



LYONS TALES

COMING TO RECLAIM WHAT'S RIGHTFULLY THE QUEEN'S

WILLIAMSBURG JAGUAR GATHERING



MERCHANTS SQUARE
Sunday – November 2nd • 10:00 a.m. – 3 p.m.

WILLIAMSBURG JAGUAR GATHERING

Sunday, November 2nd 2014 will mark the beginning of a new car show sponsored by Merchants Square and created with the encouragement and support of the Merchants Square shopkeepers. It will be known as the "Williamsburg Gathering".

Each year the "Williamsburg Gathering" will feature from 25-50 excellent examples of a specific marque or model with the active participation of their local, regional or national club. This year we are fortunate to be cooperating with the Virginia Jaguar Club to assemble an impressive array of beautiful Jaguars for this "inaugural" event.

The merchants will contribute their ideas and become active participants by setting up booths, creating special displays and sponsoring activities through the day. Our goal is to showcase exceptional cars in the beautiful historic setting while retaining a large, happy crowd throughout the day.

How can I participate?

- You must have a Jaguar
- Request a registration form
- You must register by October 15th
- There is no charge to register

Contact:

- Larry Emmons 757-645-4833
larry@virginiamotoring.com
P.O.Box 5993
Williamsburg, VA 23188
- David Harrison 804-748-4601
Virginia Jaguar Club



Where is the Show?

Williamsburg, VA
Merchants Square
Henry Street & Duke of Gloucester
Arrival by 9 a.m.
Staging and Placement 9-9:30
Show time 10:00 p.m.
Departure time 3:00 p.m.

WILLIAMSBURG JAGUAR GATHERING
Merchants Square
November 2, 2014
REGISTRATION

Your Name: _____

Your Address: _____ VA _____
Street address City Zip Code

Your contact information Phone _____ Email Address _____

Year, Model and Color of your car _____

Please mail to Larry Emmons, P.O. Box 5993, Williamsburg, VA 23188 to arrive by October 15th

We are excited about this inaugural show on Sunday, November 2nd and look forward to your participation.

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LYON'S ROAR

The biggest VJC event of the year, our JCNA sanctioned Concours, held at the Crossings on Saturday Sept 13 is over and I think it went off very well. We benefited by the synergy of integrating it with the much larger Classics on the Green car show, held on Sunday the New Kent Winery, and with other COTG activities such as Saturday night's dinner dance. The VJC Concours field was small, choice, and international this year, being graced by an outstanding Mk 5 brought all the way from Ontario. The small size of the field worked out for us, we had to make a decision at 0800 to stage all the judged cars under the covered colonnade due to the threat of rain. In the event, the rain did hold off until the afternoon, after judging was over. This was our first Concours rain in many years, it cleared up in time for our poolside awards ceremony and the next day was perfect, so we can't be too hard on mother nature.

My thanks and congratulations to our hard working Concours Chair David Glick, Chief Judge Sherm Taffel, and the Concours team of Peter and Jeffra Schowalter, Ron Mitchell, Bill and Mary Sihler, Marian Murff, Greg Glassner, and all the judges and participants. Detailed Concours scores are shown elsewhere in Lyons Tales. Our thanks and congratulations also to Bruce Woodson and the COTG team for their usual professional and well-attended show, and for inviting us to be part of their event. I had a good time the whole weekend despite a few worries and was glad to relax on Sunday afternoon under our VJC tent with long time friend and ex-veer Bill Massey and a glass of wine.

On a personal note, it has been a busy September. I took my prewar ex-Collier, ex-ARCA MG L2 up to Watkins Glen for the 60th anniversary Collier Cup vintage races. Despite a few problems mentioned elsewhere, this was an outstanding event. My car ran well and was able to participate in the Collier and Glen celebrations, including being displayed with the famous Collier Museum ex Briggs Cunningham K3 and the PA/PB ARCA race car "Leonides". I even got a Special Achievement Award at the downtown Concours, and enjoyed a thrilling re-enactment drive on the old road course. But the biggest thrill was to meet and renew wonderful vintage racing and prewar MG friendships. My biggest regret is that Una was unable to attend as she continues to have severe back pain due to a pinched nerve.

My big and expensive package of parts for the Swallow engine rebuild arrived from Tony Betts in the UK, and the bottom end with its Phoenix crank and roller bearings is now together. The cylinder block and head are ready to be assembled once gaskets arrive. Time is getting short as the car is due to be featured at the Hilton Head Concours the first weekend in November. The next Lyons Tales will continue the Swallow rebuild saga and the recovery from the F-150 fiasco.

Please put the first annual Merchants Square all-Jaguar event on your calendar and bring your Jaguar. It's the first weekend in November, an unfortunate conflict with HHI for me. We passed out event fliers at the VJC Concours, and registration information is posted in this month's LT. Please support organizer Larry Emmons, this will be a spectacular Jaguar show in the beautiful colonial environment of Williamsburg. The SVBCC show in Waynesboro is coming up too, and is always enjoyable.

Enjoy the fall weather and drive that Jaguar.

Jaguarian Salutations,
David Harrison
VJC Prez





VJC LOGO ITEMS

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

Blanket with case; quantity 2; \$35 each.

Computer or Briefcase; quantity 1; \$26. Ideal for the AGM reps!

Duffel Bag; quantity 1; \$29.

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



Tonight I am completing our final prepping for a flight to Dayton, Ohio for the Commander Owners Group Annual Fly in Conference, and must admit I am a bit 'behind the flight plan' due to the club events of the past few weeks. The time has 'flown by' since the last newsletter (I'm sure Brad can relate to that), and I now must reflect upon these events to 'reduce the highlights to writing'.

First of all I recall where we were a month ago with final preparations for the Concours weekend, and all the little but important details undertaken by the Concours Team, headed magnificently by David Glick.

David and Peter Schowalter, Marian Murff, Mary Sihler and Jeffra Schowalter all came through to enable the Concours Day to evolve smoothly. I must tell you how

pleased (and relieved) I was Friday night and Saturday morning when ***every single member who volunteered and 're-trained' came through*** making the final judging team assignments and the entrant cars to be judged just a final 'a stroke of the pencil'. You should be proud of the service and commitment of your fellow club members as Judges: David Glick, David Harrison, Don Jackson, Maurice Maxwell, Ray Meade, Leland Miller, George Parker, Peter Schowalter, Bill Sihler, Roy Sumner, and Rod Taylor. Bud Marsden served as visiting judge from NCJOC and Gerald Ellison from the North Carolina JC. Greg Glasser served yeomen's duties as *The Parking Spot Assigner*. Our overall Concours team operation was as "smooth as the V12" is running.

The participants in our Concours represented the diversity of JCNA, from the Virginia Shore to Central Piedmont in North Carolina and as far away Toronto Canada, Ohio, and even Las Vegas. The pictures tell what a wonderful day it was. In addition to beautiful, well maintained Jaguar Drivers and Championship Class entries, several members displayed their cars as 'eye candy' for us all and the other Wyndham Virginia Crossings guests.

I did finish the 'tune up' and other parts refurbishment of the 9/88 XJS V12 convertible, refinished the starburst wheels and bought new tires and the 97,500 mile Jaguar did dependably deliver me to Glen Allen Friday. Since then it has brought me safely to Goldvein, the hanger twice and back to Columbia during a midnight run last weekend.

We did celebrate the XK and V12 legacies at the Concours. Our own George Parker brought his XK120 and our friends of many years Gerald and Naoma Ellison brought their XK140. These two legacy Jaguars under the canopies were a real treat, along with Julian Brosseau's 1950 MKV all the way from Toronto. Your Chief Judge also brought a variety of Jaguar heritage components to be identified in a 'How's Your Jaguar Tech Knowledge' display, along with the E-Type knock off spinner cap & Jensen Healey Headlight bucket miniature golf challenges. Several members, the CVBCC British car club members and Virginia Crossings guests took up the challenges between the drizzles.

All had a good time between the Jaguars 'eye candy', the challenges, the reception, awards presentations and the evening banquet.

- Sherman D. Taffel, Vice-President VJC



OUT ON A LIMB



Our recent VJC Concours certainly reinforced in me the fact that I will never be a Concours presenter. It's not that I don't like car shows or concours events, because I certainly do, but it's like Dirty Harry said... "A man's gotta know his limitations." My limits would be taxed anytime I even thought about preparing a car for a concours, much less driving myself to the level of anality required to achieve such a level of perfection. Don't get me wrong, I greatly admire those of you that can sustain such energy and drive to prepare your Jag for such an event. The level of commitment, time knowledge and above all money, is truly astounding, but it isn't me. Oh, sure, I want my car to look nice and I get a bit upset when I discover a new nick or ding, but it's not really the same thing is it? And it's not like I'm incapable of spending hours

cleaning and detailing my car, because once I reach that level of Nirvana, I lose all track of time and there is nothing else I'd rather be doing, unless... Unless it's too hot, or too cold, or too windy, or I get hungry, or there is something else I feel I should be doing like walking Enzo the Dog watching the latest episode of *Wheeler Dealers* or just drinking a beer. *C'est la vie!*

I watched the XE reveal on 8 September, or at least part of it. It was a three-hour event simulcast on the Jaguar Web Site and it was nothing if not over-the-top. Movie stars, rock stars, TV personalities and numerous Jaguar VIP's were shown in various stages of glitter and glam. Interviews were had, songs were sung and videos were shown. One video even showed the new XE being airlifted by helicopter over London at dusk (supposedly) to the unveiling at Earls Court and then escorted by two MKII police cars. *Holy inspector Morse, Batman!* (I have it on good authority that the helicopter sequence was, in-fact, completed several days prior.) At least the reveal settled my mind about how the rear end of the XE was going to look. Some of the early "spy photos" showed truncated boot à-la the Alfa Romeo Milano/75. Fortunately, that is not the case and the car is very well done and proportioned, maintaining Ian Callum's latest trends in Jaguar styling which began with the XF in 2007. We won't see it here until 2016, which by that time I may just be ready to trade in my XF *Supercharged* (or not, if a slightly used F-Type comes along at about the same price point).

As you will see from the story on Page 9, XKE prices have gone completely insane. The fact that the car in the article, as good as it is, didn't even have the original color (colour) interior or top material is more proof of the lunacy of it all. Yes, it's an early Series I with exterior bonnet latches and yes it is restored to a level never known to the workers at Brown's Lane; however, it just moves the bar on the entire range of E-Type to a level where as much as I have always wanted one, the prospect is growing ever more dim. When rusted-out Series II/III basket cases w/automatic are starting at around \$25,000 the market is too hot for my meager wallet. Hell, I remember when V-12 E-Types were all the rage and people were paying what I thought was the stupid sum of \$25,000 for a nice one. How I long for those days to return. The truly amazing thing is how the values have been rising in the face of the recent economic unpleasantness (re: meltdown) and continue unabated at a rate far exceeding any other "investment vehicle" (pun intended) I am aware of. Maybe that's my error. I've never looked at a car, even a collectable as an investment. I wanted one because I like it as a car, for its handling, styling and performance, or as Sir William would state: "*Grace...Space...Pace*". Of course, if someone out there has a project, derelict or even a "runner" XKE, regardless of series or equipment, which they are willing to part with for a *reasonable* sum, please drop me a line. I need an undertaking to keep me out of Avril's hair once retirement begins in the next couple of years. Otherwise, I'll have to revert to my childhood and begin to build plastic models of the car I always *knew* I would own once I finally grew up. Wait a minute... I think I just figured out the problem...

If you don't know where you're going, any road will take you there. -Ed.



GRAB THE KEYS

Oct 3-4

SVBCC 3rd Annual
British Car Show
Ridgeview Park
600 Northgate Ave.
Waynesboro, VA 22980
[Mark Brown](#)
434-295-3196

Oct 5

North Georgia JC
Concours d'Elegance
Chattahoochee Country Club
Gainesville, GA
[Chris Englehorn](#)

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/>

Oct 18

Air & Auto Classic 5
Military Air Museum
Virginia Beach, VA
<http://www.fsrpca.org/>

Oct 18

Vale Club Fair
11 am - 3 pm
Oakton, VA
[Ron Mitchell](#)

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 1

Touring Jora 2014
Catawba Meadows, NC
David Deal 828-433-4477
ddeal@gmail.com
<http://touringjoara.org>

Nov 2

The Williamsburg Jaguar
Gathering (Event)
Merchants Square,
Williamsburg, VA
Larry Emmons
larry@virginiamotoring.com

Nov 9

Dan Ligas Memorial Jag Fest
Sun-Coast Jaguar Club
St. Petersburg, FL
<http://www.suncoastjaguarclub.com>

Dec ??? (TBD)

VJC Annual Holiday Party
(Event)
TBD

Feb 2015 (TBD)

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

Mar 20-21 2015*

JCNA 2014 AGM
Philadelphia, PA
www.jcna.com/aggm/

May 23, 2015*

Susquehanna Valley JC
Concours d'Elegance
Sunset Lane Park
York, PA
Dave M. Hershey
717-792-5271

Sep 17-20, 2015* (Tentative)

2015 Challenge
Championship
Elkhart Lake, Wisconsin
[Mike Korneli](#)



* = 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.



VJC CONCOURS







WE'RE IN BUSINESS!



STATE CORPORATION COMMISSION

Richmond, July 24, 2014

This is to certify that the certificate of incorporation of

Virginia Jaguar Club, Inc.

was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: July 24, 2014



State Corporation Commission

Attest:

Joel H. Heck
Clerk of the Commission

CIS0313



The \$528,000 E-Type

I'm not going to delve into the history of the Jaguar XKE (E-Type) at this juncture, because if you are a member of this Club and are reading this newsletter, you undoubtedly know the provenance of the type and are aware of the skyrocketing prices of late. Well, here is a new benchmark. The following is an excerpt from Gooding & Company's press release about this magnificent automobile.

"According to the Jaguar Daimler Heritage Trust (JDHT), 875038 was dispatched from the factory on June 20, 1961, and shipped to California, where it was sold to San Bernardino resident Mr. Wikof. It is understood that this early E-Type has been a California resident from new, and it has been owned by two of the Golden State's most respected Jaguar collectors: Mark Miller and Lee Smith.

During the mid-2000s, Mr. Smith commissioned Jaguar expert Dave Ferguson of Images European in Campbell, California, to perform a complete restoration of this important E-Type. At this time, the bodywork was stripped to bare metal and refinished in the correct Dark Opalescent Green. Mr. Smith greatly admired the car's refinished body, so much so that he kept it on its jig and stored it under cover at his home.

Circa 2010, the consignor acquired the E-Type from Mr. Smith. From there, the restoration resumed at Images European in spring 2012 and progressed to completion in May 2013. Due to its early-production status, 875038 was treated as a historical artifact, with its numerous interesting and unique characteristics, many found only among the first 50 cars built, carefully preserved or painstakingly restored for posterity.



Image copyright and courtesy of Gooding & Company. Photo by Brian Henniker

During the restoration process, the paint finish was color-sanded and polished, rare NOS parts were sourced, the cockpit was restored with the correct Suede Grey upholstery, and all chrome brightwork was triple-plated. Star Machine in Oakland rebuilt the engine; British Motorsports refurbished the gearbox; and Images European restored the independent rear suspension, installed the wiring, and completed the final assembly (*continued next page*)



process. The sole deviation from factory specification is the use of a black convertible top rather than the original French Grey material.

Following completion, Mr. Ferguson, who is a longstanding JCNA concours judge and Jaguar Association Group chief judge, scrutinized the E-Type to ensure authenticity in every detail.

Beautifully restored and meticulously prepared by a respected marque specialist, 875038 is accompanied by a JDHT certificate and desirably outfitted with a fully restored hard top, a rare spare-tire-mounted tool kit, and an owner's manual.

As offered, this significant Jaguar has covered approximately 40 test miles, and it has not yet been exhibited or judged at a concours event, providing an exceptional opportunity for the new owner. With outstanding provenance and the most desirable factory specifications, this E-Type Roadster is unquestionably one of the earliest, finest, and rarest extant." - *Courtesy of Gooding & Co.*

With an estimate price of \$300,000 - \$400,000, this XKE sold at Gooding & Company's auction at Pebble Beach in August for \$528,000. You can see more details [here](#) on the Gooding & Company web site.

A TREATISE ON THE IMPORTANCE OF SMOKE BY JOSEPH LUCAS

Positive ground depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing. For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions. The logic is elementary and inescapable!

The function of the wiring harness is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterward. Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly wires.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defense secrets. Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components - especially British units manufactured by Joseph Lucas, Ltd.

"A gentleman does not motor about after dark." *Joseph Lucas (1842 - 1903)*

Have you inadvertently let the smoke out of the wires on your Jaguar ?

This, then, is the solution to your problem!

NOS LUCAS REPLACEMENT WIRING HARNESS SMOKE KIT (As seen on eBay...) *(continued next page)*



Here is presented for your perusal one Lucas Replacement Wiring Harness Smoke kit, P/N 530433, along with the very rare Churchill Tool 18G548BS adapter tube and metering valve. These kits were supplied surreptitiously to Lucas factory technicians as a trouble-shooting and repair aid for the rectification of chronic electrical problems on a

plethora of British cars. The smoke is metered, through the fuse box, into the circuit which has released its original smoke until the leak is located and repaired. The affected circuit is then rectified and the replacement smoke re-introduced. An advantage over the cheap repro smoke kits currently available is the exceptionally rare Churchill metering valve and fuse box adapter. It enables the intrepid and highly skilled British Car Technician to meter the precise amount of genuine Lucas smoke required by the circuit.

Unlike the cheap, far-eastern replacement DIY smoke offered by the "usual suppliers", this kit includes a filter to ensure that all the smoke is of consistent size, It has been our experience in our shop that the reproduction Taiwanese smoke is often "lumpy", which will cause excessive resistance in our finely-engineered British harnesses and components. This is often the cause of failure in the repro electrical parts currently available, causing much consternation and misplaced cursing of the big three suppliers. These kits have long been the secret weapon of the "Ultimate Authorities" in the trade, and this may be the last one available. Be forewarned, though, that it is not applicable to any British vehicle built after the use of bullet connectors.

This Genuine Factory Authorized kit contains enough smoke to recharge the entire window circuit on a 420 Jaguar, and my dear friend and advisor George Wolf of British Auto Specialty assures me that he can replace ALL the smoke in a W&F Barrett All-Weather Invalid Car (147 CC) with enough left over to test a whole box of Wind-Tone horns for escaped smoke. How much more of an endorsement do you need?

More, you say? Well, I once let the smoke out of the overdrive wiring on my friend Roger Hankey's TR3B, and was able to drive over 200 miles home from The Roadster Factory Summer Party by carefully introducing smoke into the failed circuit WITHOUT even properly repairing the leak. Another friend, Richard Stephenson, was able to repair the cooling fan circuit of his Series 1 E-type by merely replacing a fuse and injecting a small quantity of smoke back into the wires. So there! So, if you're troubled by lost smoke, bid early and bid often! Thanks for looking!

*[According to the British Columbia Triumph Registry web-site, it is believed that this item and auction was created by Craig Bolton, of Autodynamics in Belington, WV. Craig adds: "I have one confession to make - The unit was not actually destroyed. It's currently in Atlanta, serving as a trickle-replenisher to **keep the electrics going on Stacey Schepens' Lotus Twin Cam - Morgan race car.** One George Wolf purloined the thing from our display case at Import Carlisle and spirited it south so he could use the time he normally spent hooking up the battery charger for drinking beer and exaggerating his importance." Ed.]* (continued next page)

**Questions & Answers (Extracts)**

Q: Maybe you can help me. I have an old generator that I have suspected of having a metaphysical ozone leak for several years. It's one of those things I feel I know to be true but cannot prove. Anyway, through an ingenious marriage of a Sharper Image Ionic Breeze air purifier and a breast milk pump, (by the way, both were obtained on eBay) I have devised a way to recharge the ozone that I can smell leaking from the generator. But, you guessed it, when I disconnect the wiring to introduce the replacement ozone I invariably cause a smoke leak. Do you think there is a way to mate our two machines in such a way that I could "kill two birds with a single stone" – if you will.

A: That's just wrong. (And what do you have against birds??)

Q: I note that you are also selling genuine Lucas wiring on another site. Are the wires intact or has the smoke already been depleted? If they are still unmolested, it would seem that they would provide a most convenient source for instant replenishment of the Lucas smoke canister. I know a variant of Lucas smoke may be obtained by marinating discarded Dunlop Bias (not radial and not steel-belted) tires in tar top battery acid, placing the tires in a large sealed zinc-plated container together with the now-depleted tar-top batteries. The container, may be set alight from underside. Insertion of a spiral copper tube into the top of the container will result in the production of a very high density liquid condensate of smoke which I understand has an unlimited shelf life. Under no conditions should this condensate be ingested.

A: I learned at the Walter Mitty this year that the heating process can be expedited by setting alight a VW Beetle (early) magnesium engine block.

Q: Is this the type of smoke one would use to blow up someone's arse? If so, I'll bid. I'm running low.

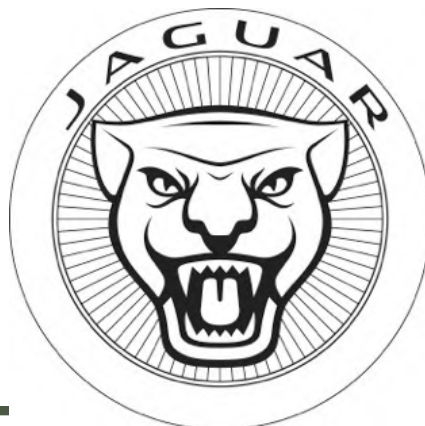
A: It seems the British motor trade did that for decades, so this must be the same stuff.

Q: I'm afraid you've become trapped in a classic Joseph Heller conundrum. You assert that this is an authentic Lucas part and offer substantial testimony that it works and is effective in many applications. It would seem impossible that it could work and also be a genuine Lucas product.

A: This is known as the Nuffield Paradox. It can't be helped. It is the reason BL finally adopted a clenching sphincter as their corporate logo.

Q: I'm a little skeptical about this being a genuine Lucas product... If it were real, wouldn't it be leaking?

A: See the discussion of the Nuffield Paradox belong. This ground has been covered already. - The End





PHIL POPHAM



Phil Popham joined Land Rover in 1988 and is currently Group Marketing Director Jaguar Land Rover, a position he assumed in October 2013, previously serving as Director Group Sales Operations. He reports directly to Jaguar Land Rover Chief Executive Officer, Dr Ralf Speth. In his current role, Mr. Popham is responsible for all global marketing activity on both the Jaguar and Land Rover brands and encapsulates brand positioning; current and future product planning; marketing

communications; brand experience strategies and supporting future growth. Since taking director positions with the company, JLR have seen unprecedented growth, record sales and a plethora of new models.

Phil Popham was born in 1965 in Redditch, Worcestershire, England, and graduated with honors from the University of Aston, Birmingham with a BSc in Management.

Mr. Popham initially joined Land Rover as a graduate trainee and later served Marketing Director for South Africa in 1998 & 1999. He then moved to Land Rover North America where he became Vice President of Marketing.

He briefly left Land Rover to become Head of Operations, Volkswagen Commercial Vehicles from 1999 to 2001, before returning as Land Rover's UK Sales Director. Two years later he was promoted to Managing Director Jaguar and Land Rover (UK). A further promotion to Director of Global Operations for Land Rover followed in February 2006, and yet again another promotion followed six months later to the Land Rover Managing Director role.

Having served through Land Rover's and Jaguar's various different corporate head-sheds, from BMW to Ford to Tata, Phil Popham stated Land Rover's success is self-sustaining, saying: "we are in the middle of a sales phenomenon..." He added: "We are solidly in the black, very profitable and the future looks extremely bright for the brand."

Phil Popham lives in Warwickshire, is married with two children. He is a keen supporter of West Bromwich Albion Football Club. *Go Baggies!*

- Information derived from JLR and other sources. Photo courtesy JLR.

-Ed.



JAGUAR



VJC CONCOURS (cont.)

Before posting the results of the VJC Concours, all scores must be reviewed, certified and submitted to the JCNA. This quite naturally takes some time, therefore, final results will appear in the November issue of LT. That said, I can safely announce (I think) that Julian Brosseau's absolutely stunning 1960 Jaguar MV Drophead Coupé won Best-in-Show. In the meantime, enjoy some more pictures.



Julian receiving his due.



Julian's drop-dead Drophead





IAN CALLUM'S 2014 MKII

A unique Jaguar Mark II redesigned by Ian Callum, Director of Design at Jaguar Cars (speaker at the VJC hosted 2013 JCNA Challenge Championship), and reengineered by leading restorers Classic Motor Cars Limited (CMC) was unveiled at the opening of the company's new headquarters in Bridgnorth, Shropshire, UK.

The building was officially opened by motorcycle and Formula One Grand Prix world champion John Surtees OBE and the car was unveiled by Jaguar's legendary test driver Norman Dewis.

CMC's new building complex is one of the biggest of its kind in the UK. Fitted out to the highest standards and with new paint and trim shops, it provides some 40,000 square feet of production space, allowing CMC to cover every aspect of a car's restoration in-house, except for chrome plating. Another 24,000 square feet is provided for bespoke classic car storage.

This exciting 18 month joint project between Ian Callum and CMC has endeavoured to retain the integrity of the original Mark II, whilst making it even more exciting in shape and performance.

Ian Callum said: "This is a very personal statement. A long held notion that, although the Mark II has always been a beautiful car, it could be even more exciting in shape and performance. Whilst maintaining the purity of the car's form, I wanted to add a number of modern twists to the design. Simplification and clarity was my objective."

The car was redesigned by Ian for his own personal use and, working with CMC's engineers, it now boasts a huge number of aesthetic and technical modifications that make this a practical, reliable, enjoyable and exciting everyday vehicle.

Featuring a modified and uprated 4.3 litre XK engine, 5-speed manual gearbox, unique independent rear suspension and upgraded front brakes, the Mark 2 by Callum provides an intuitive driving experience.

Commenting on the specifications, Ian said: "The stance of the Mark II is already excellent, but I wished to make it even better. The car's form is now 30mm lower and sits on 17" split rim spoke wheels. The bumpers are now part of the overall form. It is a fine balance of extracting and adding. "I have always loved traditional louvres as seen on many older race cars. Four louvres appear on the side of the car to add to that sense of power and 'something different'. Of course they had to work, so they have been designed in a low-pressure area for a better internal airflow from the modified engine."

The suspension was designed and reengineered by CMC. The front incorporates a bespoke power assisted rack, uprated coil springs, roll bar and wishbone bushes, adjustable dampers and solid subframe mountings, repositioned to improve anti-dive characteristics. The unique independent rear suspension now includes uprated coil springs, blade control wishbones, outboard disc brakes, an anti-roll bar and adjustable dampers.

(continued next page)





The car is fitted with Clarion's NZ502E single DIN multimedia station, a high technology in car entertainment system with a 16cm flip-out touch screen, amongst other features, and component loudspeakers in specially-designed housings. The cabling is provided by VDC Trading, as used in the world's top recording and mastering studios, such as Abbey Road.

Peter Neumark, Chairman of CMC, said: "The wide-ranging list of modifications in the Mark 2 shows just how much design and engineering development has gone into this venture from the original car. To be chosen by Ian Callum to work with him on his project is a testament to the skills and passion that exist within our business, and is something that CMC are immensely proud of."

Ian said: "Every time I go to CMC it excites me to see so many wonderful machines being worked on with passion. I always leave feeling a much happier person."

John Surtees OBE said: "I have long admired the designs of Ian Callum, to be present at the unveiling of Ian's personally redesigned and updated Jaguar Mark II is a privilege, and I am honoured to be officially opening the premises that have made this extraordinary project possible."

Norman Dewis said: "I have been associated with Jaguar for more than 60 years and was their Chief Development Test Engineer for 33 years. I have always been excited to work with them and over the years I have come to know and respect the work that CMC have carried out restoring Jaguar's heritage. Mark II by Callum is something special and I was delighted when I was asked to unveil the car. It is something that both Ian Callum and CMC should be very proud of." You can watch a video of the car in motion with Ian's commentary here: <http://youtu.be/da6YFvi4R6w>

CMC and Ian Callum would like to thank Clarion, Royal Air Force Museum Cosford, Severn Valley Railway and VDC Trading.
- Courtesy Jaguar



HERE ARE A FEW GREAT VIDEOS FOR YOUR VIEWING PLEASURE

<https://www.youtube.com/watch?v=dx6cAxqXjvM>

<https://www.youtube.com/watch?v=N4CUNky3o8o>

<https://www.youtube.com/watch?v=IKJPFrNO344>

(Sorry for the attached low-class adverts leading these videos)



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.

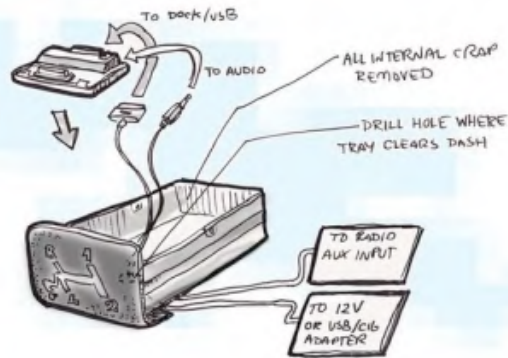
Synonyms

- **botch job**



I have no idea if this really works, but it sounds intriguing, especially if you get to “source” the stocking directly from a willing donor. That said, if your fan belt is broken it’s probably best to call AAA or your preferred garage and be towed to the workshop. But if you’re in a situation where calling your nearest garage is not an option (and willing to take the risk) then you can replace a broken fan belt with stockings for a temporary fix. This may be more difficult in newer cars with numerous other components in the way.

Believe it or not, there was a time when Jaguars did not come with iPhone connect kits, *Bluetooth*® or numerous USB charging ports. If you wish to drag your MKII or XJ-S into the future then try this seemingly simple, yet overly complex and troublesome method of getting connected. I would suggest; however, you at least first clean out the ashtray before proceeding.



Don't have a Garage Mahal? Do you share your garage with all and sundry? Do lawnmowers, motorcycles, bicycles and old Jag-bits limit your parking so you constantly bash your freshly painted door into your freshly painted garage wall? Then here is a cheap and effective way to stop having to worry about how close your door is to the wall when getting in and out of your car, depending, of course, on your personal bulk. Cut a pool noodle in half and either glue, nail or bolt the tube at the specific height your door meets the wall. No more bashed doors or dented wallboard.

These bodes were unashamedly stolen from <http://www.motoringabout.com/26-car-hacks-that-actually-work/>



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.

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

JCNA Regional Director elections are in progress. Each Regional Director serves for two years and you can only vote for one director who will represent your (our) region. We have two candidates, David Hayden of the Carolina Jaguar Club and Andy Dowd of the Smoky Mountain Jaguar Club running to represent the Southwest Region. You can read their candidate statements in the September-October issue of *Jaguar Journal*, which received. A return ballot was as well. All ballots must be eligible. If you have call 1-888-CLUBJAG or email dkennedy@jcna.com, for a

you should have already included in the *Journal* mailing returned by 15 December to misplaced your ballot, please Deanie Kennedy: replacement.



The 2015 Challenge Wisconsin Jaguars, Ltd., have planning the event for the in the third weekend of are to follow as they become

Championship is ON! taken the reins and are Elkhart Lake area of Wisconsin September, 2015. More details available.

THE SPY WHO LOVED ME

Our friends at Autoblog have come across some “spy shots” of the latest XF. The latest version of Jaguar’s mid-size car is expected to be all new, leaving its S-Type/Lincoln MK-whatever roots in the dust. Moving to the all-aluminum iQ A1 platform shared with the new XE the new XF promises to be lighter and thus more agile, while providing better performance than the current model on just a smidgen of petrol. Diesel versions are assured, although maybe not over here and a hybrid version is a distinct possibility. The “spy shots” don’t display a radical styling deviation from the current model and I would fully expect the shape to continue Ian’s* view of what Jaguars should look like. Expect the 4-cyl and 6-cyl+SC to continue as well as the V8 laden, Bimmer squashing, XFR and XFR-S. Kind of brings a whole new meaning to the saying “Here kitty, kitty... You can see more “spy shots” and read a *professional* journalist’s opinion here on [Autoblog](http://Autoblog.com). All “spy photos” courtesy of Autoblog.com.

**No, Ian Callum and I are not on a first name basis. I’m simply taking familiar liberties. - Ed.*





The Club is still looking for an Event Chairperson to help organize, track and publish the event schedule. This does not mean you will stage the events, but simply coordinate and help produce the schedule. This very important position should only take about an hour of your your time each month.

If your are interested in supporting the membership and giving back to Your Club then please contact il Presidente, David Harrison at 804-784-4601 or email: davidmharrison2003@yahoo.com.

The reward of knowing you are supporting your fellow enthusiasts pursue their passion for Jaguar cars is priceless.

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 or fill in and return the membership application on the following page.

Visit us online at: www.vajaguarclub.com

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.

You can view download this and previous issues of Lyons Tales at: www.lyonstales.com

SUBMISSION DEADLINE

15th of the month preceding the issue month, i.e.:
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:

New Members:



Virginia Jaguar Club - Membership

Please complete this form and present it at a meeting or mail to:
Virginia Jaguar Club, 116 Poseidon Drive, Newport News, VA 23602

Check One: [] New [] Renewal

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City: _____ **State:** _____ **Zip:** _____

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E-Mail Address: _____

Jaguar #1: Year _____ Model _____ Body Style _____

Jaguar #2: Year _____ Model _____ Body Style _____

Jaguar #3: Year _____ Model _____ Body Style _____

I am interested and/or are willing to assist with (check all that apply):

[] Car Shows [] Rallies [] Racing [] Club Administration [] Newsletter [] Web Site

Type of Membership:

[] Annual Membership (January – December): \$52.00 ***

[] Half Year Membership (July – December): \$40.00 ***

[] Annual Young Enthusiast (25 Years or Less) Membership (January – December): \$35.00 ***

[] Half Year Young Enthusiast (25 Years or Less) Membership (July – December): \$28.00 ***

[] Club Membership for Active JCNA Member (Club Membership Only): \$30.00

*** Includes JCNA Membership

(Memberships Include Spouse/S.O. All Memberships Expire on December 31st)

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Please, make checks payable to "Virginia Jaguar Club"



Lyons Tales is the official publication of The Virginia Jaguar Club

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ANY ROAD UP



DISCLAIMER: *Lyons Tales'* purpose is to disseminate news, technical information and superfluous minutiae related to **Jaguar** automobiles. Any maintenance technique, modification or *bodge* published in *Lyons Tales* should be weighed against conventional, traditional, and generally archaic maintenance practices and procedures established by *HRH Prince of Wales*. *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*). Astute owners should consider possible techniques or modifications in light of common sense (*oh boy!*) 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 imbecilic and should not be attempted. This publication and this organization will not assume any liability for such consequences. So there.

P.S. This month, in lieu of facts and helpful technical tips, we decided to provide you with more meaningless dribble instead.
- Editor

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