



LYONS TALES

VJC CONCOURS



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

For those unfamiliar with the COTG event, it is a European car show and wine festival that will take place 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 a welcome reception for car show participants Friday September 12th, hosted by the VJC at the Virginia Crossings Resort. Saturday morning and early afternoon, the VJC Concours will take place on the grounds of the resort. For those looking for a great drive, there will be a driving tour of the area, followed by a reception and awards ceremony at the pool announcing the winners of the Concours. *(continued next page)*

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*Sir William Lyons,
born on 4 September, 1901*



Saturday night will be the cocktail reception and banquet, featuring a live band (Kings of Swing), and the announcing of the People's Choice award for the Jaguar Concours. The weekend is topped off with a short drive Sunday morning to the New Kent Winery, for the Classics on the Green Car show and wine festival.

Essentially, there are a number of activities occurring during the weekend, and you are cordially invited to participate in all, or just those that interest you. Just remember, the COTG show judging is by popular vote. As such, all the stresses 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! For more details, please visit the new VJC or Classics on the Green websites:

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

Please remember that car show registration (for both shows), and banquet tickets must be purchased in advanced. Registration is open! While wine festival and spectator tickets can be purchased in advance, they will also be available at the gate. For more info contact David Glick, VJC Concours Chairman at: dmgbcc@gmail.com.



Let's get ready to Concoooooours!



2014 VJC CONCOURS & CLASSIC ON THE GREEN SCHEDULE OF EVENTS

Friday, September 12th

**Wyndham Virginia Crossings
Hotel & Conference Center**

TIME	ACTIVITY	LOCATION
1:00pm	Car Wash Area Opens	Wyndham Parking Lot
6:00pm - 8:00pm	Registration Open	Wyndham Lobby
7:00pm - 9:00pm	Welcome Reception Hosted by the VJC	Wyndham Poolside

Saturday, September 13th

**Wyndham Virginia Crossings
Hotel & Conference Center**

TIME	ACTIVITY	LOCATION
All Day	Car Wash Open	Wyndham Parking Lot
8:00am - 1:00pm	Registration Open	Wyndham Courtyard
8:00am - 10:00am	Staging for Jaguar Concours	Wyndham Courtyard
10:00am - 1:00pm	VJC/JCNA Sanctioned Jaguar Concours	Wyndham Courtyard
1:00pm - 4:00pm	Classics on the Road Driving Tour	Departs Wyndham Courtyard
5:30pm - 6:30pm	VJC/JCNA Concours Awards Ceremony	Wyndham Poolside
6:00pm - 7:00pm	Classics on the Green Happy Hour	Henrico Ballroom
7:00pm - 10:00pm	Classic on the Green Pre-Show Dinner Party (featuring live music with the Kings of Swing)	Henrico Ballroom

Sunday, September 14th

New Kent Winery

TIME	ACTIVITY	LOCATION
8:00am - 11:00am	Staging of Show Cars	New Kent Winery Show Grounds
11:00am - 4:00pm	Classic on the Green European Automobile Festival	New Kent Winery Show Grounds
11:45am	Opening Ceremonies	New Kent Winery Show Grounds
11:50am	Parade of Featured Automobiles	New Kent Winery Show Grounds
12:00pm - 2:00pm	Popular Voting of Show Cars	New Kent Winery Show Grounds
3:30pm - 4:00pm	Show Car Awards Presentation	New Kent Winery Show Grounds
4:00pm	Conclusion of 2014 Classic on the Green European Automobile Festival	New Kent Winery Show Grounds

(Subject to change, please visit www.ClassicsontheGreen.com for the latest updates)



LYON'S ROAR

Only a few weeks to our annual VJC Concours on Saturday Sept 13! This year we are "twinned" with the Classics On The Green weekend, which culminates in the big COTG British and Euro Classics show at the New Kent Winery on Sunday. As of August 23rd we have 18 Jaguars registered in our Saturday Concours, with 13 entered for JCNA judging per David Glick, our hard working Concours Chair. I attended a fun drive with the nice SVBCC folks a couple of weeks ago and handed out the last of my COTG/Concours fliers and am hoping some of them will attend, including Bill Krzastek and his "Shaguar". Last minute registrations are still coming in, many from out of town, but we need our own membership to come and join in.



So, VJC Jaguar owners, please support your club, and bring your Jaguar to the Crossings on Saturday morning, if only to display. This year, for the first time, displaying your car is a zero cost option. Yes Virginia, you can just display your Jaguar and enjoy Jaguar camaraderie, cars and ambience FOR FREE. Just go to the www.classicsonthegreen.com website, click on the "Register" button, fill in your personal and car info and the liability waiver, go to the fee box, and click on the VJC Concours option. There is NO FEE for display of your Jaguar on Saturday for VJC members or anyone bringing a Jaguar. As you progress further into registration you come across all the optional activities available for the entire weekend. This is where you register your Jaguar for VJC Concours judging, by a trained judging cadre led by our VP Sherm Taffel. Judging will run you \$30 for JCNA Championship Class, and \$20 for other JCNA classes. I definitely encourage you to participate in the wide array of COTG and VJC optional events which include the Friday evening poolside reception (which we are funding), the Saturday COTG historic/fun drive after the Concours, our VJC Concours awards at the poolside, happy hour and a dinner dance on Saturday and the Winery show on Sunday. Please do this as soon as possible so your hard working Concours team can do the necessary planning.

While on the topic of Concours judge training, Sherm arranged two training sessions at local airports, the last being on August 10 at Chesterfield County aka Richmond Executive airport. We have several pilots in the club, and planes and Jaguars do seem to go together. We had George Parker's pretty XK 120 roadster and David Glick's S2 E-type to judge using the JCNA score sheets and followed up with lunch at the airport buffet at King's BBQ.

I mentioned the SVBCC scenic "brew and drive" along the Blue Ridge that the Sihlers and I attended. This is a club with a lot of super nice folks and we should get together with them more often. Ditto the CJC folk. The VJC has put in a lot of hard work the last few years hosting the AGM and Challenge and it is time we had more fun. Please let me, or any VJC officer know what you would like the club to do in 2015. We have achieved quite a lot of updating of our VJC infrastructure this year. We



are now incorporated, thanks to Bill Sihler, have a fresh new e-newsletter, thanks to Brad Purvis and a new website and email system, thanks to David Glick. *(continued next page)*

On a personal note, my Swallow engine is apart awaiting a Phoenix crank and new rods and pistons plus long list of Austin 7 parts from the UK. Don't ask me how much they cost. I am on a tight schedule to get it all together and running in time for the Hilton Head Concours the first week in November. I am taking my 1933 MG L2 ex-Collier racer to Watkins Glen the first weekend in September for the Collier Cup 60th anniversary and need to get car and rig prepared by the end of August. On top of all this I started to restore my 1985 XJ-SC cabrio. I must be crazy.

- David H., VJC President

VJC LOGO ITEMS

Paul and Mary McGinn have a few items of VJC wear still available. You can contact Paul or Mary at: pmcginn6@cox.net to order and arrange payment. *(Not all item shown)*

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.





VEEP VIEWS



It's been a very, very busy summer, both for Camellia and me personally and the club. Since hosting the VJC picnic, the 'debris cleanup' of the fire trails made for the 'prescribed burn' of the forest understory, finally got scheduled and completed in accordance with USDA Natural Resources guidelines. The area all around the septic field (view from the wrap-a-round deck), 'Veterans Trail, and the fire lanes all got leveled and seeded. So the view from the Lodge deck now resembles 'a park', what we hoped would be in place for the picnic.

I also flew Camellia to Oshkosh Wisconsin (in the 4-cyl Turbo Commander) for the big Airventure weeklong event. Aside from the wonderful seminars & workshops, the Aviation industry vendors with all their latest avionics and parts displays and the airshows and fireworks, we camped out adjacent to the plane for the week with 1,000 other Airplane campers. Many improvements have been made since we last participated in the 90's. Fortunately, the front separated just South of Lake Michigan and we made it in 6-hours flying time (800 miles) with just one fuel stop in Ohio each way. It seems we brought the wonderful Wisconsin weather back with us, as you all know August has not been the usual oppressive humid muggy we usually experience. Thus I've made lots of progress on the too long neglected Columbia House repairs.

So here we are just a couple weekends before our 2014 Concours, and I write these comments, as your Chief Judge I am preparing & adjusting the Judging Assignments Roster. You should be very proud of your club members' collective commitment to ensure that once again the club hosts a memorable, with quality judging Concours. Many members have participated in all three Judges Training sessions conducted over the past three months: Williamsburg (June 22nd), Goldvein (July 12th) and Chesterfield County (August 10th). We even have a few freshly Qualified Judges.

Concours Chair David Glick and membership Chair Ron Mitchell both report we have a nice representation of historic and modern Jaguars entered. So we are all looking forward to an enjoyable event at the Virginia Crossings with the spirit of a club, regional & JCNA family reunion, combined of course with our collective celebration of Jaguar camaraderie.

The Core group decided back in the spring, that as a Concours theme, we would be multifaceted. That instead of just focusing on the 25 year XJS legacy, we would also recognize the 50 years of the Jaguar V12 introduction and evolution. The Jaguar V12 is, of course, among the legends of international automotive power plant production. The club's focus has inspired my own refocus on the dormant V12 projects that require technical refreshment, research and parts hunting, and the inspiration for the series of V12 evolution articles that have appeared herein these Lyons Tales pages.

The Concours team is also very busy in the final organization of miscellaneous aspects of the forthcoming Concours, and I am sure on opening day, all will be in place and the weekend will evolve seamlessly. If all goes well, I might even have the "tune up+" completed on the XJS (one of the 1st 400 Factory produced Convertibles) on Display.

- Sherman T., VJC VP & Chief Judge



OUT ON A LIMB



I admit it. I'm an addict. I'm not sure how I fell to such a low place in life, but I believe it started while I was on the road. In my job you get to spend a lot of time alone in a hotel room. Maybe it was simply the sheer boredom of it all, or morbid curiosity, so I thought, why not? Give it a go and see if I like it. So I did. It was just short episodes at first, simply because availability was spotty and sometimes hard to find. I found I could make do when I could and it didn't really bother me if I couldn't find it when I was away from home. Of course, at home, it simply wasn't available. I kept searching, but could not find a local dealer, until recently, but once I did, oh boy... You know the old saying, "in for a penny, in for a

pound". That was me and more. The problem is, completely unexpectedly, I got Avril hooked as well. Just like me, it was just a little at first, but then my poor, long-suffering wife became hopelessly addicted. I don't know if I can ever forgive myself. Let me explain...

There is a show on the Velocity Channel called *Wheeler Dealers*. Mike Brewer, the little rodent that he is, buys "modern classics" and gives them to his "mechanic" Edd China to bring back to life so he can sell them on and "make a profit". Yeah, right. Poor Edd. He spends weeks getting anything from a Karman Ghia to a Mercedes Benz "G" Wagon up to snuff (all condensed into a one hour show) and then Mike, the little weasel, goes out and sells them for a whopping £100 over the total cost of purchase and restoration. *What a deal! What a dealer!*

Of course, neither the cost of Edd's nor Paul's (Edd's silent yet able bodied assistant) labor is even remotely considered, nor is the garage overhead, nor is the obvious detailing put into the car after the "restoration", nor a myriad of other things which casually go unmentioned during the "restoration" like wheel refinishing, advertising, etc., etc., etc. But that's OK, because I can overlook all that and Mike, the obnoxious fat toad that he is, in order to watch Edd China do his bit. I like Edd. So does Avril, although the way she "likes" him is probably a bit different from the way I do. Or maybe not. At six-foot-seven and not a bad looking bloke to boot, with a low-key manner, wavy unkempt hair and collection of stupid graphic t-shirts, I suppose he screams out to women: "MAKE OVER!"

But none of that is really relevant, is it? No. What is great about this program is how Edd breaks the work down into its most basic, making the repair of even the most complex systems seem simple. Who can't love that? OK, OK, so he doesn't always clean every part he reinstalls, or replaces bits that would seem obvious to replace in the process, but he's stymied by that snake-in-the-grass Mike and the pittance he gives him to do the job. To be honest, it does drive me crazy when they refurbish the wheels so they look as new and then put the original rusty lug nuts back on, but hey, *I'm* not buying the car so what does it matter.

All that said, we must now get back to the core of the issue and that is my (our) addiction to this program. Fueled by TiVo, I record virtually every program - sometimes twice. We generally don't watch a lot of TV, but with *Wheeler Dealers* we are now watching at least one episode per night that I'm home. That's about 3-4 hours *more* TV per week or almost 200 hours per year. Yikes! Did I mention addiction? It's like *Downton Abby* or *Boardwalk Empire*... You just can't wait for the next chapter.

I apologize if I've been a little hard on Mike, the little plonker, as I have learned a *few* tidbits from him, such as: "*That's a cracking motor!*" and "*It's an honest motor!*". All tickety-boo. So sod off Mike and put Edd back on. We need another fix.

- Brad P., Editor



GRAB THE KEYS

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 20-21*

Nation's Capital Jaguar
Owners Club
50th Annual Concours
d'Elegance
Reston Town Center
Reston, VA
<http://www.ncjoc.com/frameset.html>

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
600 Northgate Ave.
Waynesboro, VA 22980
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 17 - 19*

Delaware Valley Jaguar Club
Pumkin Fun Rally
Millsboro Fire Dept.
109 E. State St.
Millsboro, DE 19966
Kurt Rappold: 610-358-4055
<http://www.jcna.com/clubs/main.php?club=NE33&Vref=NE33>

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.hhiconcours.com

Oct 25

European Cars of
Williamsburg
1st Annual Car Show
Lafayette High School
4460 Longhill Rd.
Williamsburg, VA
www.eurocarswmbg.com/events/

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.



Mark's New Ride

I have been a long time sports car owner all my life. Most recently I have leased Porsches and have had several. I was considering a new 911 Carrera S but the power for the price just didn't do it for me anymore. Along came all the articles and videos on the R-coupe which intrigued me so I went to the local launch event and was quite impressed. My family is car crazy and my oldest son is a Nascar sprint cup race power plant engineer who praised the engine and transmission. My wife liked it because it is more unique than my other cars. My family and I custom ordered my Jaguar and specified everything right down to the wheels, suede interior, colors, and essentially included every option available except the ceramic brakes. The car has exceeded my expectations, the power is endless and the sport exhaust is incredible! It is work of art from every angle. I have only had it a few weeks and I am happy I chose it over the Porsche. - Mark Lukhard





A Midsummer Night's Jag Work (apologies to Shakespeare)



After my Dad passed the XK-120 off to me, he needed to clean some stuff out of the crawl space under his house. I went up there to help and rescued from the trash heap a bunch of old XK-120 parts, which had been under there since he restored the car in the 1980's. Included in all of this was the original boot lid, damaged by the DPO (dreaded previous owner) in racing incidents (he actually raced the car on dirt tracks – ugh!). The AL (*aluminium - ed.*) skin was banged up and several of the wood framework pieces were broken. But even at that, it just seemed to be worth rescuing from the trash.



I didn't quite know what to do with it, but had been sending a few odd parts here and there to a gentleman in TX who is rebuilding an XK-120 left to him by his father. He commented that he was in need of some of the wood pieces, and could I disassemble the lid and send him some? I told him yes, after all, how hard could it be? Well, the simple yet complex answer is, "harder than I thought (before I looked into it), but not as hard as I thought (after I started the process)". More than anything, I suppose, it was just **time consuming!**



Near as I can tell, there are four basic steps to the assembly: wood frame work is glued and screwed together; an AL "skin" is wrapped around the outer edges of the wood (held in place by small nails); this is all screwed to steel strips; the AL outer skin is stretched and crimped over the edges of the steel strips; and then all of the ancillary parts (hinges, latches, etc) are installed. Ok, if you're keeping track, you know that's actually **five** steps, but the last one isn't really part of the overall construction of the lid itself.

Disassembly was not quite so straightforward. I first had to remove the hinges, each held in place by 8 wood screws. But those screws had been there for 60 years (!) and some simply didn't want to come out. I did manage to (*continued next page*)



get them out, but one or two actually broke rather than unscrew.

The next problem was that uncrimping the AL outer skin was near impossible with the wood in place. So I wound up prying the wood frame off. In some cases the screw head popped through the steel strip and in some cases the screw just pulled out of the wood. In the end, the steel strips did come out of the crimped edges, but there were still screws to be removed in order to separate the steel from the wood.

What I found interesting (which will probably be obvious to most of you) was evidence of grinding the screw head down so it was perfectly flush with the steel strip. I imagine that any imperfection there would work its way through to being visible on the outer skin of the lid – unacceptable!



So now I have the outer skin that's essentially stripped of nearly every part and will in fact become scrap metal. I'll have to find a place that will take it for recycling. So the next time you drink a beer or soda from a can, think of that boot lid – you might be drinking from it!

The next job to tackle was my generator, er, "dynamo" – again. You may recall that the big, multi-task job I did over the winter included removing the dynamo and having it bench tested at Automotive Manufacturers Inc. (on Lombardy Street in Richmond – shameless plug, they did a great job for me).



I was not looking forward to removing it again – in the factory service manual, step one for removing the dynamo is "Remove the radiator"! Fortunately, after looking around a bit, I determined that I could get the dynamo out by removing the crankcase breather hose and the angled radiator support rod. This created some room to move the dynamo about in order to free it from the fan belt and maneuver it out. VERY happy that I didn't have to remove that radiator again, and *(continued next page)*



feeling just a little smug that I figured that out – all by myself!

Back in the spring, Automotive Manufacturers tested the dynamo and found it to be charging well, they just replaced some bearings and I was good to go. But in driving it since then, the years had finally caught up with it. [I should note here that when Dad restored the car, he cleaned it up, put new brushes in it, and installed it – no rebuild. So it was operating as an honest 60-year-old dynamo!]

The past couple of times I drove the car, I noted a faint glow of the IGN light, and that the ammeter was barely charging on the “+” side. A couple of times, the meter went hard over to the “-” side, and the IGN light came on bright. But I did manage to drive it all the way down to Chesterfield airport and back, for Sherman’s JCNAs judges training a couple of weekends ago.

This time, Automotive Manufacturers did a full rebuild on it and found several issues with it – breaks in the windings, worn brushes, and a couple other things I’ve already forgotten. But it’s now fully rebuilt, and should have me back on the road this weekend (21 Aug as I write this). Here’s hoping!

Of course, because of its weight, reinstalling the dynamo is a big concern – it’s tough to handle in that small space, bent over the front wing, all alone. So I’ve also devised a way to help with reinstallation. When the dynamo is set back in place, with the lower “ears” where they need to be for the bolts to go through and secure the dynamo, I’ll slide a long slender screwdriver through (from behind the exhaust manifold) to simply hold the thing in place, so I no longer have to support its weight by hand. Then I’ll get the upper adjusting nut/bolt in place with just the weight of the dynamo tensioning the belt. As I slide the long screwdriver out, I’ll install first the lower **forward** nut/bolt, then the lower **rear** nut/bolt. Then the radiator support rod and crankcase breather hose will be reinstalled. That **should** be it!

A final note regarding concours detailing. At Sherman’s training session at the Chesterfield airport (Aug 9), he and the other judges/judges-in-training pointed out many areas where touchup paint would do me some good. So while in this dynamo rebuild iteration, I’ve done just a little. I repainted the radiator support rod, the clamp which holds the lower end of the crankcase breather pipe, the band that covers the brushes etc. on the dynamo, and the belt tensioning adjuster plate (for lack of a better term – the one with the slot to slide the bolt back and forth adjusting belt tension).

When Automotive Manufacturers rebuilt the dynamo, they repainted the case black – the same black as I used for the other parts, as luck would have it. But when they masked off the original Lucas tag on the outer case, they didn’t do it with the same, shall we say, attention to detail as I would have. So some of the silver was still visible around the edges.

Here’s the real tip (from my model car building days): to do the real detail touchups like around that Lucas tag, I formed a small funnel out of aluminum foil, and sprayed from the rattle can right down into a small paint bottle (any small bottle will do – like a small jam bottle that you’d get in a Hickory Farms sampler). Then with a tiny brush (available at Michael’s, or any other craft store), you can flow that paint (remember, it’s pre-thinned for spraying from the can) into the nooks and crannies as required. *(continued next page)*



And I've dug my old airbrush out of storage and will use it to do some of the blue paint touchups required (like the brace rod which goes from wing to wing in front of the radiator). With some judicious masking, some thinned original paint from when the car was initially painted and a light touch on the airbrush, it should wind up looking pretty nice. I hope to have that done in time for our show. So be on the lookout!

Post script - my technique for reinstalling the dynamo worked, but not quite as easily as I had hoped. Unfortunately, I still have the same low charging problem... So my work really isn't finished yet. Stay tuned for further updates - same bat-time, same bat-channel!

- Geo. Parker





DR RALF DIETER SPETH



The current CEO of Jaguar/Land Rover (JLR), Dr. Ralf Dieter Speth was born 9 September 1955 in Roth, Bavaria. Dr. Speth earned a degree in Economics Engineering from the University of Applied Sciences, Rosenheim, Germany followed later by a Doctorate of Engineering in Mechanical Engineering and Business Administration at Warwick University.

Dr. Speth worked as a business consultant before joining BMW in 1980, serving in various management positions within the production, engineering and leadership divisions. His last job at BMW was Vice President of Land Rover when BMW owned the brand. After 20 years at BMW,

Dr. Speth left the car business to become the head of Global Operations at the German international industrial gases and engineering company Linde Group.

In 2007 Dr. Speth returned to the automotive industry at the behest of Alan Mulally to become the Director of Production, Quality and Product Planning for Ford's Premier Automotive Group (PAG). In February of 2010, when Ford sold both Jaguar and Land Rover to Tata, Dr. Speth became CEO of the now combined company and hence a Non-Executive Director of Tata Motors since November 2010.

Since being appointed CEO, he has overseen a remarkable turnaround of the business, with increased sales, over 8,000 jobs created and highly successful launches of the new XJ and fantastic F-TYPE.

Dr. Speth promotes the "whole company" at JLR with the concept towards a world market. "I'm talking about how we design all our processes, how we design the research and manufacturing, how we design the training, the recruitment plans, the personal skills. And how we design our relationships with dealers and ultimately with our customers."

Dr. Speth, a self-confessed car lover, drives a Jaguar XFR and owns a classic E-Type. He is also an Industrial Professor at the University of Warwick. He is married with two daughters and makes his home(s) in Leamington Spa and Munich.

- Courtesy JLR & multiple sources



JAGUAR



JAGUAR BUYS LARGEST PRIVATE COLLECTION OF BRITISH CARS

Jaguar just bought the largest private collection of classic British cars in the world. The 543 car strong collection of one Mr. James Hull was assiduously assembled over a period of many years and includes over 130 Jaguars from the SS100 to the XKR-S. Of special note are several Swallow sidecars, designed and assembled by one William Walmsely and one William Lyons, which predate the formation of Jaguar Cars, Ltd.

Not wishing to see it sold piecemeal, Mr. Hull, a dentist and successful entrepreneur of some 50 dental clinics in the UK, spent considerable time and effort to find just the right buyer for the entire collection. In addition to those models mentioned above, the collection includes seven XK120s (including one of the first off the line alloy-bodied variants), several C & D-Types, the super-rare XKSS and eight E-Types as well as numerous Mark-series sedans. Of special note is a Mk X owned by none other than Sir William Lyons himself.

The bulk of the collection is made up of other British marques from the venerable Austin 7 to Elton John's Bentley and the late Princess Diana's XJS. It was not reported if the large (flyable) WWII RAF aircraft models hanging from the ceiling were included in the deal.

The collection was acquired through Jaguar's Special Operations Division (see Vol 13 No 3), which now incorporates Jaguar Heritage. The collection is purported to be housed in the near future at a new facility to be built at Jaguar's historic Browns Lane Coventry property. The cars are to be used at future events to promote the brand at historic events and such.



Jaguar has said "the collection will stay together for the foreseeable future." The final price of the transaction remains classified; however, the collection was reportedly listed for sale at £100 million (\$170m). According to Mr. Hull, "My primary motivation was not to get the maximum price but rather to secure the future of the collection in this country with the right custodian." I can think of no better "custodian" than Jaguar, can you?

- Brad P.

**COMING SEPT 8TH - THE MOST FUEL EFFICIENT JAGUAR EVER**

The innovative new Jaguar XE redefines the standard in its segment. Designed around Jaguar's modular vehicle architecture, the XE is the only car in the class to use an aluminium-intensive monocoque, with lightweight aluminium accounting for 75 per cent of the structure.

This milestone in body engineering, a product of Jaguar's world-leading expertise in high-volume production of aluminium vehicles, ensures that the Jaguar XE combines outstanding design with benchmark levels of ride and handling – it will be the true driver's car in the segment.

Lightweight construction is a core element of Jaguar's DNA and Jaguar is at the cutting-edge of aluminium technology in the automotive industry. The Jaguar XJ, XK and F-Type have all been developed using exceptionally stiff bonded and riveted aluminium structures: now the XE becomes the latest model to use this aerospace-inspired technology.



Coming September 8th

The weight reduction realised ensures that the XE is the most fuel-efficient Jaguar yet with fuel consumption and CO2 emissions on the NEDC combined cycle of over 75mpg and less than 100g/km respectively.

"The Jaguar XE body uses over 75% aluminium content, which far exceeds any other car in its class. This gives us a body structure with unrivalled low weight: it's light but also immensely strong with extremely high levels of torsional stiffness. We've made sure our aluminium-intensive body structure

exceeds all global safety standards without compromising on vehicle design or refinement."

The Jaguar XE's aluminium-intensive body is beautiful to look at, but the structure also delivers exceptional torsional stiffness. The light but strong architecture incorporates highly advanced suspension systems delivering unparalleled levels of ride quality, handling and steering.

The Jaguar XE is also the first car in the world make use of a new grade of high strength aluminium called RC 5754 which has been developed specifically for the XE. This new alloy features a high level of recycled material and makes a significant contribution to Jaguar's goal of using 75 per cent recycled material by 2020. Designed and engineered in the UK, the XE will be the first Jaguar to be manufactured at a new purpose-built production facility at the company's Solihull plant in the West Midlands in the UK. The world premiere of the new Jaguar XE will be held in London on September 8th.

- Courtesy JLR



LIGHTWEIGHT E-TYPE REBORN

(MAHWAH, N.J.) – August 11, 2014 - Jaguar has revealed the prototype of its continuation Lightweight E-Type – six of which will be built and sold.

Jaguar announced in May 2014 that it would create six continuation Lightweight E-Type vehicles, each built by Jaguar Heritage, part of Jaguar Land Rover's new Special Operations division.

Each of the six cars will be built to the specification of the last Lightweight E-Type delivered in 1964 and will be hand-crafted at a new Heritage facility located at the spiritual home of the E-Type, Browns Lane in Coventry, England. The cars will be sold as competition vehicles and all will be suitable for FIA homologation for historic motorsport purposes.

These six cars are the 'missing' six vehicles from the 'Special GT E-Type' project, which originally started in February 1963 with the objective of building 18 cars. Only 12 of the aluminum-bodied Lightweight E-Type vehicles were eventually built and the remaining six designated chassis numbers have lain dormant, until now. The six new cars will carry these unused Lightweight E-Type chassis numbers. A race winner in the hands of a variety of famous drivers during its competitive career, the car achieved worldwide fame, and today, original examples are highly sought after.

In recreating the Lightweight E-Type, Jaguar Heritage has been able to call upon the superlative skills and experience of many talented engineers and technicians currently working at the company. Many employees have historic links with the building of the original E-Type. One employee can trace three generations of service to Jaguar, dating back to the 1960s. The expertise and attention brought to bear on this project ensures the vehicles will be authentic and built to the highest quality standards.

"Operating from a brand new workshop at Browns Lane – now open for the restoration and servicing of customer cars – the building of six new, meticulously crafted Lightweight E-Type period competition cars by Jaguar Heritage is testament to the unique skills within the team. To know those same skills can also be utilized to the benefit of existing classic Jaguar owners means this is a very exciting time for Jaguar Heritage." - *Courtesy Jaguar Heritage*



**BODGER'S CORNER****Noun****bodge job** (plural **bodge jobs**)

1. A job that was completed quickly and carelessly, possibly with one's mind on other things, or without using the correct tools, or parts, even if no mistakes were made.

Synonyms

- **botch job**



If you have any bodge jobs or techniques that you would like to share, please send them in along with a picture or two.

According to an avid Bodger, the best way to "condition" your car's ventilation system is to turn on the air con. For 10 minutes with it set to the coldest setting (blowing through all air vents), and then for the next 10 minutes have it set to the hottest setting. This clears out the smells caused by damp in the system and fermenting bacteria.

Bodger's Oil Pan Fix

Living in Virginia, we know just how terrible the roads have become of late. Once upon a time there were smooth roads, little traffic and pot-holes were few and far between. No more. No matter which county you live in or Interstate you traverse you will encounter long neglected, crater strewn roads. The mayhem these lurking minefields hold wreak havoc on our wheels, tires, valances, suspensions and oil pans. If you have been the victim of VDOT's neglect (caused in no small part by Virginia's budget woes) and you peek under your shiny new (or old) Jag to only to find some Texas crude trickling onto your freshly epoxied garage floor, and you simply don't have time to take it for replacement right away, then here is a quick(ish), yet simple, albeit temporary fix.

Here's what you'll need: a box of nitrile gloves, sandpaper, brake cleaner, Dawn dishwashing liquid, lots of rags or paper towels, JB Weld, Permatex Grey High Strength Silicone, popsicle sticks (or a spoon that you never wish to put in your mouth or food again), a cup (dish) shaped washer big enough to cover the crack or hole, a penny and the correct amount and type of liquid black gold for your particular make, year and model cat. *(continued next page)*



All set? Here we go:

1. Drain the oil. This is so the leak stops leaking (almost) and you can effect the patch.
2. Clean the oil from the bottom of the pan. Do it again. Get your gloves on and use the brake cleaner and paper towels and any other anti-oil cleaning stuff you like to get that oil pan as clean as possible. Dawn works well here. Clean until you can see the crack (or hole). If the crack is small, continue. If it is BIG, it is not your day, so bite the bullet, call the tow truck and have it hauled to the dealer/specialists of your choice or plan on a very long weekend under the car with the engine raised if you are a do-it-yourselfer. (WARNING: DO NOT drive your car with a cracked or holed oil pan. The oil will piss out like an old man on Cialis).
3. Sand! Get that area nice and roughed up so it can take well to the adhesives.
4. No matter how well you clean there will be a constant oozing of oil from said crack. Embrace it. Find your inner wildcatter and come to terms with it. Change your gloves and get on with it.
5. Make an oil containment cup. This will be fun and yet the most irritating part of the whole process as you now have to go shopping (again) if you don't have the requisite cup shaped washer on-hand or did not purchase it when I mentioned it prior to step #1. Seal the bottom of the washer with a penny and the JB Weld. Have a cuppa as it hardens. Then place a cotton ball inside the cup to stem the ooze of oil and JB weld the entire cup over the crack or hole (you will probably have to clean the bloody pan again before doing this, quickly). The result should be the oil soaked into the cotton and never escaped while the cup was being bonded to the oil pan.
6. Change your gloves.
7. Now, slather a thin coat of silicone sealant over then entire "repair" and let it cure (if in doubt how long that may take, read the directions on the tube).
8. Check the progress, add another coat. Hopefully nothing's seeped or dripped. If all's good, apply another thin coat of silicone.
9. Wait. Have another cuppa (and a digestive).
10. Repeat Steps 6 & 7.
11. Have a beer.
12. Check it out. Is there any oil leaking? If so, it's all over (see Step 2, Line 4). But, if you were careful and clean every step of the way, you should have a leak free, albeit non-concours ready, oil pan.
13. Now, this is the most important step of them all, so PAY ATTENTION! Refill your crankcase with the correct type and amount of the OPEC's finest.
14. Drive.



JAGUAR FOUNDATION

Tom Krefetz, founder of Classic Showcase in San Diego, California, is pleased to announce his support for the recently established Jaguar Foundation. The Foundation has been created by passionate Jaguar people who donate their time, resources, and services with the goal of better serving the Jaguar Heritage and preserving the marque for future generations. We aim to leave a legacy for our children's children so that they will be able to appreciate and continue on with the work which we started. Tom now serves as a director of the Foundation.

The foundation is anticipating opening two museums, one for each coast, where Jaguar cars, books, memorabilia, and related material will be housed and viewed by the public. We are requesting that JCNA members donate any classic Jaguar related items they can to help form these new museums.

The Jaguar Foundation will give back to the Jaguar community in many ways:

- Provide annual scholarships for students interested in Jaguar Automotive Restoration to help cover the cost of tuition and training.
- Be a resource for historical information related to the heritage and restoration of Jaguar cars.
- Providing a forum for the exchange of information and ideas for Jaguar enthusiasts.
- A specialty tool loan program, with specialty tools available on loan.
- Promote the hobby and encourage people of all ages to become involved with Jaguars.

All donations are tax deductible, as the foundation is set up as a 501c3 non-profit, and we encourage all Jaguar enthusiasts to donate what they can to get the wonderful Jaguar Foundation museums filled with vintage Jaguar items. The Jaguar Foundation will accept donations such as Jaguar: cars, parts, tools, books, memorabilia, as well as financial donations. Financial donations can be made online through the Foundations website, or by check. With any Jaguar donation you will receive a receipt for your tax records.

We encourage all Jaguar enthusiasts to become a Patron of the Jaguar Foundation. There are multiple levels to meet your needs:

- \$30 for a Patron
- \$250 for a Bronze Level Patron
- \$500 for a Silver Level Patron
- \$1,000 to \$2,500 for a Gold level Patron
- \$2,500 and above for a Platinum Patron

There will also be 2 levels available for Corporate Patrons - \$3,500-\$5,000 and \$5,000 and above.

If you have any questions please contact:

East Coast

George Camp (803) 760-9460
SCJag@Juno.com

West Coast

Tom Krefetz (760) 758-6100
TKrefetz@Classicshowcase.com

<http://www.jaguarfoundation.org>





JCNA NEWS

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

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

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

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

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

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

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

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

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

*Discount availability is contingent upon filed rates by state. Some restrictions may apply.
If you have any questions about the JCNA or its programs please call: 1-888-CLUBJAG (258-2524).





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

Join us on the Web at: <http://www.vajaguarclub.com>

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.:
 October issue: 15 September
 November issue: 15 October

SUBMISSION SPECIFICATIONS

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

Member Count: 81

**New Members: Bud Marston - Greg Morin - Ed Alvarado
 Kevin Benner - Mark Lukhard - Jeffery Schnee**



Lyons Tales is the official publication of The Virginia Jaguar Club

Mailing Address:

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

General Information: 804-748-4601

Email: davidmharrison2003@yahoo.com

Website: <http://www.VaJaguarClub.com>

Traveler Contact: David Harrison

Phone: 804-748-4601

Email: davidmharrison2003@yahoo.com

Officers (and other humans with varying degrees of prominence)

President: David Harrison

Phone: 804-748-4601

Email: davidmharrison2003@yahoo.com

Vice President: Sherman Taffel

Phone: 410-302-3930

Email: staffel@comcast.net

Secretary: Ron Mitchell

Phone: 757-877-1132

rmitchelljag@cox.net

Treasurer: Bill Sihler

Phone: 434-296-5354

Email: sihlerww@embarqmail.com

Membership: Ron Mitchell

Phone: 757-877-1132

rmitchelljag@cox.net

Events Chair: Open - Open - Open

Phone:

Email:

Webmaster: David Glick

Phone: 894-327-0084

Email: dmgbcc@gmail.com

Lyons Tales Editor: Brad Purvis

Phone: 757-869-1459

Email: bradpurvis@mac.com

LT Very Able Assistant: Avril Purvis

Concours Chair: David Glick

Phone: 894-327-0084

Email: dmgbcc@gmail.com

Chief Judge: Sherman Taffel

Phone: 410-302-3930

Email: staffel@comcast.net

Rally Master: Ron Mitchell

Phone: 757-877-1132

rmitchelljag@cox.net

Slalom Chair: Peter Schowalter

Phone: 804-784-1915

Email: peterjschowalter@aol.com

AGM Delegates

Sherman Taffel

Phone: 410-302-3930

Email: staffel@comcast.net

Peter Schowalter

Phone: 804-784-1915

Email: peterjschowalter@aol.com





ANY ROAD UP



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P.S. Sir William Lyons, born on 4 September, 1901.

- Editor

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