



LYONS TALES

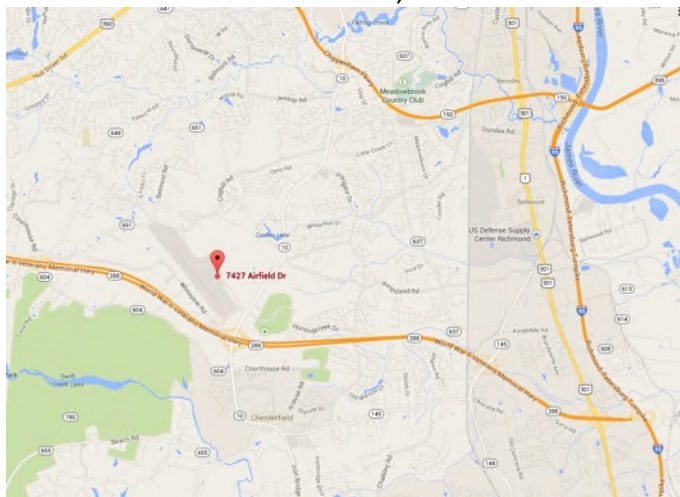
**VJC JUDGE'S TRAINING
Chesterfield County Airport
Sunday, August 10th
11:00 til...**

We had so much fun at Camp Camellia that there was no time for the judge's training session that Chief Judge Sherm Taffel had planned. I know this was a great disappointment, so a makeup session will be held at Chesterfield County Airport to prepare for our Concours. This may be the last chance to polish your judging skills before the September 13 VJC Concours.

The airport is adjacent to the intersection of I-288N and Rt 10W. The entrance driveway is at the first traffic light north (i.e., towards Richmond) of the said intersection. Drive to the end of the access road, we will meet to the parking lot adjacent to the airport terminal and King's Korner restaurant.

Kings is famous for its BBQ and a good place for us to lunch. There is a nice lounge too, where you can view takeoffs and landings. I am hoping to arrange a little hanger time to peek at some interesting aircraft and kick wings (if that is proper pilot-speak).

7427 Airfield Drive
North Chesterfield, VA 23237



Contents

- 1 - MAIN EVENT
- 2 - LYON'S ROAR
- 3 - VEEP VIEWS
- 4 - OUT ON A LIMB
- 5 - CLUB MINUTES
- 6 - NICK SCHEELE
- 8 - VJC CONCOURS
- 9 - COTG
- 10 - DECANT & BREW
- 11 - OLD vs. NEW
- 14 - CLASSIFIED
- 15 - SPECIAL OPS
- 16 - RALLYE PREP
- 17 - MERCHANDISE
- 18 - JCNA NEWS
- 19 - JAG POWER
- 20 - BODGERS CORNER
- 21 - JCNA NEWS
- 22 - GRAB THE KEYS
- 23 - CLUB OFFICERS
- 24 - ANY ROAD UP





LYON'S ROAR

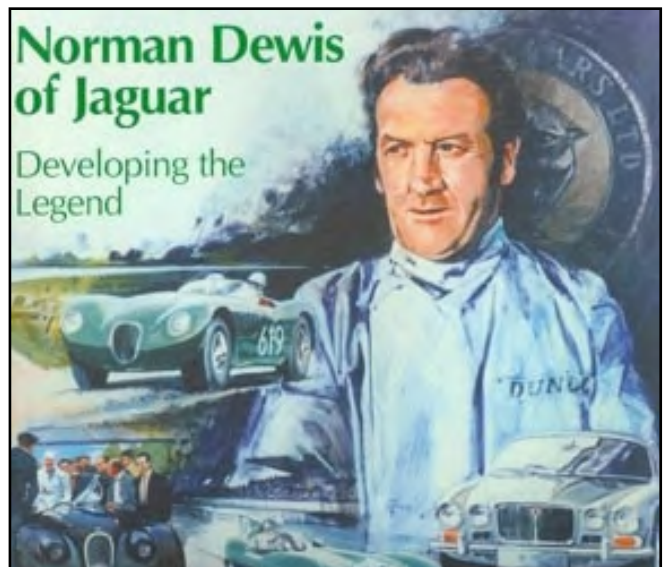
A Pint with Norman

Una and I first met Norman Dewis over breakfast at the JCNA AGM in Pittsburg, several years ago. Norman was the VIP guest, and was gracious and patient and most generous with his time to everyone. We kept in touch, and were honoured when he agreed to come to Virginia in March 2011 as our VIP guest at the Virginia Jaguar Club hosting of the JCNA AGM and the XKExperience. Norman and his friend John Butterworth (another Jaguar enthusiast from Lancashire) stayed at our home in Chester after the XKExperience, a celebration of 50 years of the E-type. The XKExperience was held the day after the AGM and was doubly memorable for a rare (for Virginia) spring morning snowfall, so we had a rare display of snow covered E-types. These events led to an invitation to visit Norman in England last year.



After picking up our Volvo rental car at Manchester airport, we drove to Norman's house, conveniently located close to her family in Shropshire. Norman welcomed us to his home, originally a Toll House on the old road from Church Stretton to Ludlow. Norman's living room is an absolute treasure trove of personal Jaguar memorabilia, trophies, posters, models, and photos. In adjacent rooms are his racing helmets and team overalls, going back to the fifties. After a while Norman took us to the mother lode where he keeps his personal logbooks and his original paintings. The log books have meticulous handwriting entries detailing every test drive and technical detail from his long and distinguished career developing and testing the D-Type, E-type, and postwar saloons. They have long been coveted by the Gaydon Museum and the JLR folk.

After too short a time reveling in the history of these treasures, we drove to Norman's local pub for fish and chips and a pint. Truly, a day to cherish and remember. - David H.





VEEP VIEWS

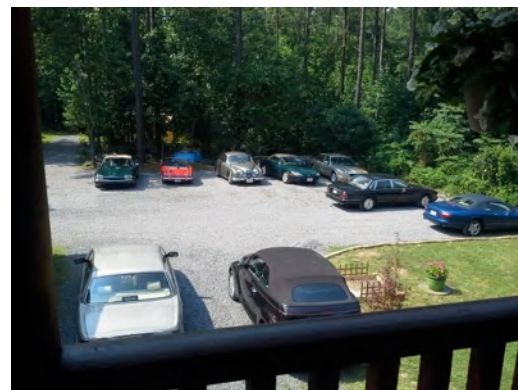


Twenty-one VJC members from all over the Commonwealth journeyed to Camp Camellia for a joyous day of VJC camaraderie, Tours of the complex: Camellia Art studio, and Sherm's Quonset full of Jaguars, Jensens and the CCOV project (Camp Camellia Official Vehicle) were viewed by members accompanied by an appropriate description of the 3 ongoing Jaguar V12 projects. After the lunch feast, an official Business meeting led by President Harrison, resulted in the club approving the new bylaws and authorizing the board to proceed with VJC Inc. David Glick explained and demonstrated the new website.

Jerry Rosenfeld served a grill master with Sherman's grill recipes for NY Strip, chicken, & turkey burgers. Camellia, Sara, and Julia prepared the appetizers, salads and side dishes. The weather, aside from being on the 'hot side', cooperated for indoor and outdoor deck dining.

Sherman had prepared a Jaguar 'Parts ID quiz' to supplement the V12 evolution familiarity for Judges training, and also several members participated in the 3 Mini Jaguar Jensen -Triumph funkhana challenges: Wire wheel Hub thread -knock off ID; Miniature golf through the Jensen-Healey headlight buckets, and a Triumph Grille Headlight openings tennis ball toss. Door prizes were later awarded to those with the highest scores.

The pictures say it all:





OUT ON A LIMB



The times they are a changing... or so I've heard, and change is good, or at least it *can* be. For instance, you may have noticed a change in the font we are using in this issue, or the subtle change in the banner colour (color to you users of simplified English), or the fact that Jaguar is now number two in the J.D. Power rankings for initial quality. Those are changes we can live with. I think we can also embrace the changes within Jaguar and the addition of their *Special Ops* division (page 17). If the new *Project 7* is any indication we will certainly look forward to the changes coming out of Jaguar's equivalent of *Q-Branch*. We are changing as an organization as well. After many years of "going with the flow" the VJC is going to become a legal entity. A coming of age, if you will. Bill Sihler, VJC Treasurer and all-around great bloke, took on the project of refreshing our club's by-laws and getting us registered with the State Corporation Commission as a bonafide "C" corporation. I can't think of a better change than to be *bona-fide*.

Another great change for our club is the redesign and launch of our new Virginia Jaguar Club website. David Glick and a team of dedicated professionals spent a not insignificant amount of time getting our website ready for prime time. You can visit our new site [here](#) where you can checkout the events calendar, see photos of recent events, access various club contacts or link to a number of Jaguar-centric sites and even view and/or download current or past issues of Lyons Tales. There are still a few changes and additions to be made before it becomes fully operational, but it will be a great asset to our club going forward.

Some changes tug at the heart. Sadly, we lost Nick Scheele this past month. If it weren't for Sir Nick and the changes he wrought in Coventry, we may not even have the Jaguar marque today. You can read more about the man and his life on page 5.

Speaking of changes, it's the middle of summer and our club's annual **Concours** is just around the corner, so I hope you've changed your schedule as necessary to attend the dinner and show in conjunction with *Classics on the Green*, 13-14 September. More info follows on pages 8-12.

The weather in the Old Dominion has certainly changed this year. Yes, it is hot, but it hasn't been brutally so as in summers past, at least not yet. We still have August to contend with, so if you did not change the coolant, change the brake fluid or even change the oil on your big cat as you promised you were going to do as soon as the season changed, then it's time to change your M.O. and get to it. The heat takes a cruel toil on your Jag, so if you don't wish to empty one kitty to pay the man for extensive repairs to your other kitty, then you may just want to visit page 18 to review some rallye preparations, to prepare your Jag for the road even if you don't plan on going to Monte Carlo or Kenya.

In the event you have some loose change laying around then contact Paul & Mary McGinn (page 19). They have a number of VJC logo items for sale. A change of style or clothing is always a good thing as we approach the dog days of summer.

If all these changes have you perplexed, just remember "*Don't go changin' to try and please me... you've never let me down before...*" unless, of course, your contact information changes, then drop Ron Mitchell a line (page 25) so we can keep you in the loop.

If you don't know where you're going, any road can take you there.

- Brad P. Editor



VJC MEETING MINUTES

July 12, 2014

The meeting was held at Camp Camellia in Goldvein, Virginia, home of Sherman and Camellia Blackwell Taffel. Before the meeting, the group enjoyed seeing Sherm's garage and automobile collection and Camellia's artistic achievement. A lunch also preceded the session, with contributions from several members and spouses and especially from the Grill Master, Jerry Rosenfeld, working with Sherm's recipes.

The meeting was called to order by President David Harrison at 4:30 p.m., who noted the 13 members present constituted a quorum under the VJC, Inc., proposed bylaws. A vote of thanks was proposed to the hosts and endorsed unanimously with applause. Mr. Harrison then asked Bill Sihler, Treasurer designate of VJC, Inc., to review the plans under way to reconstitute the VJC. Bill reviewed the reasons for the board's decision to set up a more formal organizational structure, noting that the process of forming VJC, Inc., and folding the members, assets, and liabilities of VJC into it were under way. On motion duly made and seconded, the members unanimously endorsed the directors' plans and approach. Bill then moved on behalf of the directors designate of VJC, Inc. to adopt the bylaws for VJC, Inc., a draft dated July 10, 2014, having been circulated electronically. Copies were also made available at the meeting. Following discussion, the motion was passed unanimously. Mr. Harrison thanked Bill for his efforts.

David Glick then spoke about and demonstrated the new VJC website, which is found at: <http://vajaguarclub.com.aspx2.dotnetpanel.net/>. He noted the work that Club founder Wayne Estrada had done for the VJC, particularly for its nurture and its internet presence. Upon motion made and seconded, a applause. Mr. Glick is working with a professional website designer to complete further enhancement over the next few days. Among other further features will be security measures to protect members' identities but that will facilitate communication among members. When the new site is officially opened, the existing website and several related sites will be taken down. The Lyon's Tales will remain as a separate site linked to the main site. Mr. Glick, speaking in his capacity as 2014 Concours Chair, noted that the programming had been finished to allow the VJC Concours registration (Saturday, September 13, 2014) to be linked into the Classics on the Green (COG) website and online registration process. This will allow VJC members to register for either the Concours or COG or both. It will also be possible to register for the Saturday night COG dinner at which the VJC Concours Awards will be presented. Payment may be made with credit card via the website or by printing an invoice and sending in payment by mail. Mr. Glick encouraged members to register soon so the process can be thoroughly tested. Mr. Harrison thanked Mr. Glick for his efforts on these two important projects.

Mr. Harrison noted that there was no charge to display a car this year. He encouraged members who do not want to be judged just to bring their cars Saturday morning to add to the festivities. He also asked for members to consider volunteering to help at the Concours and at COG the next day (volunteers will get free admission to COG). A notice and invitation will be sent out during the summer.

Sherman Taffel, Chief Judge for the Concours, said that the Club had eight certified judges and was working to enlist another five, which should be adequate. Another judges' workshop is planned for Sunday, August 10th, at the Chesterfield Airport. The airport is located south of Richmond, to the Northwest of the junction of Routes 10 and 288. The airport features a nice restaurant, and the hope is that space in a hangar will be available for the training session.

Mr. Harrison reviewed other upcoming activities. On August 16, VJC members are invited to join the Shenandoah British Car Club in a "brew and decant" drive starting at the top of Afton Mountain at 10:00 a.m. After a 55-minute scenic drive, the group will lunch (self-pay) at Blue Mountain Brewery and then proceed to the Pippin Hill Winery. Details will be distributed electronically closer to the event. Bill Sihler is coordinating.

The Waynesboro Car Show is scheduled for Sunday, October 5.

On November 2, VJC members are invited to participate in the first Jaguar only display at Merchant's Square in Williamsburg. This will probably require registration so the sponsors in Williamsburg can make the necessary arrangements and try to attract a variety of Jaguars.

The meeting was adjourned 5:15 p.m.

Respectfully submitted by Bill Sihler substituting for the Secretary who could not attend



Sir Nicholas Scheele - obituary

Sir Nicholas Scheele was a businessman who rose through the ranks of the Ford organisation and restored Jaguar as an icon of design.



Sir Nicholas Scheele, who revived Jaguar and became president of Ford in the US

Sir Nicholas Scheele, has died aged 70. He was a leader of the automotive industry who began the revival of Jaguar and went on to be president of Ford Motor Co in the United States.

Nick Scheele was an unusual figure in an industrial milieu where top men tended to come from a production engineering background and to follow machismo role-models such as Lee Iacocca of Ford and Chrysler.

Scheele, by contrast, rose through the office side of the Ford organisation and had the debonair poise of an actor, according to one profile, combined with “a backbone of stainless steel”. At ease in several languages, he was one of the industry’s most articulate spokesmen.

The Coventry-based Jaguar company — part of state-owned British Leyland before being privatised as a separate business by the Thatcher government — was acquired by Ford for \$2.5 billion in late 1989, just as recession loomed.

Falling sales, high fixed costs and a reputation for chronic unreliability were among the problems that Scheele faced when he returned to England after 14 years with Ford in the US and Mexico to take command of Jaguar in April 1992. Soon after his arrival, the business “plunged over the precipice”, as he put it, clocking up losses of \$1 million per day: “It was a horrible, horrible time.”



Scheele was determined to make Jaguar the “great British success” it had been in an earlier era, and to prove wrong the pundits who had said that Ford should never have bought such a troubled and seemingly outdated marque. With the support of Ford Europe chief Jacques Nasser (a Jaguar aficionado who owned a classic E-type), Scheele threw everything into an updating of the XJ model range, beginning with the X300 in 1994 and leading up to the launch of the mid-sized S-Type in 1998. He was also instrumental in the conversion of the Ford Escort factory at Halewood, near Liverpool, to build the compact Jaguar X-Type, which came into production in 2001.

By the end of Scheele’s tenure in 1999, the image of Jaguar as an icon of design excellence was on the way to recovery. Sales had doubled, reliability and productivity greatly improved, and losses reduced — though during Ford’s 18-year ownership they could never be completely eliminated, a feat which would wait to be achieved by Jaguar Land Rover’s current owner, Tata of India.

Scheele went on to be chairman of Ford of Europe — and it was his controversial decision in 2000 to cease production of the Ford Fiesta at Dagenham, concentrating instead on engine manufacture. In 2001, after hefty losses in the parent group and the ousting of Jacques Nasser as chief executive, he was called back to Dearborn, Michigan, to serve until 2005 as president and chief operating officer — global number two to chairman William Clay Ford Jr, who had also assumed the chief executive role.

It was a period of hard-fought recovery in which Scheele’s skills as a charismatic communicator and an affable, straightforward negotiator were credited with bringing real improvements to Ford’s strained relationships with dealers, suppliers and its own workforce.

A grandson of German immigrants, Nicholas Vernon Scheele was born in Essex on January 3 1944. His childhood home was the company estate of the Czech-owned Bata shoe factory at East Tilbury, where his father Werner worked and where many other employees were also of European stock. He was educated at Brentwood School and — having been brought up speaking French and German to his grandmother — went on to read German at Durham University.

After graduating in 1966, Scheele chose to join Ford for the most practical of reasons: because he could “start in July and work in Essex”. But he was captivated by his first assignment — the launch of the second-generation Cortina — and never looked back. He climbed the management ladder at Dagenham on the procurement side of the business, and was posted to Ford headquarters in Michigan in 1978.

From 1988 to 1991 he made his mark at a more senior level with a successful stint as president of Ford of Mexico. Having acquired dual US-UK citizenship, Scheele expected to spend the rest of his career in America — until he was presented with the challenge of Jaguar in 1992. Stratford-on-Avon became his home, though he kept a second one in Michigan.

After retiring from Ford in 2005, Scheele was a non-executive director of BAT and the engineering group Caparo, and maintained other business interests in America and Mexico.

He was chancellor of Warwick University from 2002 to 2008; chairman of the Prince of Wales Business and Environment Committee; and an active fundraiser for the NSPCC and other causes concerned with children’s welfare and community regeneration.

Scheele’s antecedents and upbringing made him an ardent pro-European; his brother Jonathan was a senior official of the European Commission in Brussels.

Nick Scheele was appointed KCMG in 2001. He married, in 1967, Rosamund Jacobs, who had been a fellow student at Durham. She survives him with two sons and a daughter.

Sir Nicholas Scheele, born January 3 1944, died July 18 2014

- Courtesy The Telegraph



VJC CONCOURS

As everyone has likely heard by now, this year's **VJC Concours** is occurring in conjunction with **Classics on the Green**.

The **Wyndham Virginia Crossings Resort** has proven to be a great venue for the concours as we experienced with the 2011 AGM and 2013 Challenge Championship. It just happens to be the host hotel for **Classics on the Green** as well as the **VJC Concours**.

For those unfamiliar with the COTG event, it is a European car show and wine festival that will take place the 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:

- **Welcome Reception** for car show participants Friday September 12th, hosted by the VJC at the Virginia Crossings Resort.
- Saturday morning/early afternoon, the **VJC Concours** will take place on the grounds of the resort.
- **Classics on the Road** – Historic themed driving tour of the area for car show participants
- **Poolside Reception and Awards Ceremony** announcing the winners of the VJC Concours.
- **Saturday Night 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 **Sunday Morning Drive 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 accosted 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!

On line Registration is now open at www.ClassicsOnTheGreen.com (an additional link should be up on our new website shortly)

Please remember the car show registration (for both shows), and banquet tickets must be purchased in advanced. 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



CLASSICS ON THE GREEN

CLASSICS ON THE GREEN

SPORTS & CLASSIC CAR SHOW AND WINE FESTIVAL

BRITISH & EUROPEAN ANTIQUE, CLASSIC & EXOTIC CARS

NEW KENT WINERY, NEW KENT, VA

SUNDAY, SEPTEMBER 14, 2014

Contact: Kevin Allocca: Kevin@SellingRichmond.com

Classic Automotive Events of Virginia, Inc. and the Central Virginia British Car Club (CVBCC) are pleased to announce its 30th annual Classics on the Green – Sports and Classic Car Show and Wine Festival. The show and wine festival will occur on Sunday, September 14, 2014, at the New Kent Winery, 8400 Old Church Road - just off Route I-64, Exit 211 - in New Kent, Virginia. The event opens to the public at 11:00 AM and will continue until 4:00 PM (rain or shine). Additional activities on Saturday, September 13th include driving tours, sightseeing, shopping, dinner at the host hotel, and entertainment by the Kings of Swing.

Last year's event was a huge success with nearly 300 automobiles and motorcycles on the show field and many vendors offering unique food, goods, services, fine art and crafts. This year promises to be even more spectacular, with our third year on the new show field, several new vendors along with our vendors from past years, and many other activities for the family's enjoyment. The New Kent Winery will feature a variety of exquisite Virginia wines from its own winery. Other Virginia wineries will be in attendance also.

This year's featured marque celebrates the heritage of the Ferrari automobile.

Please join us with your family and friends for the 30th Annual Classics on the Green. Advance purchase admission to the car show and wine festival is \$25.00 (advance purchase will be available through the COTG website). Admission for the car show only is \$10.00 for adults (children 12 and under are free). A portion of the proceeds from the car show are donated to charity. Our charity again this year is the Richmond Fisher House at the McGuire Veterans Medical Center.

Additional information and ticket purchases will be available through the COTG website: www.classicsonthegreen.com

Information about the New Kent Winery can be found at www.newkentwinery.com

Additional information can also be obtained by e-mailing Kevin Allocca at Kevin@SellingRichmond.com



DECADENT BREW

OK, so it's decant, not decadent, but nevertheless the Shenandoah Valley British Car Club has invited VJC members to join their Brew and Decant event on Saturday, August 16, 2014. Participants will meet at 10:00 to 10:30 at the parking lot adjacent to the entrance to the Blue Ridge Parkway off US250 at the top of Afton Mountain. It is also very close to exit 99 of I-64.

<http://www.svbcc.net/2014/Brews%20and%20Vines%20Tour.html>

The plan is to convoy along the Blue Ridge Parkway, exiting at the Wintergreen Resort Exit (VA 664) and proceeding to the Blue Mountain Brewery on VA 151 not far from US250. The drive should take about 55 minutes, and the Brewery wants the group to arrive by 11:30. Lunch is a buy-your-own.

After lunch, at about 1:45, the group will leave for the Pippin Hill Winery, 5022 Plank Road, about 2/10 of a mile west from US29 south of Charlottesville in North Garden. The straight drive from the Brewery is about 20 minutes, but the SVBCC has laid out a scenic route of about 45 minutes.

If you can attend, please let Mike FitzGeorge know so he can give reservation numbers to the Brewery. Mike can be reached at mfeh59@comcast.net. Hope to see you there.



hdicarswallpapers.com



OLD SCHOOL VS. NEW KID

It's often said sequels are never as good as the original; more than enough cinematic stinkers are appended with the number 2 to prove that theory.

When the original in question is a car that was once described by Enzo Ferrari as “the most beautiful in the world”, the odds of topping it lengthen significantly. *(cont. next page)*



Something old, something new: Jaguar's F-Type (left) and the Jaguar E-Type. Photo: Simon Schluter



E-Type owner Alan Ward won't entertain thoughts that his beloved car has been improved upon. Photo: Simon Schluter

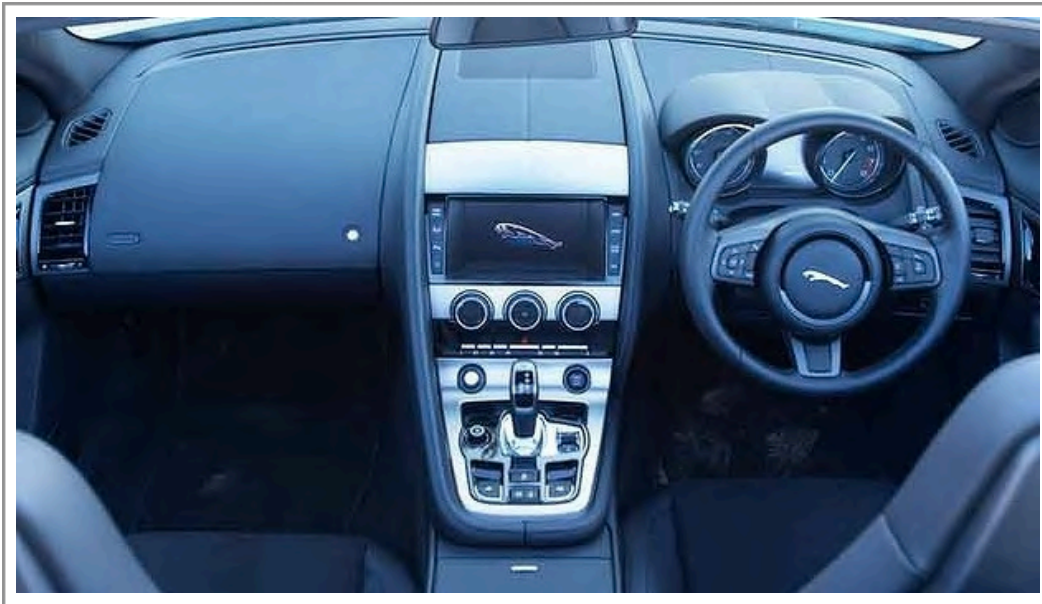


The Jaguar E-Type was a 1960s icon with curves in all the right places, a long and low-slung stance, distinctive wire wheels and a cockpit design reminiscent of World War II fighter planes.

And it became a TV and movie star, notably starring in the Austin Powers films as the sexy "Shaguar". Interestingly, the Austin Powers franchise actually produced a couple of half-decent sequels - a portent of what was to come for the E-Type, perhaps?

So successfully did the 'E' meet its brief that the storied English car company – now under Indian ownership, in a reversal of Colonial-era fortunes – took fully half a century to pluck up the courage to have a stab at recreating its magic.

The result hit the streets late last year and is known, predictably enough, as the F-Type.



Modern design and materials give the F-Type a distinctly 21st century feel.

We've arranged to meet up with Alan Ward, a 63-year-old plumber from the outer Melbourne suburb of Olinda. The plan is to compare and contrast the E-Type Coupe he has owned for the past 12 years (and lovingly brought back to near-stock condition) with an F-Type Roadster that landed in Australia only months ago.

Setting aside the impracticalities of comparing a coupe to a roadster, the question we want to answer is whether Jaguar has succeeded in recapturing the soul of the original.

As Ward swings his pride and joy into a beachside car park and parks up alongside the F-Type, his ostentatious original appears to bear little resemblance to the 21st-century supercar we've brought along.

But look closer and the signs are there – the wraparound (or 'clamshell') bonnet that hinges forward and includes a "power bulge" flanked by peek-a-boo louvres; the athletic haunches tapering to a narrow horizontal cluster of tail-lights; the dual centre-mount exhaust pipes, and the "Growler", a grille-mounted badge featuring a snarling Jaguar.

(cont. next page)



Just as obviously, though, are the many contrasts. The E-Type's super-narrow wooden steering wheel with milled aluminium spokes could not be more distinct from the F's chunky leather-trimmed tiller fitted with its mass of convenience-focused buttons and partially obscuring a couple of discreet shift paddles.

The F, like a modern-day fighter jet, has powered everything; the Spitfire-esque E is doggedly old-school, from the long manual shift lever between the seats to the dashboard flick-style switches.



Decades later, the E-Type interior retains a sporty ambience.

Yet tickle the ignition of each and in spite of 50 intervening years' worth of engine technology advancements, the result is remarkably similar. The E's 4.2-litre straight six blares to life with unrestrained enthusiasm, while the F's 3.0-litre supercharged V6 has a slightly more metallic but no less sonorous bark. Both draw curious and/or admiring stares from onlookers in equal measures.

Having admired and chewed over the aesthetics at length, it's time to take things to the next level. Ward refires the E-Type and pokes the mile-long bonnet out into traffic. It gathers pace with an unmistakably mechanical engine note, and holds an impressively neutral stance through a tight corner. Behind the big wooden wheel, Ward is clearly having a ball.

Folding ourselves into the similarly compact confines of the F-Type, Ward is momentarily taken aback by the feisty response of the supercharged V6 and the roadholding ability as the same corner is dispatched in significantly shorter order. "Wow," is his succinct summation.

Little wonder he's impressed. On paper, there's a gulf between the two cars. Ward's E-Type's 4.2-litre, natural aspirated inline six makes 198kW (claimed, although some believe it's closer to 165kW) via a four-on-the-floor manual, while the F's supercharged 3.0-litre V6 channels its 250kW through an eight-speed auto.

"The power of the F-Type is just astonishing. It's an amazing car, very special and I'd love to own one," Ward confesses.

So that's a couple of notches to the F's belt, then. But the appeal of the E-Type was never solely premised around performance or raw data. For Ward, and many of his ilk, it's all about the emotion. *(cont. next page)*



"The car of my dreams is the E-Type that I waited 38 years for, it was love at first sight. Having to wait so long, it's a dream come true, every drive is an occasion for me."

The F-Type is an extraordinarily accomplished sports car – quick, dramatic, beautifully drawn and lovingly appointed. Taken in isolation, it's undoubtedly one of the best sports cars on the market and a worthy competitor for the Porsche Cayman/Boxster duo it rightly rivals.

But for Ward, it's no modern-day E-Type. "I thought it had some vibe, but I thought it was quite weak," he says.

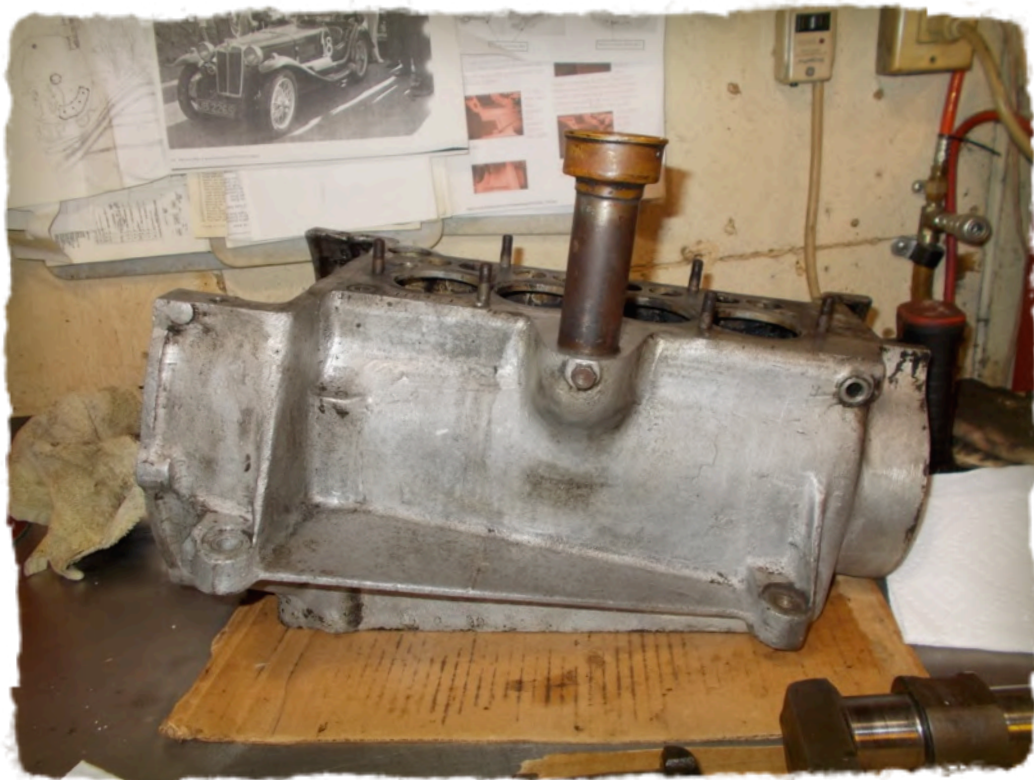
"There was the feeling of stepping into the F-Type and blending into the confined cabin, strapping the car on to some extent.

"But it was nothing like the feeling of getting into a E-Type. It's much, much, much more potent emotionally." - *Courtesy Steve Colquhon, Brisbane Times*

CLASSIFIED

- FOR SALE -

Jaguar boat anchor. Previously used in Swallow engine. Has a couple of cracks that will not affect intended end use. - *Contact Sr. Bodger.*





SPECIAL OPS

Jaguar Land Rover has announced a new Special Operations division that will focus not only on high performance versions of existing models, but also bespoke commissions, heritage models and a new range of branded products. It replaces the old Engineered To Order team that produced vehicles like the Range Rover Autobiography and Jaguar XFR-S.

The new division is run by John Edwards, former brand director of Land Rover, and will have four sub divisions, concentrating on special vehicles, personalisation, heritage and branded goods.

Most pertinent of the lot will be Special Vehicle Operations, headed by former Chief Technical Officer of Williams Advanced Engineering Paul Newsome, who worked with Jaguar on the C-X75.

The SVO badge will appear on extreme versions of Jaguar and Land Rover models, with a super-fast version of the Range Rover Sport likely to be among the first models launched. Eventually, developments of all-terrain models will be offered, with Edwards hinting that the Defender replacement would be ideal for the SVO treatment.

Speaking to Auto Express, John Edwards said: "We're focused on enhancing and personalizing our relationship with our most discerning and enthusiastic customers, delivering experiences our customers will love for life."

Also within Special Operations' brief will be cars like the lightweight E-Type, the recently announced project to produce six racing E-Types using original plans, methods and with VIN numbers that follow on from the original cars. The first model is already underway and all six already have buyers lined up with Edwards telling us, "we're selling the cars to people who'll race them".

Special Operations will also be offering servicing and restoration to owners of heritage Jaguars and Land Rovers, with a workshop already being used at Jaguar's spiritual home at Browns Lane in Coventry.

In 2015 Special Operations will move into its own technical centre where around 500 will work on design, engineering and manufacturer of the models. It will have its own state of the art paint shop to enable Jaguar Land Rover to offer a wider range of car colours. It will also have a customer commissioning suite, where buyers can work with the Special Operations team on bespoke models and personalisation.

Also coming under the Special Operations division will be a growing range of luxury goods, and licensed products such as the range of Land Rover Barbour products recently announced. Lindsay Weaver, who headed Bentley's push into the luxury goods market, will be heading up that team with Edwards saying, "We aim to trump what Bentley has done." - *Courtesy Auto Express*





TOP 10 - RALLYE PREP



1. Cooling is a major concern in any rally car. The radiator needs to be mounted on rubber or polyurethane bushes, enabling enough movement to avoid the radiator shaking itself apart. It also needs protection against clogging caused by simple, unexpected problems such as a swarm of butterflies, as well as damage from stones and mud.

2. Electrics need careful attention. Nothing is worse than trouble-shooting electrical problems in the dark. Waterproofing and sound connections are essential to ensure that you don't end up with a tangle of loose cables around your feet. It's also vital to keep out dust and grime.

3. Under-body protection is vital. Wings can be lined to protect bodywork, while all items that could snag on rocky ground (such as spring-hangers) need skid-plates. The sump guard and gearbox are areas that we plan carefully.

4. Gas tanks often need attention. A long-range tank might be beneficial, but will need careful planning. It's important to consider the weight implications, and mounting needs care, so that nothing vibrates, comes loose and causes problems. Leaks on unions are not helpful.

5. Filters are vital. No rally car will venture far without substantial fuel filters to prevent water and muck entering the engine. Efficient air filters are also a key element.

6. Axles need the optimum ratio and the right bearings. The inside of an axle is rarely inspected, and crews often say: "It was ok on the last event". But because an axle endures considerable pounding and punishment, it's a regular culprit in sudden failures, and a very time consuming repair during an event.

7. The steering and suspension need careful planning, with an uncompromisingly high-quality approach focused on durability and efficiency.

8. Brakes can often be upgraded and protected. But it's important to ensure compliance with the event regulations regarding modifications. Normally, governing bodies such as the FIA and FIVA set these.

9. Ensuring that the car is comfortable, and efficient inside, can make a vast difference for the crew. Installing the most appropriate seating, navigation equipment, interior lighting and other refinements are added comforts for the trip.

10. The engine, transmission, and driveline are the heart of the car. Review all relevant matters with the competing crew, from small things like ensuring the exhaust system is flexible (so that nothing snaps off on the first rocky section) to big things such as achieving the optimum blend of performance and reliability.

- Courtesy Classic Showcase



VJC LOGO ITEMS FOR SALE

Paul and Mary McGinn have a few items of VJC wear still available (below). You can contact Paul or Mary at: pmcginn6@cox.net to order and arrange payment.



- Blanket with case; quantity 3; \$35 each.
- Computer or Briefcase; quantity 1; \$26. Ideal for the AGM reps!
- Duffel Bag; quantity 1; \$29.
- Men's Polo Shirt; quantity 1; size LG; \$26.25. The picture is actually of the shirt with a pocket, this shirt does not have the pocket.
- Long Scarf; quantity 2; \$18 each.
- Square Scarf; quantity 3; \$23 each.
- Sweatshirt; quantity 1; size LG; \$29.40.
- Tote Bag; quantity 1; \$18.
- Long Sleeve T-Shirt; quantity 2; size XL; \$23.10 each.
- Visor with Cat; quantity 1; \$16.80.
- Visor Italic Script; quantity 2; \$16.80.
- Visor Plain Script; quantity 1; \$16.80.



(Not all item are shown)



JCNA NEWS

As of 7/15/14 Jaguar has a new sales program with the JCNA. The controlling bulletin is JSOB14-81. This program will run from 7/1/14 to 3/31/15. JCNA members are offered a \$1500 discount on ALL XF models. Further JCNA members are offered a \$2500 discount on ALL models of XJ, XK, and F-TYPE. This answers the burning question of the F-TYPE coupe discount--yes there is!

The bad news is that all other sales programs are finished. The July/August Jaguar Journal will have an error in it stating that sales program JSOB13-25 is in effect (p.40). It is NOT, and the error of printing that does not fall on the Jaguar Journal Editor or staff. JCNA simply had not been informed.

So quit holding onto that tax return, inheritance or "structured settlement" money and get down to your local Jag dealer and buy *something!*



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

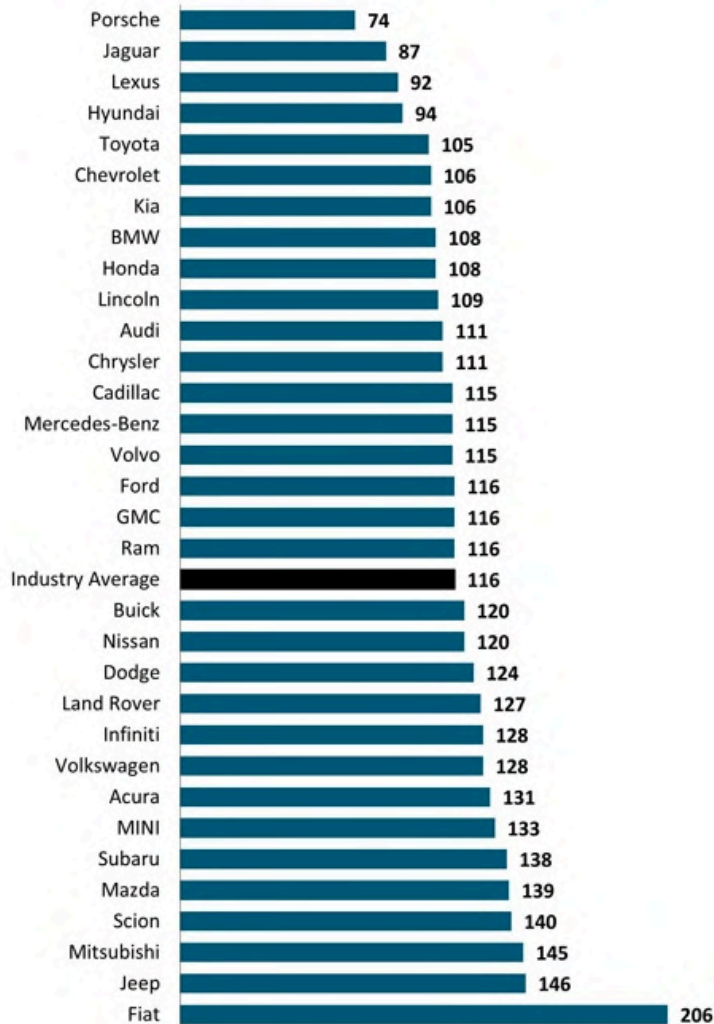


THE POWER OF JAGUAR

J.D. Power 2014 U.S. Initial Quality StudySM (IQS)

2014 Nameplate IQS Ranking

Problems per 100 Vehicles (PP100)



Source: J.D. Power 2014 U.S. Initial Quality StudySM

Charts and graphs extracted from this press release for use by the media must be accompanied by a statement identifying J.D. Power as the publisher and the study from which it originated as the source. Rankings are based on numerical scores, and not necessarily on statistical significance. No advertising or other promotional use can be made of the information in this release or J.D. Power survey results without the express prior written consent of J.D. Power.

J.D. Power has also ranked Jaguar “Highest in sales satisfaction among luxury brands” in 2013.
So there you go Mick, you *can* get some *satisfaction*.

**BODGER'S CORNER**

Wally Groom is well known and respected for his experience working on classic cars of all types. I mentioned the "Bodger's Indian Rope Trick" which I used for breaking loose the stuck cylinder head on my Austin Swallow engine.

Of course this will only work on a side valve engine.

Wally felt that feeding rope through the spark plug hole and turning the crank with the starting handle could result in damage. Wally said the old mechanics trick is to remove all the head nuts or bolts, apply penetrating oil and let the engine idle while you do something else.

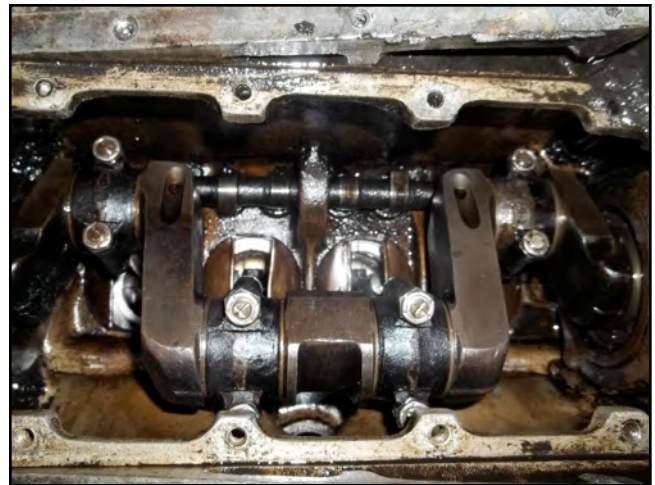


After an hour or two the engine will suddenly stop when the head pops free. This method works for overhead valve engines too.

For removing Jaguar XK engine heads he said Dick Pilcher used small bottle jacks pushing against overhanging sections of the head.

He also suggested using starting fluid instead of gas for the "Broken tire bead bodge" and said it was well known among truck drivers.

I got into trouble bleeding the brake system after replacing the brake hoses and seized calipers on my 1970 MGB. I should have remembered the trouble I had with my 1995 XJ6 brakes after I paid an alleged mechanic to replace the front brake hoses. He pumped the brake pedal to the floor while bleeding the system, this sent all the accumulated crud in the bottom of the master cylinder into the ABS unit. Once the tiny valve holes are plugged the unit is toast.



Swallow Cylinder Head

Back to the MGB, I thought bleeding would be a cinch. The back brake cylinders had been replaced too and were easy to bleed but not a drop came out of the front brake bleeders. I even hooked up a long vacuum line to the intake manifold and idled the engine to try and suck brake fluid through the bleeder while pumping the pedal slowly. Reader's diagnoses and suggestions are invited while I rest up my leg. And yes, the fluid levels in the reservoir were kept up. - David H.





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



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.:
September issue: 15 August
October issue: 15 September

SUBMISSION SPECIFICATIONS

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

Welcome New Members

Member Count: 81

Monroe Harris of Richmond William Poggione of Chesterfield
Leroy Lane of Williamsburg William Dise of Midlothian



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 Brew & Decant
Afton, VA
Bill Sihler
sihlerww@embarqmail.com
<http://www.svbcc.net/2014/Brews>

Aug 30-31

Virginia Scottish Games
Car Show
Great Meadow
5089 Tavern Rd.
The Plains, VA 20198
<http://www.vascottishgames.org/CarShow.html>

Sep 2-6

Western States '14
Colorado Springs, CO
Jack D. Humphrey, Jr.
Jagluver2@cs.com

Sep 12

Concours Evening
Reception (Event)
Wyndham Virginia
Crossings Resort
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

Sep 28

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

Oct 3-4

SVBCC 3rd Annual
British Car Show
Ridgeview Park,
Waynesboro, VA
Mark Brown
loulou78@embarqmail.com
434-295-3196

Oct 11

Brits at the Beach
(British Motor Club of Cape Fear)
Wrightsville Beach, NC
www.bmccf.org
bmccfcarshow@aol.com

Oct 18

Vale Club Fair
11 am - 3 pm
Oakton, VA
Ron Mitchell
rmitchelljag@cox.net

Oct 24 - Nov 2

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



Lyons Tales is the official publication of The Virginia Jaguar Club, Inc.

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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 *Her Majesty's Royal Tank Corps*. *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*). Politicians 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.

P.S. No passengers were denied boarding during the making of this newsletter, although we did misplace a few bags. - Editor

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