Courtesy JLR North America*



FERALS

I thought it might be interesting to start a new page that displays an abandoned or neglected Jaguar in its natural surroundings. If you come across one, take a picture, make a note of the location and contact information (if known) and send it to me for inclusion in a future Feral posting. Maybe together, we can save another cat.

Below is a 420 (1967?) Avril and I spotted on our way back from a wedding in New Jersey a couple of weeks ago. It sits in front of a vacant service station along US 13 on Virginia's eastern shore in the town of New Church.

Google Map coordinates: <https://www.google.com/maps/@37.97995,-75.530212,3a,75y,90t/data=!3m3!1e2!3m3!1s94951579!2e1!3e10>.

As best as I can figure, the last contact information is: Rob @ 757-894-7851. -Ed.





Does (or did) your favorite Celebrity drive a Jag?



Britney's White XK
Nice parking job Brit!



Yvonne DeCarlo's "Munster Edition" Mk X



Clark Gable's XK120 w/Sir William Lyons



Frank Sinatra's 1989 XJS



Tony Curtis' XKE

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.:

July issue: 15 June

August issue: 15 July

SUBMISSION SPECIFICATIONS

Text: any Regular 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)

Member Count: 59



JCNA NEWS

It is with great sadness that the JCNA has learned of the passing of Bill Streitenberger, long-time member and twice President of JCNA. Bill held the position of Chief Judge of his club for many years and was instrumental in organizing his clubs annual Concours. In addition, Bill was newsletter editor for many years and was somewhat infamous for his selection of jokes which graced the pages of Jaguar Tales. Bill was serving as JCNA Regional Director at the time of his passing.

The JCNA is excited to announce a newly formed alliance with Hagerty, the global leader in classic car insurance.

Each will offer access to the other's unique features, expecting the result to be added membership for JCNA, and an increased customer base for Hagerty Insurance. For example, individual JCNA members using Hagerty's on-line quote system may receive up to a 5% discount!

Hagerty, as a preferred insurance provider for the JCNA, has taken a proactive posture in the classic car hobby by supporting youth interest via its Operation Ignite! Initiative, founding the non-profit Collectors Foundation, promoting the Historic Vehicle Association, and providing competitively priced insurance for our collector vehicles.

Hagerty will feature the JCNA in an upcoming email newsletter, list the AGM and Challenge Championships in the events section of Hagerty Classic Cars magazine, and promote the JCNA on Facebook. In addition, the JCNA will receive its own page in the Articles and Resources section of Hagerty's website, www.hagerty.com that will include the club's logo, a brief history of JCNA, upcoming events, and a link to the JCNA website.

Additionally, Hagerty has offered to provide seminars at the AGM or Challenge Championships, give full access to its Ask Hagerty concierge for parts sourcing and technical information, and give complimentary Roadside Assistance to registered Jaguar owners at a national event.

For its part, the JCNA website will include a link to Hagerty and its online quote system, and encourage our affiliates to do the same on their websites. In addition, the JCNA will display Hagerty banners and provide complimentary booth space at national meets. As part of our communication with our members and affiliates, we will remind them of this arrangement twice yearly.

Though insuring your Jaguar may not be the most exciting part of classic vehicle ownership, it could be the most important! We expect our alliance to be long and prosperous for both Hagerty, and the JCNA. Let's give them a shot!

To get a quote and learn more about Hagerty, visit www.hagerty.com.

*Discount availability is contingent upon filed rates by state. Some restrictions may apply.

If you have any questions about the JCNA or its programs please call: 1-888-CLUBJAG (258-2524).





BODGER'S CORNER

The Indian Rope Trick - by *David Harrison*

My 1929 Austin-Swallow sat for several years before I got lucky and acquired it. The car had been properly stored in a dry warehouse but was in a non-running condition. A quick check with the Mk1 starter (aka starting handle) showed it had little or no compression, so a top end overhaul of the mighty 747 cc engine was indicated.



Removing the flat-head cylinder head should have been easy. There were but 15 small nuts on studs and a top water connection to remove. The head was just a flat cast iron slab with four combustion chamber recesses and holes for the big 18mm spark plugs, studs and water passages. However time and a little British Racing Rust had stuck the head to the studs. The Bodger's problem was to get it to move.

This is where the Indian Rope trick came in. I turned the engine with the handle until the number 1 piston was at BDC. I fed some soft rope into the front sparking plug, then carefully turned the engine towards TDC with the handle until I felt resistance. I turned the engine back to relieve the rope, removed it and repeated the procedure in the number 4 cylinder. After a few iterations the cylinder head started to rock, then move up the studs. The Indian Rope Trick, developed over centuries to elevate snakes, still worked in the age of internal combustion.

AUSTIN SWALLOW

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TRIVIA CONTEST

Seeing as how the Caption Contest went over like the proverbial lead balloon, we'll try something different this time around. TRIVIA! Everyone loves trivia! Right? Well, here goes... In what year did the *Leaper* appear on a Jaguar automobile? The first correct answer wins a Jaguar Heritage key chain, courtesy of yours truly. Email your answer to me at bradpurvis@mac.com and put *Leaper* in the subject line. Club officers are not eligible for the award (*they're supposed to know this stuff already*). The Editor of LT will make sole determination as to who the winner is based on interpretation of the correct response and when received. Phones-in's are not acceptable. Trivia contest closes on 15 June, 2014 or when the first correct response is received or the Rapture, whichever comes first. -Brad P.



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 or at 540.693.0348.

- George Parker



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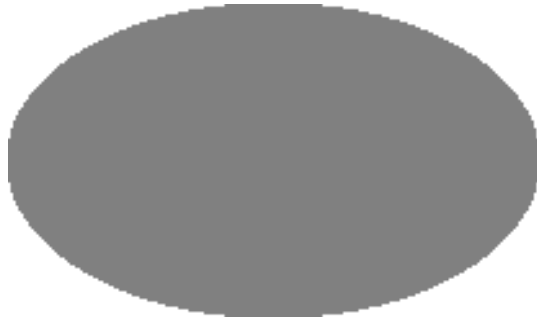
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Any Road...



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 Sopwith Aeroplane Company, Ltd.* *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*). Sagacious owners should consider possible techniques or modifications in light of common sense (*ha!*) 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.

PS. No egos were harmed in the making of this newsletter, although we did ruffle a few feathers. - Editor

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