

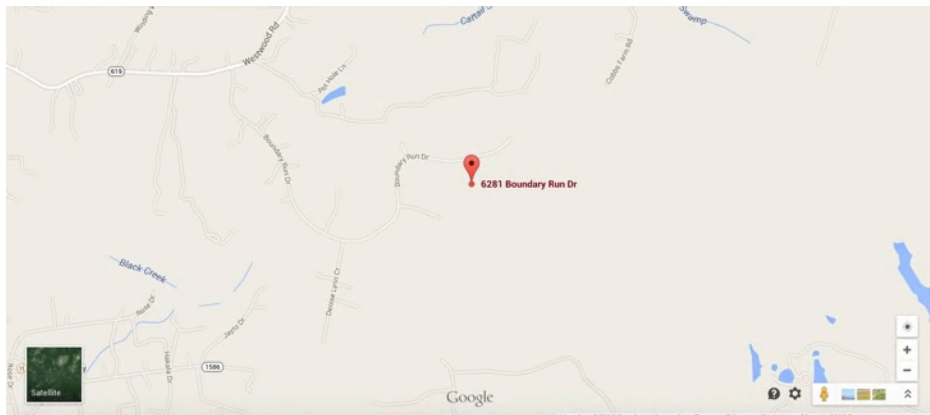


LYONS TALES

VJC KICKOFF - 2015



Join us at for the Virginia Jaguar Club's 2015 Kickoff Meeting to be held at Bruce and Marian Murff's home on 17 January from 11:00 am til? Earlier (10:00-ish) for coffee and tire-kicking is good as well. The address is: 6281 Boundary Run Dr., Mechanicsville, VA 23111



Contents

- 1 - KICKOFF
- 2 - LYONS ROAR
- 3 - VEEP VIEWS
- 4 - OUT ON A LIMB
- 5 - FINANCES
- 6 - GRAB THE KEYS
- 7 - NORM!
- 8 - THE JOY OF SIX
- 9 - BRIAN LISTER
- 11 - LENO'S JAG
- 14 - ALL NEW XF
- 15 - NEW YEAR - NEW JAG!
- 16 - SPOTTED!
- 17 - JAGUAR RACING?
- 18 - BODGER'S CORNER
- 19 - MEMBERSHIP
- 20 - THE APP
- 21 - JCNA NEWS
- 22 - FOUNDATION
- 23 - CLUB OFFICERS
- 24 - ANY ROAD UP



JAGUAR



LYON'S ROAR

I hope everyone has enjoyed a safe and happy Holiday and New Year.

Here's a suggestion. Get into the spirit of the 2015 Jaguar season and attend the VJC 2015 kickoff meeting on Saturday January 17. This will be a combined garage tour, social event, nosh and business meeting, something for everyone. There are some key issues including officer elections, our new bylaws, financial status, possible and probable 2015 events etc. Your hard working VJC officers will have a virtual meeting prior to, to ensure a productive and relevant agenda.



Bruce and Marian Murff have once again graciously volunteered to host this ever-popular and traditional VJC event at their home at 6821 Boundary Run Drive, Mechanicsville 23111. In Bruce's garage are some interesting projects, his Series 2 E-Type roadster restoration, the rare Daimler Double Twelve, an XJ-SC cabriolet, an XJS and other neat stuff. Tire kicking will commence at 10 am. Marian will no doubt have snacks, coffee and a warm house for those sensible enough to avoid a chilly garage. After the meeting we will convoy to a local restaurant for lunch.

Looking back, the VJC has come a long way in 2014, with a new website, a fresh newsletter, updated bylaws, legal incorporation, our annual Concours, strong finances, and I hope some fun times and plenty of Jaguarian fellowship. Thanks to all who have made this possible? Here to more fun and fellowship in 2015!

On a personal note, I would like to thank those who sent condolences on the recent passing of my Mother who came within a month of achieving her 100th birthday.

Loyal Jaguarian Regards,
David Harrison, VJC President

Ex VJC First Lady carriage, 1997 XJ6. White/tan, 120k, usual goodies including bun-warmers and backup alarm. Regularly used, recent inspection. Needs a front left shock bush. Cup holder also needs to be replaced or repaired. Not Concours but has been reliable in 4 years of ownership. \$3000 obo. Phone: 804-748-4601 Email: davidmharrison2003@yahoo.com



VEEP VIEWS



Well, here it is Marketing Season December 2014, and 2015 is just a few days forthcoming. December has been a commuting, hibernating and with some rejuvenating days. Two weeks were hectic with FAA medical (License renewal) paperwork coordination among Dr's offices.

Camellia has participated in two Art Markets in Baltimore, and I have been 'the Schlepper'. So... this month I've mostly focused on final winter preparation, reading some interesting historical fiction books, monitoring the adventures of other club members, i.e., (Mr & Mrs. Prez). I did get a few flights in the Commander in for engine

health, and the past few days have revised the XJ12C fuel injection wiring while working on the Camp Camellia truck mascot's brake system.

Trust, as appropriate club members have had a Happy Channukah, a Joyous Season, a Merry, Merry Christmas, surviving the marketing overload, and maybe caught a few 'deals' to be ready for 2015. Looking forward to our gathering at The Murffs on 17 January.

Regards,
Sherman Staffel
VJC Vice President



Jaguar's new Design & Research Centre in Portland, Oregon



OUT ON A LIMB



Welcome 2015 in what promises to be a gangbuster of a year for Jaguar. New plants in Wolverhampton (*engines*), Solihull (*XE*) and one in Changshu, China (*XE*), along with a new design and research center (centre) in Portland, Oregon (*“infotainment”*), will be up and running. The new *XE* will begin deliveries to customers in the UK and Europe this year and the latest iteration of the *XF* (*page 14*) will debut at the New York Auto Show in April. We can also expect a pre-production version of Jaguar’s new SUV, a.k.a “Sport Crossover” (*page 16*) to show up at one of the major shows in light of the rumors of a production start date in 2016.

As far as the JCNA is concerned, the AGM is set for 20-21 March in Philadelphia and the 2015 Challenge Championship will be in Elkhart Lake, Wisconsin in September.

Our own VJC planning meeting on 17 January at Bruce and Marian Murff’s house will flush out a schedule of events for the year, albeit, we have our first “event” scheduled for 21 February at *Sportscar Workshops* in Richmond (*See Grab the Keys on page 6 for details*). All members are encouraged to attend. We will be addressing new officer elections at this meeting as well.

Speaking of events, the Club has been looking for someone to step up to the plate and serve as an Events Coordinator for quite some time now. This position does not mean organizing, planning and implementing every VJC event. The job description can include as much or as little as you like, but the gist of it is we need someone to keep the schedule of events up to date, update the web site (*with the help of our esteemed Dr. David Glick*) and send out timely reminders to the membership, via our *Googlegroups* email. We have about 7-8 people doing most of the work for the Club, which equates to something less than roughly 10% of the membership carrying the load. This is your club too, so take a moment and contribute a little bit of your time and a wee bit of your immense talent to help your fellow Virginia Jaguar enthusiasts. Please contact David Harrison at: 804-748-4601, or: davidmharrison2003@yahoo.com if you wish to be of service.

Looking back, 2014 was no slouch either. We became more “official”, if you will, when our most efficient Bill Sihler took on the task of incorporating the VJC in the State of Virginia. No quick or easy task, that. In addition, David Glick took the reins of the web site production and management from our esteemed founder and long-time do-everything’er, Wayne Estrada. I, of course, took on the task of the newsletter back in April, and I hope I’ve been able to provide an entertaining and informative tome over the past eight months. It’s not all me, as certainly we been the beneficiary of many stories from our esteemed members, including David Harrison, Sherman Staffel, Ron Mitchell, David Glick, Bill Sihler, Greg Glassner and George Parker among others.

If you wish to contribute a story or photos to an upcoming issue then please send them to bradpurvis@mac.com. It doesn’t matter if you’ve been a member for a day or for 20 years, send your thoughts, ideas, pictures and stories on. Don’t worry about formatting, spelling, punctuation or all the other myriad of writing pot holes. I’ll make it all look good.

Avril and I wish all of you a very happy and prosperous New Year. We’ll see you around the next corner and remember... *“If you don’t know where you’re going, any road will take you there.”*

Cheers!

Brad Purvis, Editor



VJC TREASURERS REPORT

Treasurer's Report

August 4 – December 8, 2014

Transferred from VJC	\$15,020.00
Membership revenue	\$631.00
Less: JCNA membership fees	\$352.50
Net membership fees	\$278.00
Concours fees	\$361.90
Concours costs	(\$1,809.39)
Net concours costs	(\$1,447.49)
Bank charges*	(\$75.81)
Balance in account	\$13,775.20

*Bank charges for checks and deposit slips. Apparently no monthly fee.

Note: JCNA fees not yet billed are due on some membership revenue.

Respectfully submitted,
Bill Sihler



Jaguar xj, 1975





GRAB THE KEYS

Jan 17, 2015

VJC 2015 Kickoff Meeting

11:00 am 'til ?

Bruce & Marian Murff's
Home6281 Boundary Run Dr.
Mechanicsville, VA 23111

David Harrison

davidmharrison2003@yahoo.com**Feb 21, 2015** (Event)

Sportscar Workshops

1210 Myers St.

Richmond, VA 23230

David Harrison

davidmharrison2003@yahoo.com**Mar 12-15 2015**

Amelia Island Concours

d'Elegance

Amelia Island, FL

<https://www.ameliaconcours.org>**Mar 20-21 2015***

JCNA 2014 AGM

Philadelphia, PA

www.jcna.com/agm/**Apr 11, 2015**

16th Annual Williamsburg

British & European Car Show

Chickahominy Riverfront

Park, 1350 John Tyler Hwy

Williamsburg, VA 23185

www.wmbgbrit.com

Roy Gavilan

757-637-5902

rgmgb65@hotmail.com**May 23, 2015***

Susquehanna Valley JC

Concours d'Elegance

Sunset Lane Park

York, PA

Dave M. Hershey

717-792-5271

Jun 5-6, 2015

Moss Motors Motorfest

25651 Simpson Rd.

Petersburg, VA 23803

David Harrison

davidmharrison2003@yahoo.com**Jul 16-19, 2015***

Carolina Jaguar Club

Head for the Mountains!

Concours d'Elegance

Little Switzerland, NC

Greg Gaylard

919-270-1406

bktlist@gmail.com**Sep 16-20, 2015***

2015 Challenge

Championship

Elkhart Lake, Wisconsin

John Boswell

414-840-1317

Sep 18-19, 2015*

Smokey Mountain JC

Great British Car Show &

Concours d'Elegance

General Morgan Inn

Greenville, TN

Gary Cobblee

865-689-1349

glic100850@aol.com**Oct 3, 2015**

Touring Joara

Morganton, NC

David Deal

ddeal203@gmail.com

John Hauser

healeyhauser@gmail.com<http://touringjoara.org>**Oct 11, 2015***

North Georgia Jaguar Club

Concours d'Elegance

Chattahoochee Country Club

Gainesville, GA

John Hoffman

770-992-2856

2hoffs@att.net

* = 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.



A Chat with Norman

Norman Dewis is the last of the Jaguar greats from the team Bill Lyons led in the fabulous fifties and sixties. At the age of 94 he is still spry and fit, and represents Jaguar at motoring events all over the world. For those new to the VJC, he was our VIP guest when the VJC hosted the JCNA AGM in 2011 and was most gracious and approachable. He took time off from his busy worldwide schedule of events to celebrate the 50th anniversary of the E-type to be with the VJC, a great honour.

Una and Sara and I visited him in his charming, memorabilia-filled cottage a couple of weeks ago. He is incredibly spry and fit at the age of 94 and travels constantly. He had just been informed that he will be honoured with an OBE (Order of the British Empire) and will be invested by the Queen at Buckingham Palace early next year. A long overdue recognition. He already has a busy calendar for 2015, Geneva in the spring, Pebble Beach in the summer with Sterling Moss, Arizona in the fall with the C/D Rally, annually organised by Terry Larsen. Strangely, he has never been to the Amelia Island Concours or the Hilton Head Concours, I'm hoping I can help him fill this hole in his bucket list.

Norm is full of fascinating stories. His famous crash of the XJ 13 prototype at the MIRA track in Jan 1971 is well known. Less well known is that Norm had lusted to drive the XJ 13 ever since it was stored for many months, undriven, under a cover in a corner of the Jaguar factory. Bill Lyons had given strict orders that the car was not to be touched. One Sunday when the "Old Man" was out of town, Norm and a few likeminded enthusiasts smuggled it out of the factory, and Norm took it round the MIRA test track for a few satisfying laps. The car was then quietly returned. However, Bill Lyons kept at eye on his factory even when he was out of town. When Norm got to work on Monday morning he was ordered to report immediately to the "Old Man". Norm endured a tremendous dressing down and was sure he was going to be fired. That is, until Bill Lyons paused, and asked, "Well, how did it go?"

A more amusing story was the driver's celebration right after the 1954 Le Mans. Norm, Stirling Moss, John Cooper, Mike Hawthorne and some others went to an exotic nightclub for a few drinks and the show. The climax of the show was a fan dance by a sexy nude dancer. She handled the fans so skillfully that the lads only got an occasional peep. John Cooper got close and lit one of her fans with his cigarette lighter. She screamed, dropped both her fans, the lads got a good view of the Full Monte, and were then thrown out.

Norm's book, which recounts his amazing career, is available at the JCNA bookstore. It is a tremendous read, is signed by the author and a bargain. Highly recommended as a tribute a great engineer, driver and Jaguar enthusiast.



- David Harrison



THE JOY OF SIX

The X300 series represent the culmination of the classic Lyons-inspired six cylinder saloons. They are inexpensive and reliable, and have the classic Jaguar presence which still gets you respect at the Golf Club. So when a gent brought over an immaculate 1997 Jade Green XJ6 in showroom condition, I had to buy it for Una. She needed something to cheer her up after a tough 2014.

The car has 94K on the clock but looks and drives like new. These cars are really incredible value if they have been looked after, as this one clearly has. It does create one problem, as we now have the need to sell Una's white 1997 XJ6 with 120K and all the usual bells and whistles including bun-warmers and backup sensors. Contact her at unaharrison@yahoo.com if you have an interest in an VJC ex-First Lady carriage.
- David Harrison



Ex VJC First Lady carriage, 1997 XJ6. White/tan, 120k, usual goodies including bun-warmers and backup alarm. Regularly used, recent inspection. Needs a front left shock bush. Cup holder also needs to be replaced or repaired. Not Concours but has been reliable in 4 years of ownership. \$3000 obo. Phone: 804-748-4601 Email: davidmharrison2003@yahoo.com



BRIAN LISTER 1926-2014

LISTER CARS PAYS TRIBUTE TO FOUNDER BRIAN LISTER 1926-2014

- Lister Cars founder Brian Lister died on December 16th 2014
- Brian was a true racing legend and his passing marks the end of an era
- His famous 1954 Lister 'Knobbly' was the front-engined car to beat in period racing
- Touching interview with TV presenter Quentin Willson recorded on December 8th 2014 can be seen here: <https://www.youtube.com/watch?v=t2MTzTx4Ow>

Brian Lister, who died aged 88 on December 16th, was one of Britain's greatest unsung racing car builders. From its inception in 1954, Lister quickly became a benchmark for the front-engined sports racing car. The Lister 'Knobbly', as it was known, had few competitors.

Brian Horace Lister was born on 12 July 1926. He and his brother Raymond were the two sons of Horace and Nell Lister. Horace had joined the family engineering firm (established by his own father George in 1890) after the Great War and who had himself been trained as an engineer at Brotherwood's in Peterborough, a torpedo manufacturer.

After attending the Perse School in Cambridge, Brian Lister was apprenticed to George Lister and Sons in 1942, completing his training in 1946, when he joined the Royal Air Force for two years of National Service. He chose the RAF for the twin reasons of engineering interest and an enthusiasm for Jazz music: "The RAF had the best bands..." he put it. He became a well-known performer with the drums, having formed a band, the Downbeats, during the war. It was an enthusiasm which never left him.



Brian Lister

Another was the motor car. He had bought his first, a very tired ex-police MG, as soon as he was able, which was swiftly replaced by a Morgan 4/4, followed by a Cooper-MG. Lister rejoined the family firm in 1948.

In post-war Britain motor sport was fashionable and Brian helped to co-found the Cambridge 50 Car Club, another member of which was an oddly diminutive Scot, W.A. 'Archie' Scott Brown. The two men became firm friends and shared a mechanical guru, Donald Moore, who maintained the hard-worked engines on both their cars.

John Tojeiro, in nearby Huntingdon, was a customer of Lister Engineering and Brian Lister bought the second Tojeiro ever built, which he started to enter in sprint events in 1951. He was almost beaten by Scott Brown and on Moore's advice handed the feral car over to him for the rest of its career; his own interest was veering towards being a constructor.



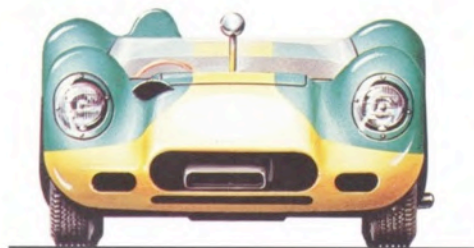
He asked his father to fund the development of a car bearing the family name. Horace assented, and by the Summer of 1953 the project was underway. Brian would build the car, Don Moore would provide an MG engine and Scott Brown would drive it. The car made its debut on April 3, 1954 at Snetterton. It won.

But at the British Empire Trophy race at Oulton Park a week later there was a huge potential setback. Scott Brown was severely disabled; possessed of only one hand and foreshortened legs, he stood only five feet tall. Another competitor protested his entry on safety grounds and his racing license was summarily withdrawn until, on appeal, it was restored two months later. But Lister kept his faith in Scott Brown, engaging other drivers only as long as Archie was unable to drive the car. It was to be one of the most remarkable synergies in sport.

The Lister car evolved rapidly, powered by Bristol and, later, Maserati engines. On the strength of his Lister drives, Scott Brown was retained as a Formula 1 driver for Connaught, which frustrated Lister's own efforts in Formula 2 somewhat. Then, in 1957, the Lister-Jaguar appeared, which drew everyone's attention. That season, out of fourteen races entered, it won twelve, setting either fastest lap or an outright record on each occasion. Unsurprisingly, customers appeared for the next year and the car was put into production for 1958, powered either by a Jaguar engine or, for the American market, a Chevrolet option. Lister was suddenly in the first rank of sports car builders, yet Brian achieved international success with great humility and on a budget much smaller than the major racing teams.

It was at Spa, in May 1958 that the great adventure started to falter; Scott Brown died after a fiery crash and Brian needed persuasion to keep going. He did, but only after some lengthy introspection on his part. He continued, but persistent deaths in motor sport gave him pause for more thought. Finally, in the Summer of 1959, after the deaths of Ivor Bueb and Jean Behra (neither of them in Lister cars) he withdrew from racing completely, supporting existing customers until the effort wound down in the 1960s. His last foray into racing was the preparation of the works Sunbeam Tigers for the 1964 Le Mans race.

He remained actively involved in Lister Engineering, taking it successfully into the field of packaging machine manufacture, and continued with his interest in music, performing publicly as late as 1990. In 2014 the Lister 'Knobbly' was reborn under the stewardship of the Whittaker family and turnkey replicas are now built at the same Lister factory in Cambridgeshire for historic racing. Weeks before he died Brian inspected the first continuation Knobbly built and was delighted that the Lister legend lives on. *(Continued next page)*



1958 Lister-Jaguar

Specification (Lister-Jaguar)

Engine: Jaguar straight-six; 76.5 × 83mm, 2986cc; twin ohc;

Weber carburetors; 254bhp at 6300rpm (see text).

Gearbox: four-speed manual.

Chassis: tubular; front suspension independent by equal-length

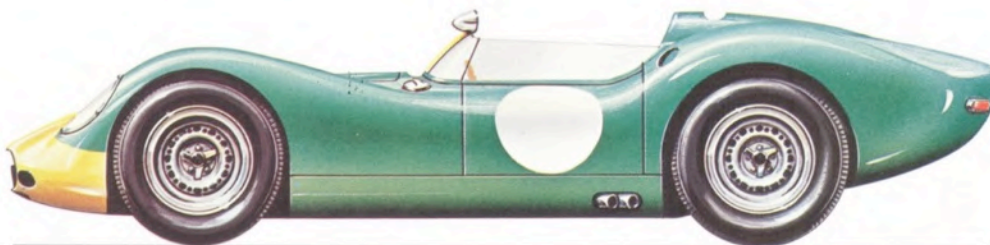
wishbones, coil springs, dampers and anti-roll bar; rear

suspension by de Dion tube, radius arms, coil springs and

dampers; four-wheel disc brakes.

Dimensions: wheelbase 230cm/90½in; front track 136cm/53½in;

rear track 140cm/55in.





An unfailingly polite, drily humorous but essentially diffident man, despite his affection for highly colourful bow ties, Brian Lister viewed his professional association with Archie Scott Brown as both the highest point of his career but, all too suddenly, also the lowest. He married, in 1951, Josephine Prest, who survives him. They had one daughter.

Lawrence Whittaker, Managing Director of Lister Cars, said: "Brian Lister was a wonderful man - kind with a great sense of humour, he was always incredibly modest about his amazing achievements. Whenever I met him, I was left with the lasting impression of his passion for British engineering. He will be sorely missed, but we will make sure his ethos and legacy lives on at Lister Cars." *(Courtesy Lister Cars)*

JAY LENO'S 1963 XKE's



By Joseph Scott

Jaguar has its own section in Jay Leno's garage and he is proud to show it off. Is the 1963 all-original and stock XKE his favorite or is it his heavily modified 63 XKE convertible?

According to Jay he says he is a huge Jaguar fan and has several classics including a 1954 XK-120 (which he has owned at least 30 years and is heavily modified), 1954 XK-120 M Coupe, and a couple of 1963 XKE's. One of his 63 XKE's is heavily modified with lots of trick stuff. It has a Series II front end and a V12 engine (we will feature it in part two) and the other is an all-original unrestored Coupe.

Continued next page.



His 100% original and unrestored '63 XKE (3.8 liter) Series I Coupe was purchased by Jay from the original owner and in perfect running order including the original clock. I'd say after 50 years it is totally amazing that it's still working; they just don't make stuff like this anymore! He basically had his mechanics freshen the car up by removing gauges and other components to check them out and do minor servicing. He said the paint was even 80-90% original with only very few touch ups. Even the chrome on this car was all original and only required cleaning.

The entire engine/engine bay only needed fluids replaced and a tune up. The classic British sports car was just too original to do much more than just clean up some of the surface rust and a little polishing. The interior was original and only needed cleaning, however he did remove and refinish the original steering wheel. All of the leather and brushed aluminum inside was original and was in incredible condition for its age.

Jay describes his car as a wonderful driving car even up to 125 mph and says that it may be better than the classic Aston Martin at approximately half the cost. He goes on to say, as most of the loyal fans have said, don't try to hop these cars up and perform unnecessary modifications. He suggests that these iconic cars be left as they are and if one of these XKE's are restored, do it back to the original specifications. Jay says many times as he is talking of his XKE's that it was and still is one sexy car and listening to him describe all the classic and iconic features makes you want to buy one and go driving. From the classic wooden steering wheel to the vintage original 4 speed gear box, it's just the way a car was supposed to be built. He also says that these cars are still a bargain and should be snatched up before the market gets crazy for these Vintage XKE's.....but just wait till you hear about his stock-looking (but modified) '63 XKE Convertible!



Jaguar is one of Jay's favorite brands, but which one of his famous XKE's will be his favorite? The red drop top XKE appears stock but is about heavily modified as a Jaguar can be!

The first thing most loyal Jaguar fans will notice is the size of this car, it's smaller than the standard 1963 XKE's. Jay points out they never built a short wheel based V12 roadster but his has

Continued next page.



some interesting modifications that give it a unique stance and enough power to wake the neighbors.

The man responsible for the tasteful mods to Jay's red XKE is none other than Jason Len (owner of XK's Unlimited). The car was actually Jason's until Jay convinced him to sell it. Jason explains that the V6 version of this car was built on the shorter wheel base and was a quick and nimble car to drive, but the V12 was only available in the longer nosed vehicle. Jason made the gutsy decision to combine the two and modify this cat into a short wheel based V12 Roadster. It seems this is a vehicle that Jaguar should have built by mating the original styling and the performance engine option into one sexy little roadster.

Jason started off with a 2+2 Coupe and after cutting the top off and the car in half, he shortened the chassis approximately 9 inches, then using a Series 1 rear tub he began to graft the two together. The product is one sleek and slender little roadster with the look of a V6 Series 1 car but with the growl of the larger V12 lurking under the hood.

I guess you can say that as Jaguar enthusiasts visit Jay's garage they are always stumped by this one because they can't quite figure it out. The entire rear end of this car is stock Series 1, however they did flair the rear fenders to match the looks and styling of the V12 cars (with subtle trim changes). The front of this car is also a bit altered to the trained eye including the trim work and enclosed headlights like found on a Series 1 (non V12 cars). Len goes on to explain that some of the hardest parts of the conversion took months to complete and could only be done. The doors and the top proved to be a challenge because the originals did not line up correctly after the front and rear were put together.

This unique car also has upgrades to the suspension and handling including heavy duty sway bars and Wilwood brakes. The custom 5.7 liter V12 engine was heavily massaged with massive Webber carbs sitting on top and the custom hand built stainless headers are attached to a custom big bore exhaust system to give it that distinctive V12 note. The horsepower is estimated to be close to 400 and that works just right mated to the new 5 speed transmission.

The stance of Jay's incredible looking XKE drop top roadster is so striking that at first glance you might think its unmodified and stock, but don't be fooled, this big cat is ready to roar! I'm not sure which is Jay's favorite, but I think after one look at this beauty, I'm ready to say my all-time favorite Jaguar would be this modified red XKE with the V12 because it has the distinctive looks and the ground shaking performance to back it up!

(Photos courtesy of Jay Leno's Garage/Article courtesy TorqueNews & Joseph Scott)





All-new 2016 Jaguar XF



How the next XF could look

The all-new (larger) Jaguar XF will be debut at the New York Auto Show in April, before going on sale this fall as Jaguar accelerates new model launches to build on the momentum generated by the new XE.

The new XF will draw heavily on the styling cues of the XE. Rumor has it the new XF will have distinctly sharper body creases than the current iteration that will result in a more coupé-like appearance.

The new XF will also sport the revised, deeper grill in keeping with the new vision Ian Callum has put forward for all models.

The XF's interior will also give a nod to the XE's updated cockpit. It will get Jaguar's new infotainment system, which includes "InControl Apps", including smart-phone integration and enhanced voice recognition.

The most significant change, however, is the new XF will join the aluminum chassis club and sit on JLR's scalable iQ platform. The new structure will save about 200 lbs. per car, and the new range of Ingenium engines is up to 176 lbs. lighter per engine than the current V6.

How the XFR and XFR-S morph in the wake of all these changes is yet to be known; however we can expect some very interesting developments within the XF line when the new Special Vehicle Operations department gets to work its magic. How does a 500 HP Supercharged V6 sound?

It is interesting to note that Jaguar chose to launch the new XF in the USA at the New York Auto Show. As you probably recall, the original XF was launched in the USA as well, at Detroit in January of 2007.

Good times ahead for the now venerable XF.

- Ed.



NEW YEAR - NEW JAG

Although we won't see it until 2016, the new Jaguar XE will hit the road this year in other parts of the world. In the meantime you can revel in some official JLR photos of what is to come.

- Photos © Jaguar





JAGUAR SUV SPOTTED TESTING IN UK



The new Jaguar SUV has been spotted undergoing testing in the UK.

It appears somewhat different from the Range Rover Evoque, and resembles C-X17 Sports Concept Crossover unveiled at the Frankfurt Motor Show in 2013 indicating Jaguar branding as opposed to another Land Rover offering.

The image also shows slightly extended wheelbase and slightly bigger track than the Evoque, as well as slightly longer front and rear overhangs, again in-tune with the initial C-X17 concept.

The “Sports Crossover” is to be launched in 2016 at a price of around \$46,600, smack in the middle of the Evoque and Range Rover Sport price points.

The number plates confirm that this test mule is branded as a Jaguar, registered in March this year. It sports a 2.0-litre diesel engine, although it's not likely to be one of the new 'Ingenium' engines made at Jaguar Land Rover's new \$777 million engine plant opened in October of last year.

The 2016 car will certainly use these new engines when it launches; however, it remains to be seen if and when a diesel will be offered state-side. *- Ed.*

(Photo by Phil Mullin)



JAGUAR TO GO RACING WITH F-TYPE GT3?

Most British automakers have some manner of racing program. Aston Martin, Lotus and McLaren race as a matter of course. Bentley recently got back into racing, Morgan has dabbled here and there, even Land Rover has its off-road racing programs. The only one, it seems, that isn't racing these days is Jaguar... but that could be about to change.

The latest intel from the UK suggests that Jaguar is closely evaluating the prospect of building a GT3-spec racer based on the F-Type. Like the Bentley Continental GT3 co-developed with M-Sport (not to mention Coventry's own successful partnership with TWR), the Jaguar program would need an established racing outfit to help develop the car and field it, and the automaker is said to be evaluating three potential partners.



The development of the GT3 racer would allow Jaguar to compete (or sell cars for others to compete) in a variety of racing series around the world, including the Blancpain Endurance Series, the European Le Mans Series and, if properly adapted, other series like the United SportsCar Championship and the 24 Hours of Le Mans. Jaguar's car would have to compete with such rivals as the Aston Martin Vantage GTE, Audi R8 LMS, Ferrari 458 GT, Mercedes-Benz SLS AMG GT3 and Porsche 911 GT3 R.

Current FIA GT3 regulations use a Balance of Performance equation that allows for a curb weight between 1,200 and 1,300 kilograms (2,645 to 2,866 pounds) and produce between 500 and 600 horsepower. A more cost-effective GT4 racer could follow. But the best part is that Jaguar could, according to the report in Autocar, develop a road-going version as well, even more focused than the Project 7 pictured above and similar to what Bentley did with the Continental GT3-R.

Jaguar of course has had a rich history with motor racing, reaching back to its dominance at Le Mans in the 1950s with the C-Type and D-Type, extending through the TWR partnership in touring car and endurance racing in the 1980s and 90s, to the short-lived Formula One team that became Red Bull Racing. It launched a GT2-spec XKR a few years ago and was tipped to be developing a new LMP1 prototype, but neither are on the track today, where Jaguars only compete in vintage racing. *(Courtesy [Autoblog](#))*



BODGER'S CORNER

Noun

bodge job (plural **bodge jobs**)

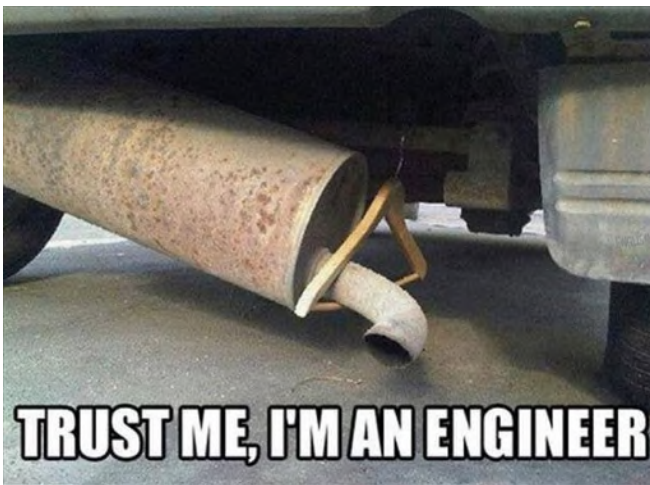
1. A job that was completed quickly and carelessly, possibly with one's mind on other things, or without using the correct tools, or parts, even if no mistakes were made.

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.



No muffler hangers? A coat hanger is close enough.



Wire ties will secure that rear axle (for now).



In search of a rust-free trunk option? Look no further than your local lumber yard.



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

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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.

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

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: XX
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Phone: Home (_____) _____ Cell (_____) _____

E-Mail Address: _____

Jaguar #1: Year _____ Model _____ Body Style _____

Jaguar #2: Year _____ Model _____ Body Style _____

Jaguar #3: Year _____ Model _____ Body Style _____

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*** Includes JCNA Membership

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

Signature: _____ Date: _____

Please, make checks payable to "Virginia Jaguar Club"



JCNA NEWS

2015 Annual General Meeting
Friday March 20th & Saturday March 21st.
Philadelphia, PA

2015 Challenge Championship
Thursday September 16th - Sunday
September 20th
Elkhart Lake, Wisconsin





JAGUAR FOUNDATION

The Jaguar 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
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- \$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:

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TKrefetz@Classicshowcase.com

<http://www.jaguarfoundation.org>





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ANY ROAD UP



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P.S. If you don't know where you are going, any road will take you there.
- Editor

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