



LYONS TALES

**Camp Camellia Tree Farm:
Art Nature, & Wildlife Center
And Taffel Vintage Motors (TVM)**



13766 Sillamon Road, Goldvein, VA 22720
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Website: www.icadev.org Email: staffel@comcast.net

WELCOMES

The Virginia Jaguar Club

To an **OPEN HOUSE, 'Non-Wicker Basket Picnic'**

**Art Studio & Forest Tour, Quonset Hut Classic Cars Tour,
A Jaguar V12 Technical Evolution, and JCNA Judges Training Session**

see map page 15

Saturday, July 12th, 2014.

11 AM until Evening

*Enjoy a relaxed day at the Tree Farm, in & around the Lodge, Art Studio, & TVM Quonset Hut.
Walk the 'Veterans Trail' in the Pine Forest, *weather permitting.*

*Eat delicious Rotisserie Hot Dogs with Buns, & fresh Popcorn at the Taffel Vintage Motors
Quonset Hut's

'Jaguar Jensen Dodge' Bar' during the TVM Projects Tour, and Judges' Training Session.

A grilled lunch (*hot dogs, hamburgers, chicken, and steaks*)
will be provided by the Club along with appetizers, desserts & beverages.

Come with a hearty appetite for food and Jaguar Knowledge!

Please RSVP by July 7th

To: Sherman D Taffel, Phone: 410-302-3930, email: staffel@comcast.net or
Camellia Blackwell-Taffel, phone: 410-302-5926 or ctaffel@comcast.net

Contents

- 1 - VJC PICNIC
- 2 - LYON'S ROAR
- 3 - VEEP VIEWS
- 5 - OUT ON A LIMB
- 7 - GRAB THE KEYS
- 8 - I SHOULDA...
- 9 - CONCOURS APP
- 10 - SHOW CLASSES
- 11 - ON 'YER BIKE
- 13 - IAN CALLUM
- 14 - BEND IT LIKE...
- 15 - MEMBERSHIP
- 16 - MINUTES
- 17 - SPECIAL OPS
- 18 - RESCUE ME!
- 19 - JCNA NEWS
- 20 - RAVI KANT
- 21 - BODGER'S CORNER
- 22 - TRIVIA CONTEST
- 23 - CLUB OFFICERS
- 24 - ANY ROAD UP..



LYON'S ROAR

Your hard working VJC officers are working on several club issues. We are preparing for the 2014 VJC Concours on Saturday Sept 13. This will be an integrated part of the Classics on the Green car show, with the Wyndham Virginia Crossings for host hotel and Concours venue. We will have a Friday evening reception open to all. 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, and will get your judging chops up to speed. Please plan to bring your Jaguar to the Concours, if only to join your fellow owners and display it at no cost. JCNA judging will cost a mere \$25

By the time this goes to press the "Judge a Jag and hit the 'Burg" event hosted by our VEEP Sherm Taffel at the Williamsburg Regional Airport (located next to the Winery) on Sunday June 22 will be over. It was intended to bring our judging cadre up to speed in preparation for the September Concours, and I hope many of our "J" members attended. If not, please attend the next VJC event on Sunday July 12 at the Taffel Farm in Goldvein. The event will be a "Judge a Jag and Hit the Burgers" event with free Barbie, a V-12 seminar and a chance to see Sherm's collection of rare automobilia as well as the tree farm, and Camellia's art collection. This will combine a lot of fun and a little business.

Bill Colgate, president of Brown's Jaguar recruited 5 new members for us in June. I went to Brown's to thank Bill Colgate, but he was out of the office, so I left a message. The VJC and Browns can and should have a mutually supportive relationship, so please support Browns anyway you can. Unfortunately my Jaguars are too antique to fall in their area of expertise, but many of you have late model cars. Thanks again, Bill.

Bill Sihler is heading up a team to review and update the VJC bylaws, which were written by our founder Wayne Estrada back in 1999. Many of the sections as originally written involve communication methods that are now obsolete. The bylaws say that

changes require a 2/3 approval (physical or electronic) by the membership at a VJC business



meeting. There are also some incorporation issues. The proposed changes will be mulled over by the VJC board and presented to the membership at a meeting which will be held after the Concours.

On a personal note, my Austin-Swallow engine is now completely disassembled. The good news is that bores and pistons are standard size and in excellent condition, the crank looks generally good but one big end journal could use a touch-up, ditto one rod, which means that I need to find a machine shop able to pour and fit old fashioned white metal bearings. Let me know if you have a recommendation. My 1933 Collier MG L2 factory racer is still on display in the Moss showroom if you care to visit Moss in Petersburg.

I suggested in the June "Lyons Roar" that we should choose September 4, Bill Lyon's birthday in 1901, and unilaterally declare it "Drive your Jaguar Day". The response to date has been somewhat underwhelming so I'm suggesting this again.

Jaguarian Salutations,
David Harrison
President, VJC



VEEP VIEWS



Club Picnic Invite & XJS V12 Tune Up Progress

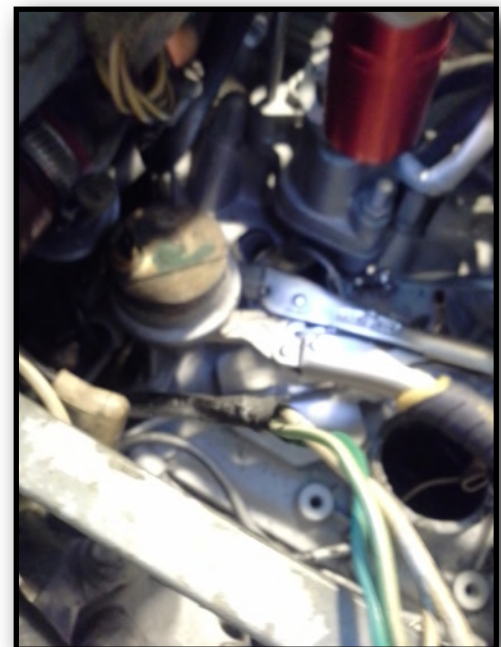
Greetings Again this Month Ladies & Gents (Jaguarians)! The past couple of months at Camp Camellia Tree Farm, Art, Nature, Wildlife Technology Center/Taffel Vintage Motors in Goldvein, Virginia Division have been a fast paced spring, post winter fridge series of long anticipated projects. These included a forestry maintenance “prescribed burn procedure” involving the Virginia Department of Forestry and the Goldvein Volunteer Fire Department. An annual inspection on VJC support vehicle, Aircraft N112HT, The XJS V12 Tune Up Project and carving out a few trips to Williamsburg and Richmond to support club activities, in addition to writing the V12 evolution series for the Lyons Tales.

First, I want to again encourage members to volunteer to become JCNA Certified Judges and expand your overall Jaguar marque and/or technical & interior design knowledge. Judging is fun and very rewarding to both those who have maintained or returned Jaguars to authenticity standards or modified their cars. The classics must be preserved and the modern cars are quite interesting in many ways: style, technology, accoutrements, etc.

Our 2nd judges Training session will be held during the club picnic, so come enjoy club camaraderie, good food, a great retreat and share in the fun as we tour three now classic Jaguars in surgery, noting production differences in style, V12 power and interior designs.

The Non-Wicker Basket (Grill) Picnic invitation appears elsewhere in this issue, so Camellia & I hope to greet, meet and share Art & Technology in camaraderie on the 12th of July!!!

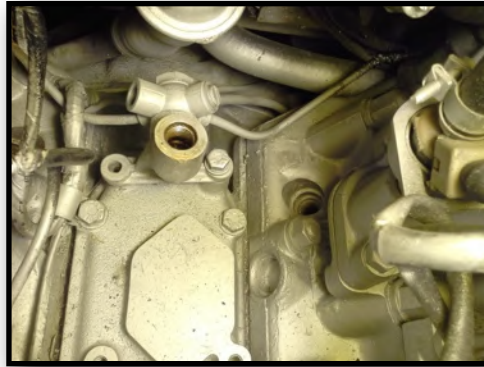
Regarding the XJS V12 Tune Up Project, I did receive the new, previously ordered oil sender gauge sending unit and oil light sending parts and after literally ‘wrenching off’ the oil intermittent sending unit, I had to reposition the ‘mounting casting’. It took such force it slightly bent the oil line attached to the rear. The mounting bolts are wide thread 7/16” head bolts. *(next page)*



“Wrenching Off”



The mounting casting was again modified from earlier V12's. You can see the two feed oil lines, the top threaded orifice for the gauge sending unit and on the left side, the 'bub-kee' threaded side orifice for the oil pressure light.



Orifices (or is it Orifici?)

I was able to install the new parts. Interestingly, the small oil light sender came with a protective rubber cap. The large gauge uses a copper sealing washer and the base incorporates a standard $\frac{3}{4}$ " built in securing nut. The side unit uses a $\frac{7}{16}$ " wrench.



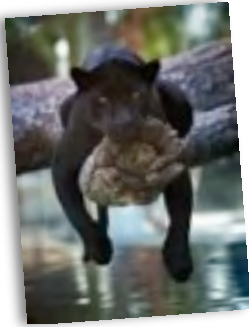
Parts is Parts

I also installed the distributor cover as the tiny four screws had to be taped to a tiny screwdriver to prevent losing them while fitting to the teensy threaded holes. I installed the gasket under the distributor cap with Silicone grease to prevent (hopefully) the 'unpleasant debonding' experience I described when removing the 9-year old in-place distributor cap. I've started on the 12 wires. BTW, the V12 identifies the right bank as the A-bank, the left (drivers side bank of 6-cylinders as the B-bank. This is important in order to make sure the spark plug wires go to the correct plugs from the correct distributor cap terminal. I also bought some stainless $\frac{7}{16}$ " fine threaded bolts for the cruise control bellows mounting hardware. Even though previously painted, the heat and moisture rusted these bolts. The new stainless hardware will prevent such 'un-Jaguar' appearances. Come to the picnic, maybe the car will be roadworthy by then.

- Sherman Taffel, VJC VP



OUT ON A LIMB



Man has been fascinated by the wheel since before the beginning of recorded history. We've seen them sketched on cave walls and depicted on Egyptian hieroglyphics. Wheels were the centerpiece of the industrial revolution and even today we are obsessed with new ways of using them in science, industry and everyday life. But, no one is more entranced by the wheel than a car guy or gal. We are consumed with how they look, their size, their finish and how they complement our magnificent steeds. Buying, selling, trading and swapping are part of our everyday life. If we aren't looking at them on eBay or TireRack, we are talking about them on the Forums.

It's almost as if they take on a life of their own, apart from the car to which they are mounted. A new (at least to you) set of wheels is cause for much picture taking, Facebook posting and simply driving about to "test them out." Most normal people only become this demonstrative with a new baby or maybe a new puppy.

Alas, getting to this point can be fraught with frustration, anger, disappointment, needless expense & *Blood, Sweat & Tears**. Take me, for example.

While recently perusing one of the Jaguar-centric forums I came across a set of wheels that another forum member was trying to sell. My OE wheels were a bit worse for wear and needed some new rubber. The seller's wheels, by all appearances and dialogue, were in excellent condition with significant tread left on the Dunlop Sport Maxx tires, coincidentally the exact tires I wanted to replace my crummy Michelins with. Additionally, they were from a 2013 XF-SC and much more stylish than those on my 2009.

I had a few quotes in-hand for new tires and wheel repair and when I added it all up, the asking price for the "forum" tires and wheels seemed more than reasonable. The guy selling them even told me he could get them shipped by UPS very cheaply because he knew a guy. Besides, it would be nice to have an extra pair of wheels and tires around, just in-case, you know?

Anyway, the deal was done, the check sent and just a couple of days later they arrived as advertised... almost. Unpacked one, great, beautiful. Unpacked number two, same again. Three, ditto. Last but not least... WTF? When I rolled the wheel and tire across the garage floor it wobbled like a sailor on liberty in Shanghai. C@p!

As I investigated, I discovered this one wheel had a rather significantly bent rim and a couple of gouges on the front. Did it happen in shipping? I did not think so as the boxes each wheel and tire came in were undamaged. What then? I took some pictures and immediately emailed the gentleman I bought them from. Initially he feigned ignorance. Then he said they were fine when he dropped them off at the "dealer" to have them balanced and he didn't see them again before they shipped. I told him I was going to have a specialist come out and see if the wheel could be repaired and send him the bill, or in lieu of that, I could send the wheel and tire back to him for his own inspection. That's when I got the *"there was no warranty expressed or implied"*. Lovely.

I called my old buddy Ray at Alloy Wheel Repair Specialists. Ray did some great work for me in the past and I knew if the wheel was repairable, he would do it correctly. On the appointed day and at the appointed time, Ray showed up with his mobile shop in-tow and through pre-arrangement, while he was going to be here anyway, why not refinish all the (now spare) wheels I was replacing with the "new" ones? Makes perfect sense. Right?

I asked Ray to start with the bent rim and go from there, replacing the "old" wheels as he took them off for repair with the "new" ones. Fortunately, the bent wheel was repairable and (*next page*)



thus the switch could go forward. The end result is even better than I expected. The 2013 wheels are a far better match for this car than the rather staid 2009 OE wheels, without being over-the-top. In addition, I now have a “spare” set. You just can’t have too many wheels; just in-case.

On a favorable note, there is also a fortunate conclusion in dealing with the wheel’s previous owner. I emailed the seller a copy of the receipt for the bent rim repair and within a few days I received a money order good for the entire amount of the repair. It’s the small things in life that renew your faith in humanity.

Now, what tires do I want to put on the my refurbished wheels? After all, (*) *“spinning wheel(s) got to go ‘round”*.
- Brad P.



¡la roue pliée!



Sacré bleu!



Enzo The Dog Approves



GRAB THE KEYS

Jul 12

VJC NON-Wicker Basket
Picnic & VJC
Judges School (Event)
Goldvein, VA
Sherman Taffel
staffel@comcast.net

Jul 12-Jul 18-20*

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

Aug 10

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

Aug 10

Daimler Lanchester
Owners Club
New Hope Auto Show
New Hope, PA
www.newhopeautoshow.com
George Bennett
glbennett.ytown2@cox.net

Aug 16

SVBCC Wine Tour (Event)
Exit 99 I-64
Afton, VA
Bill Sihler
sihlerww@embarqmail.com

Sep 2-6

Western States '14
Colorado Springs, CO
Jack D. Humphrey, Jr.
Jagluver2@cs.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
Greenville, TN
Gary Cobble
glcroo850@aol.com

Sep 28

Virginia State Fair
Opening Day Parade
george.parker2012@comcast.net
540.693.0348

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.

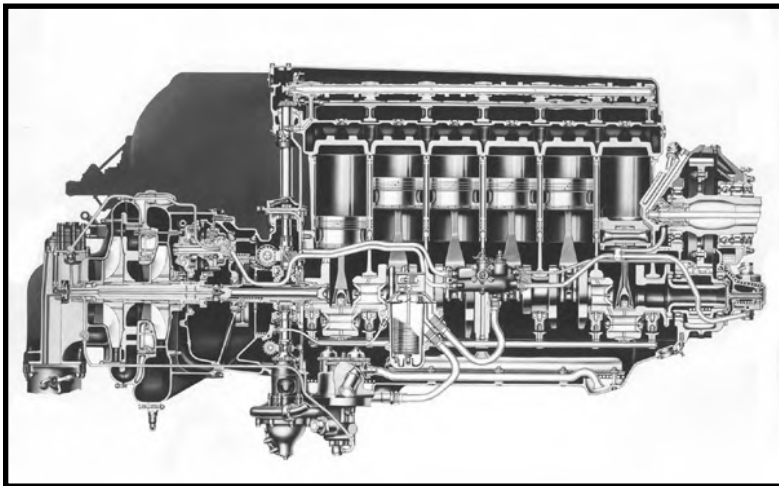


I SHOULDA HAD A V12?

I've always preferred the joy of six, as my S 1.5 E type, 3.6 cabrio and Una's two XJ6's will testify. However I appreciate V12s, particularly the most famous of all time, the Rolls-Royce V-12 Merlin aircraft engine. A series of coincidences described below, which may augment Dr. Taffel's learned Lyons Tales articles on the Jaguar V-12, have recently surprised me.

Sherm and I and our ladies attended the recent VAHS open house at the VA Air Museum. I was able to buy Stanley Hooker's book in the silent auction, an account of his distinguished career, starting as a scientist working to improve the Merlin supercharger in 1938. The book is called "Not much of an Engineer", and is a great read for anyone interested in aero engine technology from WW2 up to the Concord. The title reflects a remark made by Ernest Hives, then Works Manager of Rolls-Royce at Hooker's hiring interview.

The next coincidence is that Ernest Cramp started a small but innovative ball bearing factory, Cramp Bearings near Birmingham in the 1930's. The early Merlin engine used a great number of ball bearings, but none from Cramp Bearings. Some of the most critical bearings were in the magneto, which had to withstand high rotational and gyroscopic loads during manouever. These bearings were bought from Germany. Incredibly, the German suppliers honoured their contracts with Rolls until the fall of France cut off the supply in May 1940, shortly before the Battle of Britain. Rolls-Royce tried magneto bearings from traditional British makers like Ransom and



Marles, but magneto failures started to down Spitfires and Hurricanes at an alarming rate. He turned to Ernest Cramp who found the secret to the superior German bearings. The ball cages had to be coined, a high speed stamping process. The Cramp magneto bearings were successful and were fitted to Merlin engines by September, in time for the Battle of Britain.

The third coincidence is that Lord Hives, now Managing Director of Rolls-Royce frequently visited Earnest

Cramp, who was Una's father, at Netherby Hall, the Cramp family home. Una remembers that the two men were good friends, visited each other and went on business trips together to Paris. There is a photo of Lord Hives in Hooker's book, which Una recognised. Lord Hives had a French wife who encouraged Una to pursue her acting career. You could say that the Battle of Britain was won, in part, by my late father-in-law, and Lord Hives' Merlin V-12 started a chain of events leading to my marriage.

- David H.



VIRGINIA JAGUAR CLUB ANNUAL CONCOURS d'ELEGANCE

2014 VJC Concour
"Jaguars Going and Coming"
Held in conjunction with
Classics on the Green
Car show and Wine Festival
Sept 13 2014



The preferred method of registration is online at:
www.ClassicsOnTheGreen.com

Manual Registration for the Concour only can be submitted by completing the form below:

Mail completed form to:
Virginia Jaguar Club
c/o Ron Mitchell
116 Poseidon Drive
Newport News, VA 23602
Phone: 757.877.1132 Email: rmitchelljag@cox.net

Wyndham Virginia Crossings
Hosting the VJC Concour and the host hotel for COTG
1000 Virginia Center Parkway
Glen Allen, Virginia 23059

Classis on the Green will take place
Sunday, Sept 14 on the grounds of the New
Kent Winery, New Kent VA

While participation in the Concour is independent, you are cordially invited to join us for the entire weekend of events associated with COTG.

Registrant's Name(s)	Home Phone	Cell Phone
Spouse/Guest's Name	Best Contact Email	
Address		
City	State	Zip
JCNA Home Club (Please spell out)		
JCNA Number		
Name as you would like it to appear on your Identification Badge		
Name as your guest would like it to appear on their Identification Badge (If more than one guest, please attach separate list).		

Hotel Reservations - Contact the Wyndham Virginia Crossings (1000 Virginia Center Parkway, Glen Allen, VA 23059) for the special **Classics on the Green/VJC Rate** . : 888.444.6553 or 804.727.1488. Hotel parking is free and trailer/rig parking is available within three easy miles of the hotel.

Jaguar Registration
(NOTE: Entry deadline is Sept 1, 2014. Concours entries received after deadline will be in "Display Class" only.)

Concours Categories:
Championship = Ch Driven= Dr
Special= SP Display= Dis

Concour fees are:

Free for display only,
\$20 for Driven Class,
\$30 for Champion Class

Year: _____	Model: _____	Body: _____	Color: _____	Concour Class: _____
Year: _____	Model: _____	Body: _____	Color: _____	Concour Class: _____

Please make check payable to Virginia Jaguar Club

TOTAL ENCLOSED: \$ _____

RELEASE OF LIABILITY

I hereby agree to enter the afore described Jaguar(s) in the 2014 VJC Concour and COTG Car show and Wine Festival. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Jaguar Clubs of North America (JCNA), Virginia Jaguar Club (VJC) and COTG organizers from any and all liability for injuries, damage or loss arising from my entry and attendance in the VJC Concour and/or Classics on the Green and associated activities.

Signed: _____ Date: _____



JCNA CONCOURS d'ELEGANCE SHOW CLASSES

JCNA Concours d'Elegance Champion Division Classes

(Judged, eligible for Concours awards)

- C1A Classic Tourer & OTS: Swallow, SS & SS Jaguar
- C2B Classic DHC & Saloons: Swallow, SS & SS Jaguar
- C2 XK120
- C3 XK140
- C4 XK150
- C5 E-Type Series 1
- C6 E-Type Series 1½ & 2
- C7 E-Type Series 3
- C8 Early Large Saloon: MK VII, VIII, IX 10 & 420G
- C9 Early Small Saloon: MK I, II, 240, 340, S-Type & 420
- C10 XJ6/12 Series 1
- C11 XJ6/12 Series 2 Saloon & Coupé
- C12 XJ6/12 Series 3 Saloon
- C13 XJ6/12 - XJ40 & X300 Saloons
- C14 XJ8/R - X308 & X350 Saloons
- C15A XJ-S/XJR-S (pre-facelift)
- C15B XJ-S/XJR-S (post-facelift 1992-on)
- C16A XK8, XKR Coupé & Convertible (through 2006)
- C16B XK, XKR Coupé & Convertible (2007 - on)
- C17 S-Type Saloon (1999-2008)
- C18 X-Type Saloon & Estate
- C19A Preservation Class (more than 35 years old)
- C19B Preservation Class (20 to 35 years old)
- C20 XF Saloon
- C12 XJ Saloon (from 2011)

JCNA Concours d'Elegance Driven Division Classes

(Judged, eligible for Concours awards)

- D1 Classics & XK120/140/150
- D2 E-Type Series 1
- D3 E-Type Series 1½ & 2
- D4 E-Type Series 3
- D5 Early Large Saloon: MK VII, VIII, IX 10 & 420G; Early Small Saloon: MK I, II, 240, 340, S-Type & 420
- D6 XJ6/12 Series 1, 2 & 3 Saloon & Coupé
- D7 XJ6/12 - XJ40 & X300 Saloons
- D8A XJ-S/XJR-S (pre-facelift)
- D8B XJ-S/XJR-S (post-facelift 1992-on)
- D9A XK8, XKR Coupé & Convertible (through 2006)
- D9B XK, XKR Coupé & Convertible (2007 - on)
- D10 XJ8/R - X308 & X350 Saloons
- D11 S-Type Saloon & X-Type Saloon/Estate
- D12 XF Saloon
- D13 XJ Saloon (from 2011)



Should we tell Richard there is dust under his steering gear?



ON 'YER BIKE



(MAHWAH, NJ) - May 28, 2014 - Jaguar has deepened its partnership with Team Sky, one of the world's leading professional road cycling teams, and built a new relationship with Pinarello, the highly regarded Italian bike manufacturer, by helping them develop the team's latest race bike.

(Jaguar) used its advanced aerodynamic knowledge and facilities to help in the creation of the new Pinarello Dogma F8 bicycle, to be raced by Team Sky during the remainder of the 2014 season.

This is the first time Jaguar's comprehensive technical capability has been used by the team, and marks the beginning of a new collaborative relationship between Jaguar, Team Sky and its family of partners and suppliers, including legendary frame manufacturer Pinarello. Jaguar is now an official 'innovation partner' with Team Sky.

The Dogma F8's first race will be the Critérium du Dauphiné, which starts on June 8, 2014. Its major test this year will be on the Tour de France, which starts in Leeds on July 5, 2014. Team Sky and Chris Froome are the defending champions. Team Sky also won in 2012, with Sir Bradley Wiggins.

"Jaguar has supplied support vehicles to Team Sky since its first season in 2010," says Mark Cameron, Global Brand Experience Director for Jaguar Land Rover. "Our partnership is based on shared values of performance, innovation and technology. We are delighted to develop the relationship, and become an innovation partner. This should be the first of many opportunities to support Team Sky technologically in the future."

Sir Dave Brailsford, Team Principal of Team Sky, fresh from overseeing Sir Bradley Wiggins' victory in the Tour of California, says access to Jaguar Land Rover's technical resources would help Team Sky to be even more competitive in the future.

"Cycling is a very competitive sport where every fraction of a second matters. With the experience and knowledge of Jaguar's performance engineers, combined with Pinarello's world class reputation in frame building and Team Sky's elite level expertise, we have created an excellent bike. Jaguar has utilized their advanced CFD [computational fluid dynamics] facility and skills to help make the Pinarello Dogma 65.1 even better. I'm confident our riders will start the Tour de France on the fastest bike we've ever used."

Jaguar's role was to help give Pinarello's top-end bicycle frame even better aerodynamic performance. Working to fixed 'hard points' – such as wheelbase and geometry determined by Pinarello's designers – Jaguar's engineers developed the frame to improve the aerodynamics of the tube profiles, and reduced the drag of components mounted to the frame. More than 300 CFD 'virtual' runs were done between October and January, using the same methods to optimize the aerodynamics of new Jaguar Land Rover road cars. The drag of every single component was measured, and single modifications could be analyzed and compared. Wind tunnel work was then used to verify the CFD tests.

Aero-led changes include aerofoil-shaped tubing optimized within UCI regulations, and a new aero seat post. The Dogma F8's front forks have been developed to minimize drag and ensure seamless airflow on to the down tube. The rear derailleur wire/cable exits the frame at the back of the drop out, again to reduce turbulence. Three holes *(next page)*



on the seat tube allow for a lower position for a second drink bottle, to further reduce drag.

In certain areas, Jaguar accentuated the famous asymmetric design of the Dogma 65.1 to improve aerodynamic performance. The seat mono stay around the rear brake is now asymmetric to guide airflow cleanly around the brake caliper, while using the minimal amount of material. The upper section of the rear chain stay is also heavily asymmetric.

The wind tunnel tests show the new Dogma F8 is 26.1 percent more aerodynamic (complete bike) than the outgoing Dogma 65.1 and 6.4 percent more aerodynamic including a rider. The frame set alone is 40% more aerodynamically efficient.

“Jaguar has very advanced CFD capability and we have a great deal of computational power, so we can turn around a lot of different configurations in high resolution very quickly,” says Jaguar Land Rover head of aerodynamics Jon Darlington. “The skills needed are also fundamentally the same as for a car. We have a talented team with a great depth of aerodynamic knowledge. Applying this level of engineering capability and analysis to the development of a bike probably has not been done before.”

Pinarello’s priorities, for the new Dogma F8, were to maintain handling, reduce weight, and improve the stiffness and aerodynamics. Handling had to be at least as good as the acclaimed Dogma 65.1. Weight should be reduced (it was – by just over nine percent) and stiffness further improved (achieved partly thanks to an even better grade of Torayca T11001K carbon fiber from supplier Toray). Aerodynamics had the potential for significant improvement.

“Pinarello was very keen to protect their handling, as it’s fundamental to their bike design, and it’s one of the areas Team Sky love with the Dogma 65.1,” says Jon Darlington. “So we kept the ‘hard points’ of the frame design and then joined the dots with enhanced tube profiles – using aerodynamic principles and CFD to define the best overall design. We minimized the frontal area of the bike for aerodynamic gain, which also reduced the amount of material used. Combined with the advanced materials used by Pinarello, this resulted in a reduction in weight and an increase in stiffness.”

“I’m a keen cyclist – at an amateur level – so it was really interesting to apply our aerodynamic knowledge to bikes. We loved the short time between testing and production – much faster than for cars – and also the desire by Team Sky and Pinarello to have everything functionally led. They are so clearly determined to win.”

Pinarello CEO Fausto Pinarello insisted the new Dogma F8 must have the legendary Pinarello DNA including the best possible performance. He is confident the new Dogma F8, flagship of the Pinarello range, is the fastest frame Pinarello has ever designed. “The best bike in the world, I think, has got even better, and Jaguar helped us to deliver that.”

“We always look for new technology that improves our bikes’ performance,” says Fausto Pinarello. “It was a pleasure working with Jaguar on the aerodynamics. They bought a great deal of cutting-edge aerodynamic expertise which increases Team Sky’s chance of winning the Tour de France and means all Dogma F8 customers will get a superior bicycle.

“The best test however is the feedback from the riders. Chris Froome was very enthusiastic when he first rode the Dogma F8. He knows this a bike capable of winning the Tour de France.”

“The difference was obvious when I first rode the Dogma F8,” says 2013 Tour de France champion Froome. “It is obviously lighter and feels more rigid, so that all the power from your legs is transferred to the road without any flex or movement. This is a bike on which I know I can win another Tour de France. I am going to be doing everything possible to make that happen.

- Courtesy of Jaguar News



Ian Callum

Ian Callum, the current Director of Design for Jaguar Cars, was born in Dumfries, Scotland on July 30, 1954.

Ian's interest in car design began at a very early age and in-fact he submitted his first design to Jaguar in 1968 at the ripe old age of 14! Of course, Ian had to jump through a few more hoops before being hired on at Jaguar, such as attending Lanchester Polytechnic's (now Coventry University) School of Transportation Design, Aberdeen Art College and the Glasgow School of Art where he earned a degree in Industrial Design. Ian went on to earn a Masters degree in Vehicle Design from the Royal College of Art in London.

Ian's first design "job" was at Ford where he spent time in the UK, Japan, Italy and Australia designing hum-drum Fiestas and Mondeos, along with bits and bobs such as steering wheels et al. He stayed until 1990 when he departed to "this little shed in Kidlington" to help Peter Stevens and Tom Walkinshaw start TRW Design. At TRW Ian was responsible for the design of the Aston Martin DB7, Vanquish and a series of Aston Martin concept cars. In 1995 he received the Jim Clark Memorial Award for his design of the "new" DB7.

When then Jaguar design director Geoff Lawson unexpectedly passed away in 1999, Ian returned to Ford when he was appointed to succeed Geoff. For a short time he was responsible for both Aston Martin and Jaguar design. The first real design impact felt by the arrival of Mr. Callum was the 2006 XK followed by the new XF for 2008 and the XJ released in 2010. This commenced a whole new design direction for Jaguar and a distancing from the traditional, staid and retro look of the previous XJ, X-Type and S-Type series.

In 2010, Jaguar, and Ian Callum's design team, unveiled the stunning C-X75 concept hybrid-supercar, to unbridled acclaim at the Paris Motor Show. Initial plans were to produce up to 250 cars in association with Williams F1; however, the "*Greatest Recession Since the Great Depression*" put the *kaibosh* on that plan.

But as good as the C-X-75 is, Ian and his team's *pièce de résistance* has to be the brilliantly

designed and executed F-Type. Not since the XKE have Jaguar had a real two-seat sports car, nor have they had a car that comes anywhere near the E-Type in looks. Now they do. If you have not seen either a coupé or convertible then get ye-self down to the local Jag dealer and have a gander.

We look forward to Ian's design influence on the new small sedan (XE) and Jaguar's own SUV (C-X17).

Happy Birthday Ian! -Brad P.



Ian Callum



C-X75 Hybrid Supercar



David Beckham named Jaguar Brand Ambassador to China

British sporting icon David Beckham will feature in above-the-line marketing campaigns for the brand in one of its most significant international markets. As part of a long-term partnership, former international footballer Beckham will star in a series of print adverts and TV commercials exclusively in China.

David's role will initially see him feature alongside the new Jaguar F-TYPE Coupé, a sports car that is already regarded as a modern classic and one that is the perfect expression of Jaguar's vision of modern British style and elegance. His role will develop and will see him feature in many Jaguar brand and product communication campaigns in the coming years, including those for the Jaguar XJ, the company's award winning large luxury sedan



On the start of this new partnership, David commented: "I've always been an admirer of Jaguar – from the styling and design to the feel and roar of the engine, every element feels uniquely British. I love the classic E-Type of the 60s and today this legacy is alive in the phenomenal F-TYPE Coupé, a car that epitomises British craftsmanship. It's an honour to support a brand with such an amazing heritage and I look forward to being part of Jaguar's exciting future in China."

The print creative material to be used in this ambitious new marketing campaign is revealed exclusively today. Renowned fashion photographer and filmmaker Peter Lindbergh was commissioned by Jaguar to produce exclusive campaign imagery. Peter has worked closely with David Beckham in the past and their involvement in the Jaguar campaign will see the two figures continue their collaborative relationship. Recognised for the distinctive cinematic quality of his work, Peter has also shot iconic images of some of the world's most famous cultural icons.

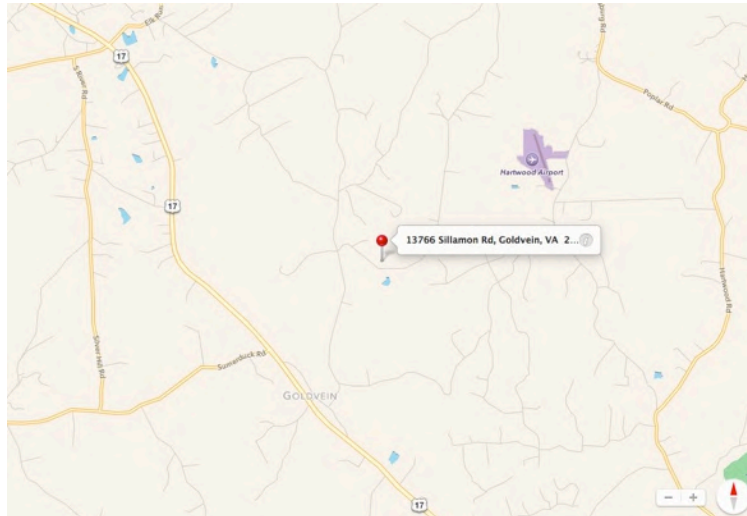
The new F-TYPE Coupé will be a prominent feature of the first phase of the campaign. The new F-TYPE Coupé is the most dynamically capable, performance-focused, production Jaguar ever made and is headlined by the F-TYPE R Coupé, a 550PS/680Nm 5.0-litre V8 supercharged sports car like no other. The all-aluminium F-TYPE Coupé is the embodiment of the uncompromised design vision of the award-winning C-X16 concept. Other Jaguar models, including XF and XJ saloons will also feature in the Beckham campaign to present the full brand line-up to the Chinese consumer.

The print campaign will appear in magazines and on billboards across China, with a TV advertising campaign appearing later in the year.

- Courtesy JLR



Non-Wicker Basket Picnic & JCNA Judges Training Locale



Camp Camellia/Taffel Vintage Motors
13766 Sillamon Road
Goldvein, VA 22720

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.:

August issue: 15 July

September issue: 15 August

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)

Welcome New Members

Jay Glick, Judy Mick, Ernest Castle, Danny Lowery

Nadeem Khan, Cynthia Wiley, Mike Haas

Member Count: 71



VJC MEETING MINUTES - 22 JUNE

Sherman Taffel conducted a concours judge training class at the Williamsburg airport. The class was attended by David Harrison, Peter Schowalter, Bill Sihler, David Glick, Ray Meade, Don Jackson, and Brad Purvis.

Following the training, we adjourned for an early dinner at Food for Thought. A short business meeting was conducted with the primary business being the club by-laws and potential incorporation.

When Bill Sihler started the process to assume the responsibilities of Treasurer, it was discovered that the Virginia Jaguar Club should have some official structure. This will assure that we are in conformance with any financial reporting issues. In looking at our history, it is not clear that club by-laws were ever completed and ratified. As a result, we are reviewing the by-laws to assure they are correct with the current club structure and planning to submit paperwork for incorporation in order to create an official tax status.

Club Charter: The original version of the club charter has been retrieved, reviewed, and revised following commentary from the board members. Bill Sihler has undertaken the task of preparing the text and revisions. A copy of the proposed by-laws will be published in the next (August) issue of Lyons Tales. A general membership vote will be scheduled in August, following sufficient time for member feedback.

Incorporation: The plan is to incorporate the VJC in Virginia as a “non-stock corporation”. The incorporating officers will be David Harrison and Bill Sihler. Bill will be the registering agent and prepare the necessary forms, which will be submitted along with a check for \$75.00. When the incorporation process is completed, the proper forms will be submitted to have a 501 (c) 7 “not for profit” organization with the IRS.

The attending quorum of club officers (D Harrison, B Sihler, D Glick, P Schowalter, R Mitchell) agreed with this plan of action.

July 12: This will be a picnic lunch at the Taffel residence in Goldvein, including perhaps, a tour of the Goldvein museum (gold mining). Sherman Taffel will have a tech session on V12 Jaguar engines. More details will be provided in Lyons Tales and through e-mail to the membership.

Aug 16: The Shenandoah Valley BCC has organized a wine tour in the Charlottesville / Albemarle area. We will join them for this event.

Sept 13 – 14: Concours and COG events

Slalom: Peter is discussion with John Larson of NCJOC the options for a joint slalom event.



Special Operations Jaguar Project 7 F-Type to be Built

“It's the most powerful production Jaguar vehicle ever built, and pays homage to seven outright Jaguar Le Mans victories with distinctive design cues inspired by the Jaguar D-type which celebrates its 60th anniversary this year,” says John Edwards, Managing Director of Jaguar-Land Rover Special Operations. Project 7 is a hand-built, aluminum and carbon-fiber *911*-slayer estimated to cost around £130,000 (\$221,200). It is the first Jaguar from the newly formed Special Operations division, Jaguar & Land Rover's dedicated corona vehicle team.



Special Vehicle Operations recreates the F-Type in Le Mans garb for limited production.

The new speedster-like creation runs the high-output version of Jaguar's 5.0-liter supercharged V8, with a whopping 575hp@6500 rpm. That's 25hp more than the F-Type R Coupé. The Project 7 is 176lbs lighter than the original roadster chassis and therefore reaches 60mph in just 3.8sec with a governor limited (no, not Terry McAuliffe's doing) top

speed of 186mph.

Jaguar views this car as a showcase for its new Special Vehicle Operations Division. There is a bespoke bodykit, including a D-Type fairing, as well as a rather ghastly boy-racer rear spoiler. There are additional aero aids including a front splitter, side skirts and rear diffuser. Jaguar claims the new bits produce 177% more downforce than the standard F-Type convertible.

Special Operations designers and engineers reworked all details of the car, giving it a custom suspension setup, including Project 7-specific components and spring rates conducive to track conditions. The Project 7 F-Types includes carbon-ceramic brakes and torque vectoring (sounds like something my chiropractor would do).

Paul Newsome, director of Special Operations says “It's a very beautiful, very fast and very exciting car”. He goes on to say “It's the first car we'll build through our Special Ops technical centre. The interest and passion we found from customers to whom we showed the car was mirrored by the team within Jaguar, so we had to take the project forward”.

Project 7 actually debuted as a concept car at the 2013 Goodwood Festival of Speed in June of last year as a single seat tribute car. The new “speedster” comes with an emergency 'Bimini' roof, which Jaguar promises will *(next page)*





get you home in the event of a short-sharp-shower. It sports new lightweight bucket seats with a carbon-fiber shell, covered with bespoke quilted leather. A four-point racing harnesses is be available to assuage that boy-racer in you. More leather, carbon-fiber and aluminum adorn everything inside from the steering wheel to center console and everywhere in-between.

You can see Jaguar’s Project 7 video [here](#).

If you wish to be the first VJC member to get your hands on one, then you had better act fast. Only 250 will be built and deliveries are to start in under one year from now.

- Brad P. (Info Courtesy of Jaguar Cars)

Rescue Me!

Found on Craig’s List at: <http://richmond.craigslist.org/cto/4505598474.html>



This is actually two (2) cars for sale. I do not know who this person is, nor have I seen the cars. I have no personal involvement in this what-so-ever. Description from the ad is below:

1962 Jaguar Mk2 - \$3000 (Richmond)

2.4L 4 speed od with wire wheels. Great car for enthusiast. Neither car runs but the 2.4L will run if rebuilt bs6 carbs are installed. Has lots of potential. Lots of extra parts mainly rust free body panels. Also included 1964 mk2 3.4L auto rhd. Call for details. Roy (804) 512-1490.

- (No warranty is express or implied by JCNA or VJC concerning this vehicle)



JCNA NEWS

How to use the JCNA tool loan program

You may only use the JCNA tool loan program if you are a current member of JCNA. If your membership is pending it will not be honored. If there is an issue with pending membership you should contact your club to expedite the application or if you are a Member at large (MAL) you should contact the administrator of JCNA.

To receive tools you must provide an address (not a PO Box) that is consistent with your address of record with JCNA or explain the reason for a different address. Tools will only be shipped to the JCNA member.

The cost of shipping the tools is fully borne by the member. Once received back JCNA will refund the security deposit minus a small service charge for cleaning and inspection/ restocking.

Tools kept longer than the service agreement will be charged a penalty fee unless there are extenuating circumstances or prior agreement has been made.

Other requirements will be found in the agreement and release form. Please read and understand it. Questions can be directed to 888-258-2524 Ex#3.

***Now that is out of the way here is how you navigate the program. Understand this is a work in progress and we fully intend to upgrade it to make it easier. For now this service is offered as follows:

1. Determine which catalog icon your needs fit in. For example if your car is a 1980 XJ6 go to the catalog for tools of the 1980s.
2. Click on the catalog icon and open the file. This is a full listing of the Jaguar special tools for that period. The catalogs are organized by major groups-engine, transmission, body etc. You should search in the sections for the tool you need. This should be made easier as you are required to have a factory work shop manual. (an alternate method of searching will be discussed later).
3. After finding the tool you should type it on the order form that can be found under that icon on the home page. Please remember that some tools are buildable. For example if you want to separate the rear springs on your E-Type you will need the tools for that PLUS the large hand press. So note all parts needed.
4. Once you have noted the tools needed go to the main tool page. The search method for the tools is discussed at the top of the list. It is fairly simple but you must understand that for example the tool number 30 will come before tool number 2 as the first digit is used for the base. Coupled with slashes and alpha characters this prevents the tools from simply being in number order. Tools also changed numbers over the years which is why we have provided a line drawing of the tools for a visual comparison. The tools are listed in numerical order.
5. Now that you have found your tools (or found we do not have them) please submit your request. It is important that we know the numbers of tools that you did not find so that we can search for them and hopefully acquire them for the future (see the Heritage and Donation icon).
6. Once submitted and verified you will be contacted with the total deposit and shipping cost. You will be billed for the shipping cost to you and it will be your responsibility to pay for shipping back. Call tags are not an option as they tend





to be lost in too many cases. Only a traceable shipping method is acceptable. If unpacked carefully the original shipping box can be re-used.

7. Upon receipt of the tools they should be inspected. Normal wear is to be expected but any substantial damage should be reported prior to using the tool. Use of the tools once received will be in strict accordance to the workshop manual and the loan agreement. Any damage to the tools will be deducted from the deposit.

8. When the use of the tool has been achieved the tool should be returned ASAP. There are several tools we expect to be in demand so treat it like a hot library book. Once received the tool will be inspected for cleanliness, damage, and completeness. When it is determined that the tool is as sent, you will be refunded the deposit minus the charges in the original agreement and the tool will either be restocked or sent to the next requestor.

9. That is it! Please understand this program has been thought out pretty well. The tool program consists of tools from several collections of which the owners have agreed to allow JCNA to use and hold. Some of these tools are in fact not replaceable so no deposit amount is actually satisfactory as replacement is not possible. The program has been designed to simply offer this as a benefit for membership and the mechanism for that program is to protect the tools.

ENJOY and make some of those difficult if not impossible jobs easy—remember that is the reason the tools were developed. If ease and accuracy in a job could be achieved with a hammer and crow bar that is all that would have been offered!

Visit <http://www.jcna.com/shop/tools.php> for further information

or call:

1-888-CLUBJAG (258-2524)

JAGUAR HERO AT TATA RETIRES

Ravi Kant, who played an instrumental role in Tata Motors' acquisition of marquee British brands Jaguar and Land Rover in 2008 and their integration and turnaround since then, has retired from the company. Kant retired as Non-Executive Vice Chairman from the Tata Motors Board on May 31, 2014 on reaching 70 years of age as per the company's retirement policy, it said in a media release Monday.

Kant was Managing Director of Tata Motors for the period from July 29, 2005 to June 1, 2009, following which he became its Vice Chairman.



Ravi Kant

In July 2010, Kant was appointed advisor to Jaguar Land Rover. He had been performing a key function in overseeing and coordinating the operations of Jaguar Land Rover and also reviewing its manufacturing processes, resulting in substantial cost reduction and rationalization of platforms, the company had said earlier. Initiatives had also been taken on joint development programs for engines, vehicles and platforms which would leverage skills of Tata Motors and Jaguar Land Rover, resulting in synergies in operations of the two, and yielding substantial savings in the operations. "On behalf of the Board and Tata Motors, I would like to thank Ravi for his valuable contribution in the growth and development of the company. I wish him all the best for the future," Cyrus P Mistry, Chairman, Tata Sons and Tata Motors said. *- India Today*

**BODGER'S CORNER**

One of the grungiest corners of the XJ6 is the gas cap well. It fills up with debris that is hard to remove and can clog the little water drain. Finicky owners will clean the well every time they fill the tank, but the Bodger will let it accumulate and trap water. If the Bodger pulls up to the pump and carelessly removes the gas cap, the water will rapidly disappear into the tank.



However, the Bodger can fight water with more water. A good squirt with the water hose will blast out that pesky debris more quickly than manual removal and will show if the little drain is actually draining (it will make a sucking sound). Just make sure the gas cap is on.

More words of wisdom from a Bodger...

When spark plugs are in tight quarters grab a properly sized length of fuel line to place over the tip of the plug to give extension. With a bit of practice you can install plugs in nearly "impossible" places.

If you are trying to wrap electrical tape around some wires in tight space and the roll of tape is too big simply use a shallow 1/2" 3/8" drive socket wrap the tape from the roll onto the socket (this can be speed up by using an air ratchet) put on enough to do the job.

If you begin to strip out a phillips head screw apply some valve lapping compound to the tip of the screwdriver this should give you some extra gripping power.

If you are trying to start a bolt in tight spot and don't have magnetic insert in your socket try using a piece of paper. You may need to double it, lay the paper over the end of the socket and gently drive the bolt into the socket this should hold the bolt in place while trying to start it.





TRIVIA CONTEST

And I thought the Caption Contest was a dud... Only one submission for the Trivia contest, well two, as George Parker guessed twice, but both guesses were incorrect. So I guess by default, George will get the Jaguar Heritage Key Fob (below) for at least showing good effort. Congratulations George. BTW, the correct answer as to when the Leaper first appeared on a Jaguar - 1936. It was designed as a custom accessory for Jaguar designer Bill Rankin's personal and the leaper was soon adopted for all production models.

Since interactive is not in the lexicon of VJC members, we will forgo any response driven contests or questions going forward. We do; however, still desperately need submissions of stories, technical articles and photos from our members. -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



Lyons Tales is the official publication of The Virginia Jaguar Club

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Any Road Up...



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 Covenant*. *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*). Perspicacious owners should consider possible techniques or modifications in light of common sense (*Suuuuure!*) 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 nanny-nanny poo-poo.

P.S. No demons were exorcised in the making of this newsletter, although we did say a few Hail Mary's. - Editor

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