



# LYONS TALES

## A FOOL & HIS MONEY

1 April 2015 - Jaguar Press Release - New York International Auto Show...

Jaguar announced the development of a new ultra-sub compact brand to compete with the likes of the Mercedes Smart car. Referred to as the Jaguar Cub, it features ultra-luxurious amenities, sumptuously soft leather, and all the latest technology. The highlighted model will be called the Cub X-R, to be powered by a supercharged iL hydrogen/petrol/battery/hybrid engine, with an output of double the horsepower of a Fiat 500 Abarth and six times that of the Smart Car. The Jaguar Cub brand manger, Clive Gordon Buttchart, was quoted as saying that *"If you have to choose an ultra-sub compact, it would be criminal to sacrifice style, elegance, comfort, luxury, and the thrill of a spirited drive."*

On another note, reportedly the one challenge Jaguar engineers faced was the small supercharged engine and the car's lightweight aluminum construction created another problem where, the car would actually want to lift off the ground during rapid acceleration. Rumor has it that Jaguar might be able to cash in on this problem to their advantage, finally bringing to market a flying car.

So far the only images available of the proposed new model is a grainy snap of the vehicle undergoing aerodynamic testing (upper left) and the redesigned "leaper" (below right). *- Various unreliable sources*



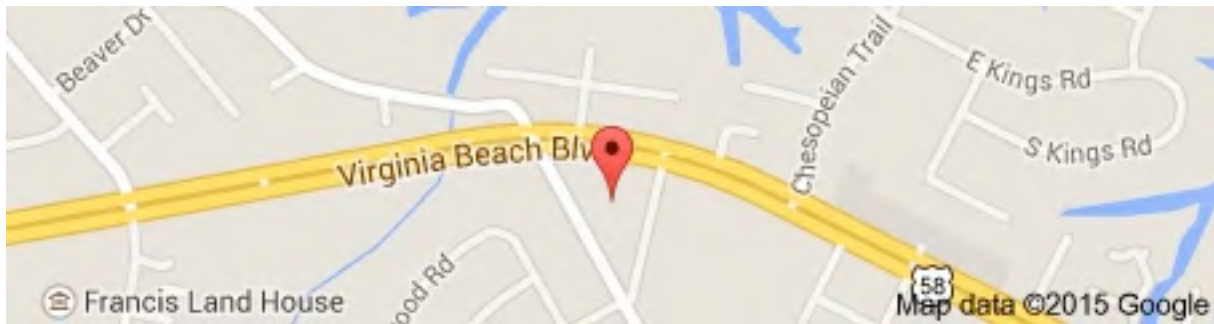
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## ABACUS RACING SHOP TOUR

Join us for gathering on April 25 at 10:00am at Checkered Flag Jaguar in Virginia Beach, 2865 Virginia Beach Blvd, Virginia Beach, VA 23462. Morning beverages and snacks will be provided for an hour or so of tire-kicking/bench racing/story telling. At 11:00am we will depart for a fun drive to the shops of Abacus Machine & Automotive Services, 1372 Baker Rd, Virginia Beach, VA 23455, where they will give a tour and short talk. Following the Abacus shop tour, we will adjourn for lunch at a nearby location to be announced. We should wrap up the afternoon by approximately 2:00 pm.



*Virginia Beach Jaguar - 2865 Virginia Beach Blvd, Virginia Beach, VA 23462*



*Abacus Machine & Automotive Services - 1372 Baker Rd, Virginia Beach, VA 23455*



## LYON'S ROAR

March came in like a... Jaguar? The AGM was the big JCNA event, with VP Sherm and Dr. Ron Gaertner representing the VJC as delegates. Their detailed AGM report is elsewhere in LT, in summary the VJC won gold in many ways. Our Lyons Tales newsletter won the prestigious Karen Miller award. I was half expecting our new website to get an award too, I understood we were a top contender, and were singled out as a model for others. Dr. Ron won personal gold twice, in Class C02 for his green XK 120 and in Class C04 for his red XK 150. We had two more on the podium, Bill Sihler in Class D11 for his X-Type wagon and Pete Schowalter for his S-type. These gentlemen along with LT Editor Brad Purvis and webmaster Dr David Glick have brought honour to themselves and the VJC.



On a personal basis, I wore my MG hat for almost a week while down in Sebring. HSR hosts a vintage racing event as part of the main 12 Hours of Sebring. The main attraction for me was the opportunity to help bring together two of the three works 1962 Sebring MGAs at the track for the first time since 1962. Larry Smith trailered our mutual friend Hugh Burruss' 1962 Sebring MGA #52 the long 900 mile trek to the track, I rode shotgun in the tow vehicle, helped to display Car #52 in the Legends Building and got to drive #52 on a excitingly fast road trip from Sebring village back to the track. Larry drove the newly revived Sebring MGA sister car #51 belonging to Jim Plowden in the HSR Sprint event. The weather was perfect, in the high 80's every day, and the orange blossom scent was intoxicating. Tough duty, but someone had to do it.

The slalom was on March 28 and unfortunately I was unable to get the Austin - Swallow out of its nest in time for a go. Turnout was not as hoped, but Slalom-Meister Pete Schowalter did an excellent job organizing the event for your club. Those of us who did attend had a jolly-good time followed by a nice lunch at Cooper's Hawk Winery & Restaurant.

Jaguarian Salutations,

*David Harrison*



*2015 kick-off meeting @ The Murff's*



## VEEP VIEWS



The Annual JCNA AGM, an event Camellia and I have always looked forward to, as a great international reunion of our JCNA friends and Jaguar aficionados. This year, being hosted by our neighbors the Delaware Valley Jaguar Club in Philadelphia, and on the first weekend in spring, we thought "If we can survive winter freezes and make it to the AGM, with warmer weather, it will be a great beginning to Spring Jaguaring. The big debate was drive or train up to Philadelphia. Our long time Jaguar aficionado John Larson was planning to drive from his home in Bethesda, so we decided to continue an AGM tradition, as John and I drove together to the Indianapolis AGM in 2007 in his XJ6C.

March has been a very hectic and unpredictable month for us, trying to install/open/prepare fire lanes for our prescribed burn between snow storms on the Tree Farm and finish a complex partnership Art Show/Artist's Demonstration teaching seminar proposal with the Baltimore Museum of Art. So we finally got to Columbia at 1:30 AM Friday morning. John was to pick us up at 11AM.

The weekend certainly was memorable weather wise, not for the Spring Lamb of rhymes, but for the unexpected snow/ice storm up the East Coast. John's XJS cylinder head was not yet reinstalled and waking up to 3" of wet heavy snow and freezing rain still falling, John elected instead to drive his Volvo 960 turbo, a very comfortable Jaguar XJR like vehicle.

I-95 wasn't too bad, just lots of rain & snow with wet road surfaces, but as we approached Philadelphia, the traffic slowed to 40 and then 20 mph, and it was a true Philadelphia winter scene as we arrived at the Sheraton Society Hill.

That night, the sidewalks were very slippery as we boarded the buses for the Simeone Museum. The Simeone's incredible collection is focused on pre & post WW2 racing cars. Our host club arranged a display of member's Jaguars around the museum and Jaguar displayed the new XE. The food was buffet style and quite good, Philly Steaks, Korean BBQ and Chinese sesame chicken & rice, but the museum was not heated and those not wearing their outerwear had to "man up".

The AGM meeting was one of the smoothest business meetings in a long time, with minimal opposition to the proposed administrative or JCNA Concours rules changes, both proposals previously presented last year and tabled. Two major changes affecting clubs running concours are: All Championship, Driven, and Modified classes being judged must have all of the required number of judges on the team fully certified; i.e., no apprenticeship judges. This will not be an issue for our club; however, other clubs with greater concours participation may require coordination with neighboring clubs.

The second change, which helps reduce the burden on the Judging Team logistics, is that nine of the 43 classes have been combined due to the history of many classes having only one entry for several years in a row. As I summarized the proposal, based on Bob Mate's incredible tracking spreadsheet; "Either you want a real competition and the National awards really mean something, or people get a 'Woody Allen,' an award for just showing up". Woody Allen's quote was "Ninety percent of life is just showing up".

Dr. Ron and I, despite the Snow Storm, 'showed up' and participated fully in the AGM meeting and properly represented VJC.

The great news for the club, is that JCNA's website was featured in a demonstration of the forthcoming long overdue makeover, (kudos to David Glick), and at the banquet our Club's Newsletter, was selected as the best Newsletter of 2014, thanks to the dedicated leadership of our Editor Brad Purvis. I was pleased as VP to accept the award for Brad and the Club. Former President and Challenge Championship organizer Dr. Ron Gaertner, received two 1st place Concours awards for his XK140 & XK150.

Jaguar also announced their production plans for 2016.

So quite an enjoyable AGM. Enjoy some pictures on the next page.

*Continued next page*



Sincerely,  
*Sherman Taffel*  
VJC Vice-President



## OUT ON A LIMB



The drama with the XF continued last month with the rear axle seal becoming a major PIA. As I mentioned, I took the car to Auto Haus, where they discovered the diff leak while sorting a leaking transmission pan. I figured as long as the car was already on the rack and they could readily source the part, why not just have them go ahead and do it? The car is out of warranty, so the cost was to be mine to bear anyway and we've always had excellent service from Auto Haus with our Z4 and Merc.

With that in mind, when we got the XF back home I immediately noticed the rear seal was leaking, badly, something it was not doing before (it was just a seep when first discovered), so back to Auto Haus it went. After a day or so the "Jaguar Service Manager" called and the first words out of his mouth were "Are you sitting down?" He then went on to explain the problem with our car was one identified early in production, which includes leaking seals and prematurely worn pinion gears due to shavings left in the casings from the machining and manufacturing process. Jaguar issued a TSB in March of 2009 detailing the problem and the solution; replace the entire differential. Ouch! The curious thing was; however, is our car's VIN did not fall under this TSB, even though ours is a very early build. After quoting me a figure just south of \$6,000 to replace the unit, I decided I should take it to Brown's in the hope Jaguar would see fit to "contribute" towards the replacement if they too thought that was in-fact the problem. Cue second flatbed tow in two months.

In the meantime, I received a lot of good advice and condolences from members of the Club while awaiting the verdict from Bryan, Brown's Service Manager. A day or so later, Bryan called with some "good" news that in-fact the aforementioned TSB, worn pinions, etc., etc., did not apply and this should be a simple case of replacing the seal. Simple in the sense of an eight-hour job dropping the differential, replacing the seals and reinstalling the same. And all for something less than \$860 including JCNA discount. As a side note, in the past year I've saved over \$300 in service charges at the Jaguar dealer with the JCNA discount, so membership certainly does pay. After two weeks, so far so good and the seal(s) seem to have weathered the Club's slalom event with out so much as a weep. I have yet to reengage with Auto Haus about the service and advice they provided.

As you read above, Ron and Sherman collected some hardware on behalf of the Club at this year's AGM in Boston. Ron walked away with Champion awards for his XK's and we garnered the The Karen C. Miller Award for best Newsletter. This was a very nice and humbling surprise for me, knowing none of this would be possible without the quality submissions, stories and technical articles supplied by you, dear members and other talented mortals across our worldwide Jaguar community. I simply try to cull, organize and format the information for your reading enjoyment, so keep those stories and pictures coming.

It also appears as though our ever assiduous David Glick's hard work will provide the template for the new JCNA Web Site going forward. The Board liked the VJC design so much they will mimic it when the "new" web site debuts. As they say, imitation is the sincerest form of flattery, unless, of course, you're Robin Thicke or Pharrel Williams.

We had a successful, if sparsely attended slalom on 28 March, brilliantly organized by Pete Schowalter. It was a lot of fun, albeit cold, and you didn't need to be a Stirling Moss to participate, as I aptly demonstrated. You get five timed runs that count towards JCNA rankings. It took me the first three (embarrassing) runs to simply figure out what the layout was. My best results were during the "fun runs" after the official timed runs, during which I set my best times, which didn't count, of course. We are contemplating another slalom later this summer. Keep in mind it does not take a sports car or specially prepared car to enter. Your car just needs to be in safe, working order. So come on out next time. You may just learn something about your car and yourself. I did.

*Remember, if you don't know where you are going, any road will take you there. - Brad P.*



# 2015 Washington Auto Show

By Wayne Estrada and Sherman Taffel



Aside from the big events in Detroit, L.A. or Paris, auto shows are nothing but a well presented public display by new car vendors to show their wares. The good thing is that major cities like D.C., Chicago and the like do a first rate job of putting on a good show for public consumption, and this year's event at the Washington Convention Center in that regard did not disappoint.

So what's new in this year's lineup of automotive wares? In one sense, more of the same - that being continuation of the high product quality trend of the last decade, but in another the continued incursion of high tech into the automotive landscape.

A happy trend over the last few years has been and continues to be superb build quality by every manufacturer. Unlike years past, you can't buy a 'bad' car anymore. Previous automotive jokes like Hyundai and Kia are now not only at but *above* equivalent manufactures in build quality, design and style. In fact a standout from Hyundai included the luxury top-of-the-line Equus, which rivaled the features and flare of Lexus and Mercedes. Even the base line Chevy Spark had impressive build quality and interior materials in a sub \$13 grand package.

Electronics are everywhere, with many vehicles touting central touch screens, advanced sound systems, noise canceling acoustic systems, along with the ever growing popular start buttons on the dash. Gee, didn't the original E-Type do that? The more things change, the more they stay the same! A rather interesting side observation is that in a smart-phone crazy world, most vendors had charging stations in their booths. Good thing as the phone was the photographic tool of choice by show goers.

If there was one common visual theme for this year's market it was COLOR. New chemical technologies have introduced a variety of pleasant but unusual colors to vehicles that perhaps was not possible in years past. While the ever popular black and white were commonly shown, a standout color was strange, bright variants of metallic green - some almost phosphorescent! Rich hues in metallic brown and blue were also common; also vehicles that had a satin or velvet appearance in standard colors that caused the eyes to do a pleasant double take.

There were several standout vehicles. The latest generation Corvette is a triple winner in styling, performance, and price, proving that America can and does build some world class cars. As a lower cost competitor to a brilliant burnt orange F-Type coupe that drew raves from an adoring crowd at the show, the Jag and others continue to hold high the banner that today is the 'good old days' of high performance



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cars.

Speaking of Jaguar, their display was rather lack luster compared to others, shuffled to a back wall behind their strong selling stable mates of Land Rover. By comparison, Audi and Mercedes had huge displays, but Lincoln and Cadillac had the most elegant and visually pleasing presentations. One silly note; VW's booth had carpet that felt like walking on marshmallows. Too bad their vehicles, while well made, were perhaps the least interesting, much like the plain vanilla offerings of Honda and Toyota.

Getting back to standout vehicles, the hybrid, high performance Cadillac ELR just killed it in the styling department - and it's performance stats are awesome as well. As a souped up big brother to the newly

redesigned (and sexy) Chevy Volt proved yet again GM has gotten past their bankruptcy blues and the dark days under former Richmonder CEO, Rick Wagoner.

Speaking of Detroit Iron, Buick continues to offer some luxurious upscale designs without breaking the bank. Chrysler had a strong corporate showing with the entire FCA (Fiat Chrysler Automobiles) line with Fiat, Ferrari, Jeep, Dodge, Chrysler and Ram Trucks on full display. Sadly no Vipers made the show.

In the truck department, the large Ford F-250s are almost Bentley-like in creature comforts and continue to impress. The big Ram diesels with built in tool boxes over the rear wheels, suitable as a beer cooler were pretty impressive as well. The Shelby Mustang drew huge crowds and is yet another testament to America's ability to build a 200+ MPH supercar that is affordable.

Sherman has the uncanny ability to recall styling cues from past designs of over 50+ years, and it is amazing that as much as things change, imitation is the sincerest form of flattery, as many vehicles had cues from ancient Chryslers, Fords, and even (of course) Jaguars. He caught several styling quotes in seat cushions, design, fender arches and tail lights that were unmistakable references to cars from the past.

Speaking of which, both of us have a decidedly anti-German car bias, but there were three standout vehicles that won us over. The Audi A8 is perhaps one of the nicest luxury sedans around, with an interior, and backseat in particular that reek of class, sophistication and comfort. BMW's high end \$135K spaceship like supercar looks like something of a cross from Buck Rodgers and a cruise missile, and Mercedes luxury two seat luxury GT car (now alone in this class that the XK is no longer in production) exuded class and style - with a price tag to match. Too bad Coventry abandoned that market segment.

There were a few interesting no-shows; absent was Porsche, Tesla and (reemerging competitor) Fisker. And aside from a couple of pretty cool Honda and Toyota Hydrogen Fuel Cell concept cars, that category of future-concept desirable show cars was aching absent.

Car shows are always a fun field trip for car guys. Next time one is in town, be sure to check it out.







## PARTS IS PARTS

By David H.

A recent article in Hemming stirred up some memories. Space is at a premium in the UK so Brits rarely have room for a parts car, though my ragged out 1933 MG L1 tourer really needed one to keep it going. By the early seventies, I had moved to Virginia, and my daily driver was a 1959 XK150 roadster, bought in Hopewell as a project for \$1200. It was a nice car and a definite step up from my Dodge Dart wagon, except for the 2-speed Borg Warner automatic transmission. The BW was clunky and started to give trouble after a couple of years. At the time, Jay Dorske was president of the local Jaguar club. He had a bunch of assorted early Jaguars scattered around town including a rusty XK150 coupe with o/d transmission. I bought the coupe for about \$500 and removed all the parts needed to replace the BW. The obvious things like the gearbox, clutch system etc., are still relatively easy to find. The hard-to-find stuff is all the little things, hydraulic lines, the pedal assemblies, wiring, drive shaft, tunnel sheet metal, brackets and clips etc. Hence the vital need for the parts car. The swap turned out well, the o/d gearbox was in good shape and it transformed the car into a real Jaguar. I even sold the parts car and got my money back. Unfortunately I sold the XK150 roadster a few years later. As the Pennsylvania Dutch say "*Too soon auld, too late schmart*".

Let's hear your parts car stories.





## 20th Amelia Island Concours Raises the Bar

- By Greg Glassner

The Amelia Island Concours made incremental improvements in each of the six years I have attended. But the 20th annual event March 14 promised to be something special and did not disappoint.

I came close to scratching it off my calendar since I “unretired” and started a new job as editor of the *Caroline Progress* in Bowling Green March 2 and my usual Florida “double” of Amelia’s car show followed by the 12 Hours of Sebring a week later was out of the question.

Fortunately, a couple of Porsche Club pals, Bates McLain of Madison and Dan Graff of Columbia decided on the spur of the moment to make their first trip to Amelia. So we met in Ashland at 5 a.m. Friday morning, packed up my 200,000-plus miles Mitsubishi Endeavor with clothing, bottled water and snacks and arrived back 67-hours and 1,400 miles later, tired but sated, having ogled approximately 500 exotic, classic and sports cars and motorcycles.

The concours at the Ritz Carlton golf resort outside Jacksonville has blossomed into a four-day festival of the car and there was plenty to see when we arrived about 3 p.m. Friday. As the seasoned vet I guided the newbies to my annual “garage tour” to see what lurked in the hotel’s dimly lit bowels.

There we found Floridian Bill Emerson on his back, cleaning the underside of his 1964 WSM Sprite GT having just returned from the annual Road Tour, which was on rain-dampened roads. This little gem was the first of the weekend’s “cars I have never seen before,” an Amelia tradition.

We asked if it was a Sebring Sprite and Bill corrected us, set aside his cleaning supplies and gave us a seminar on the British WSM marque and pointed out his car’s unique features.

A row over from the maroon WSM was a 1930’s Bugatti in French Racing Blue and a silver 1965 Lamborghini 350GT – true automotive elegance three decades apart. Many other classics and exotics were slotted in between daily drivers and hotel guests’ renta-rides.

After the garage tour we emerged into the sunlight and headed for the oceanfront and checked out the display of classics and oddities that would be auctioned off by RM Sotheby’s Saturday: Ferraris, Jaguars, classic Packards and Cadillacs, Aston Martins, an Alvis, ‘30s MG, even a ‘50s Morris Minor “Woody,” Fiat Topolino and BMW Isetta, all were jammed into a circus tent or arrayed outside among the palm trees and elegantly landscaped hotel grounds.

Next up were the displays of booksellers, vendors of auto memorabilia, and high-end wristwatches, etc., in the hotel lobbies and ballrooms. My herd of cats split apart among the rabbit warren of rooms with cool car stuff in them.

As Friday afternoon eased toward evening, Dan caught up to me and said Bates had been babbling



*XJR-9 & driver Davey Jones*

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*Sir Stirling Moss waves to the adoring masses.*

million in sales. The D-Jag fetched \$3.7 M, the XJR-9, which was driven into the auction by Tom Walkinshaw Racing driver Davy Jones, \$2.1 M and the Daytona Spyder \$3.3 M. Way too rich for my blood, I am afraid.

The Saturday morning Cars & Coffee event drew more than 200 enthusiasts with their pride and joy rides, including about 60 Porsches, 40 Corvettes and large representations of Jaguars and BMWs.

This admission-free event is a casual, “show-what-you-drove” gathering, although many of the cars would be welcome at most local and even national concours.

My herd of cats again scattered after C&C and I wandered back onto the cleared 10th fairway to sit a spell while my companions hiked back to the SUV to charge their cell phone/cameras. This was lucky for me as this year they closed off the fairway to us mere minutes after I strolled in.

When I spotted Amelia originator Bill Warner atop a very tall stepladder, a camera around his neck, I figured something was up. Warner was artfully arranging two-dozen cars driven by event honoree Sir Stirling Moss during his legendary career, not an easy task when shouting orders to the wealthy owners of these priceless classics.

Acting like I knew what I was doing, I hung close to the ladder while all of this was going on and snapped away with my venerable Nikon Coolpix, which is held together by duct tape and a large rubber band.

And what a collection it was: a trio of Mercedes-Benz race cars from the mid-50s, including two F-1 cars and the very 300SLR #722 that Moss drove to victory in the grueling 1955 Mille Miglia, a 1958 Vanwall, 1958 Aston Martin DBR/1 Le Mans car, the 1954 Sebring-winning OSCA, a 1960 Porsche RSK, and a trio of Maseratis and Ferraris, and four Jaguars (a 1953 C-Type, a 1954 D-Type, a 1958 Ex-Briggs Cunningham Lister-Jaguar and the XK120 in which Moss won the 1950 RAC Tourist Trophy race on the eve of his 21st birthday). Moss then appeared and posed for the group reunion photo, as did Lady Suzie Moss. Moss, now 85, then started posing with individual cars until his protective spouse put her foot down and they were whisked away by golf cart. I can safely say I will never again see that particular assemblage of cars in one spot. I was lucky to have been there. Fellow Virginia Jaguar Club member John Hastings also was among the fortunate few who witnessed the special photo shoot of 24 cars Stirling Moss had raced.

incoherently: “Treasure trove of cars, I found a treasure trove of cars!” And, indeed he had.

In the hotel’s grand ballroom were the cream of the crop among the auction cars, tastefully arrayed for that evening’s bidders cocktail party. And what a display: 1955 D-type Jaguar, Jaguar XJR-9 endurance racer, 1972 Ferrari Daytona Spyder, 1989 Porsche 911 Speedster, 1934 Bentley 3.5 liter, 1930 Cadillac V-16, 1927 Stutz 8 Black Hawk, 1931 Cord Convertible, 1967 Shelby Cobra, Type 38 Bugatti and more.

I counted eight Porsches and six Jaguars in the auction lot, which broke the RM Amelia record of \$60

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*D-Type, Lister & C-Type*

Oh yes, they did hold that 20th Annual Amelia Island Concours the next day, and we were there as well. I think I saw most of the 200 wonderful cars and motorcycles on display Sunday but I always realize later on that I somehow skipped one entire row.

In addition to the Moss cars, there was a special display of Lancia Rally cars, Stutz motorcars from the '20s and '30s, "Forgotten Fiberglass" kit cars from the 1950s, five categories of Sports and GT cars from the 1930s through the 1970s, two Rolls Royce categories, Hot Rods, Duesenbergs, three groups of American Classics from 1920-1941, antique cars from

1895-1915, Porsche 914s and assorted other Porsches, Jaguars, Corvettes, Chryslers, BMW 327/328s, Motorcycles and Ferrari F-1 cars including two driven by Niki Lauda!

In truth, after about three hours of intensive car watching Sunday my feet were sore, my knees screaming and I had sweated out at least four bottles of spring water. I was ready to go when my two Amelia rookies called it quits.

Because of post-Daytona Bike Week and Spring Break traffic, the journey back took us about three hours longer than the one down and I was happy to have two skilled co-drivers.

At work Monday morning I commented that I felt like a zombie, albeit a happy one. The 21st Annual Amelia Island Concours d'Elegance will take place next March.

Who wants to go?



*XK120 FHC*



*Lady in Red*





## SS IN THE JUNKYARD

- By David H.

Many years ago I was at my friend David Laughton's restoration shop in Urbana and noticed a rusty prewar Jaguar saloon sitting on blocks in the yard. It had no wheels and was pretty well stripped inside and out but still had the drive train and most of its sheet metal and glass. David offered it to me for \$1500. You don't come across a 1936 SS Saloon in Virginia too often, and I am a sucker for a deal, so the SS was mine.

I think David needed the space as he offered to deliver it, but to where? My wonderful and long suffering wife Una draws the line at junk in the back yard. At that time Dale Clark ran the old Colgin's junkyard on Rt 10 opposite where the River's Bend development is now, so this shows how long ago this was. Colgin's was one of the last old timey junkyards in the Chester area, and Dale was a friend who did not mind me bringing over a SS Jaguar. In fact I think he was tickled with the idea of it adding a little class to the rusty Chevys and old pickups.

The SS sat in the junkyard while I figured out what to do with it. I had heard of a genuine SS 100 body looking for a chassis but could never track it down. The SS 100 used a cut down SS saloon chassis, so maybe I could put together my Jaguar dream, a dream I still have since turning down the opportunity to buy a real SS 100 in England for one hundred pounds shortly before I came to Virginia. Meanwhile I tried to free up the frozen engine with doses of WD 40.

After a couple of years of trying, I gave up on freeing the engine and finding the SS 100 body, and decided to sell the body. It was still up on blocks and without those big, expensive 18-inch wheels. I called David and made a deal on a set of 16-inch XK wheels and to my surprise they fit the hubs. The SS could now roll but looked a bit silly on undersize wheels.

I placed an ad in the Classic Jaguar Association newsletter, it is a mainly West Coast outfit, and got a call a few days after the issue came out. I can't remember the buyer's name but a deal was made and a roll back arrived to take the 1936 SS Saloon on the long haul to California. The cash was welcome but I could no longer brag about my SS in the junkyard.





## NEIL McPHERSON

**After suffering ill health centred on diabetes and kidney failure for many years, Neil sadly lost his long fought battle on February 17, 2015 at the age of 63. Neil had been the Administrator for the Jaguar Daimler Heritage Trust since 2003 making him one of the longest serving members of the team. He will be sorely missed by his many colleagues and friends.**

Neil Logan McPherson was born on May 12, 1951 in the town of Barrhead in the county of Renfrew, Scotland. His father James was a production superintendent and had married Neil's mother Evelyn in 1944. Neil was brought up and educated in Scotland where he attended Lockerbie Academy at which he obtained SCE Highers in English and Geography. He then went on to take an HND course in Catering & Hotel Keeping at the Napier College of Science and Technology in Edinburgh.

This led on to an early career spent in the hotel and leisure industry which saw Neil moving from Scotland to Newcastle, then Horsham, York and London before a stint as Marketing Manager for Ladbroke Hotels, based in Watford from 1985 - 1988. This was where Neil honed his financial, marketing and entrepreneurial skills which encouraged him to take the challenging step of running a hotel of his own - The Cullen Bay Hotel at Buckie, Banffshire, back up in his homeland of Scotland. He and his wife Sandra ran this 14 bedroom hotel from 1988 until 1994, developing it into a business with a £500,000 annual turnover. The hotel was given a 4-Crown classification by the Scottish Tourist Board in 1992 and Neil also became Chairman of the Moray Tourist Board from 1992-93.

In 1994 they decided to sell up and Neil subsequently moved back down to the West Midlands and continued in the hotel industry for a while, but then became a self-employed tourist industry consultant. During this time Neil also became a volunteer for the Jaguar Daimler Heritage Trust, satisfying his life-long passion for Jaguar cars. During this time, Neil was unlucky to develop some kidney problems which eventually led to him having to undergo regular dialysis. This somewhat curtailed his ability to support events, but he continued to run the office in his normal cheery manner. He also became the main point of contact for many of the enquiries that came in to the Trust for event support or other heritage related activities - developing a wide network of contacts and friends in the clubs, media and across the wider Jaguar Land Rover organisation in the process.

In the summer of 2013 he was struck down with a nasty infection that led to a long period in hospital during which he underwent two major operations to replace a faulty heart valve. He returned to work in February 2014 and seemed to have made a remarkable recovery, but some of the underlying problems began to reappear earlier this year - exacerbated by a build-up of potassium that caused a further heart failure in late January. He was re-admitted to the Walsgrave hospital on February 7 where his condition deteriorated and the medical staffs were not able to help him any further.

Neil leaves two sons and a daughter, Rory, Duncan and Bethanay, a brother Alex and sister Kath; we would like to extend our deepest sympathies to them and Neil's wider circle of family and friends. We have lost a valuable colleague and friend, who will be remembered for his ready supply of anecdotes about one or other aspect of his varied life (always delivered in his cheery and sometimes colourful Scottish brogue), and his deep passion for Formula One and all things Jaguar. *(Courtesy Jaguar Heritage Trust)*



*Neil McPherson 1951 - 2015*



## XKSS SVO

- By Brad P.

Jaguar Land Rover's Special Vehicle Operations (SVO) is concocting its next historic resurrection of a Jaguar icon, this time rumored to be the venerable XKSS. As you most assuredly recall, the XKSS was cobbled together from left-over factory D-Type parts when Jaguar cancelled its endurance racing program after 1955.

Only minor changes were made to the original D-Type specification, including, but not limited to, adding a passenger door and removal of the aerodynamic "fin" behind the driver's head; a proper windscreen was added along with additional weather protection, side-screens, etc., and bona fide road going exterior lights, turn signals and bumpers were included as well.

Unfortunately, on 12 February 1957, a fire broke out in the Brown's Lane factory, destroying nine of the 25 completed cars. Of the remaining 16, most were shipped to the USA.

Will JLR only build the nine "destroyed" XKSS' as it did the six "missing" Lightweight E-Types? Maybe. The official decision has yet to be announced, but with the "Lightweight" going something north of £1.0M (\$1.52M), and current XKSS values as high as \$30M, we can expect some pretty heavenly prices for this latest "homage".







## VJC 2015 CONCOURS d'ELEGANCE



*The Jaguars are coming! The Jaguars are coming!*

Join us for the 2015 VJC Concours

Friday & Saturday June 12-13, 2015, with before & after the Concours activities June 11<sup>th</sup> and 14<sup>th</sup>.

Make this year's VJC Concours a "Vacation Destination" in Historic Williamsburg, VA

As everyone has likely heard by now, this year's VJC Concours will take place in Historic Williamsburg. Following two years of amazingly successful national events, the 2011 AGM and the 2013 Challenge Championship, we have some rather large expectations to meet. The question became how do we continue to maintain interest in the Concours outside of the national spotlight?

The Concours will take place on the picturesque grounds of the Williamsburg Winery [www.williamsburgwinery.com](http://www.williamsburgwinery.com). The winery serves as a great venue as it features a European-style country hotel, Wedmore Place [www.wedmoreplace.com](http://www.wedmoreplace.com). Casual dining is offered at the Gabriel Archer Tavern; with fine dining at Café Provençal, both on the grounds of the winery, and steps away from the hotel. Activities planned include a welcome reception, scenic drive along Colonial Parkway to Yorktown. Following the drive Friday you can choose to dine with the group at the winery or on your own in one of the many great restaurants in Williamsburg Saturday will feature the JCNA sanctioned Concours, poolside cocktail reception, and banquet dinner in in the Wedmore Hotel court yard in proximity of the fountain and even a few Jaguars.

As for lodging, while the Wedmore on the grounds of the winery will be the official host hotel, there is plenty of other lodging available in the area to meet

most any price and comfort level. Rooms at the Wedmore are discounted for the event starting at \$168 per night. There are only a limited number of rooms available, and remember, it is the tourist season in Williamsburg, so please make your reservations early whether at the Wedmore or elsewhere in Williamsburg. Cancellations are permitted for the Wedmore up to four weeks before the Concours without penalty. Make sure to see the automobile memorabilia that graces the walls in the ground floor hallway, not to mention the art throughout the Wedmore. By the way, wine tasting and winery tours are available, and are complementary when staying at the Wedmore. For those not staying, there is a small charge for the wine tasting.

Historic Williamsburg is a great destination, so take the opportunity to see the history, enjoy the fine dining and shopping in the area. The "before & after the Concours" events kick off on Thursdays, which features discount tickets to Busch Gardens. Enjoy the park including their famous International Food and Wine festival. Sunday features the Williamsburg Invitational Car show in Merchants Square hosted by Colonial Auto Enthusiasts and the Merchants Square Association as well as the Second Sundays Art & Music Festival.

So, whether your are just interested in Concours, or taking advantage of the opportunity to enjoy all that Williamsburg has to offer, we look forward to seeing you at the Concours, and toasting to great food & wine, beautiful cars, and great friends. Remember if you are planning on attending, do not forget to reserve your room at the Wedmore soon. At the very least, reserve the date.

For tickets and registration for the Concours, please visit [www.VJC2015.eventbrite.com](http://www.VJC2015.eventbrite.com) or the VJC website [www.VaJaguarClub.com](http://www.VaJaguarClub.com). Registrants will be emailed the link for discounted Busch Gardens tickets in May.

For hotel reservations at Wedmore Place, please call 757-941-0310 to book your stay & mention the Virginia Jaguar Club Concours for discounted rates.

*See you in Williamsburg!*



# RACK CARD

Use the following rack card to advertise our upcoming VJC Concours. Make copies and hand out to friends, family, business associates and every Joe Blow you see on the street. Feel free to cut, fold and spindle, but don't mutilate.



## Virginia Jaguar Club 2015 Concours June 12<sup>th</sup> & 13<sup>th</sup> On the grounds of the Williamsburg Winery

Join us for the before & after the show activities on June 11<sup>th</sup> and 14<sup>th</sup>

**Schedule of Events:**

**Fri June 12<sup>th</sup>** - Scenic drive along Historic Colonial Parkway • Dinner • Welcome Desert Reception at the Winery

**Sat June 13<sup>th</sup>** - Concours • Cocktail Reception/Awards presentation • Banquet Dinner

**Thurs June 11<sup>th</sup>** - Busch Gardens International Food & Wine Festival (25% discount on tickets)

**Sun June 14<sup>th</sup>** - Williamsburg Invitational Car show in Merchants Square • Second Sundays Art & Music Festival

**Historic Williamsburg is a great vacation destination, so take the opportunity to see the history, enjoy the fine dining and shopping in the area, not to mention the wine tasting and winery tour!**

\*Fees apply to judged classes for the Concours, diner & banquet, and Busch Gardens admission. Wine tasting complimentary for those staying at the Wedmore, small charge for all others.



For additional information, registration & ticket sales, please visit [www.VaJaguarClub.com](http://www.VaJaguarClub.com) or [www.VJC2015.eventbrite.com](http://www.VJC2015.eventbrite.com) ( Questions? 804-327-0084 or VaJaguarClub@gmail.com)

Recommended Hotel: **Wedmore Place Hotel** ([wedmoreplace.com/866-933-6673](http://wedmoreplace.com/866-933-6673))



## GRAB THE KEYS

**April 11**

16th Annual Williamsburg  
British & European Car Show  
Chickahominy Riverfront  
Park, 1350 John Tyler Hwy  
Williamsburg, VA 23185  
[www.wmbgbrit.com](http://www.wmbgbrit.com)  
Roy Gavilan  
757-637-5902  
rgmgb65@hotmail.com

**April 18**

The Gathering at Shelton  
Vineyards  
286 Cabernet Lane  
Dobson, NC 27017  
[www.sheltonvineyards.com](http://www.sheltonvineyards.com)

**Apr 25 (Event)**

Abacus Racing Shop Tour  
Meet at Jaguar of VA Beach  
@ 10:00am  
2865 Virginia Beach Blvd.  
Virginia Beach, VA 23462  
george.parker2012@comcast.net

**April 26**

18th Annual Britain on the  
Green  
Gunston Hall Plantation  
10709 Gunston Rd.  
Mason Neck, VA 22097  
[www.capitaltriumphregister.com](http://www.capitaltriumphregister.com)

**May 23, 2015\***

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

**Jun 5-6 (Event)**

Moss Motors Motorfest  
25651 Simpson Rd.  
Petersburg, VA 23803  
David Harrison  
[davidmharrison2003@yahoo.com](mailto:davidmharrison2003@yahoo.com)  
[www.mossmotors.com](http://www.mossmotors.com)

**June 7**

38th Annual Original British  
Car Day  
Lilypons Water Gardens  
6800 Lily Pons Rd.  
Adamstown, MD 21710  
[www.chesapeakechaptermgtclub.com/OBCD\\_main.htm](http://www.chesapeakechaptermgtclub.com/OBCD_main.htm)  
John M. Tokar  
410-775-0500  
jtokar51@verizon.net

**June 12-14\* (Event)**

VJC Concours  
Williamsburg Winery  
5800 Wessex Hundred  
Williamsburg, VA 23185  
David Glick 804-357-8978  
dmgbcc@gmail.com

**July 11\***

Jaguar Association of  
Central Ohio  
Annual Concours d'Elegance  
Dublin, OH  
Jim Baker  
614-846-7032

**Jul 16-19\***

Carolina Jaguar Club  
Head for the Mountains!  
Concours d'Elegance  
Little Switzerland, NC  
Greg Gaylard  
919-270-1406  
bktlist@gmail.com

**August 1\***

Jaguar Club of Ohio  
43rd Annual Concours  
d'Elegance  
Ursuline College  
Pepper Pike, OH  
Dominic Perri  
330-467-3953  
[dperri6699@aol.com](mailto:dperri6699@aol.com)

**August 8\***

Jaguar Club of Greater  
Cincinnati, 13th Annual  
Concours d'Elegance  
West Chester, OH  
Don Leedy  
513-777-9811

**August 24-30**

Carolina Jaguar Club's  
2015 August Road Trip  
Johnson City, TN  
Jerry Ellison  
[jerlynn@nc.rr.com](mailto:jerlynn@nc.rr.com)

**Sep 16-20\***

2015 Challenge  
Championship  
Elkhart Lake, Wisconsin  
John Boswell  
414-840-1317

**Sep 18-20\***

Classics on the Green  
New Kent Winery  
8400 Old Church Rd.  
New Kent, VA 23124  
[classiconthegreen.com](http://classiconthegreen.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](mailto:bradpurvis@mac.com) for inclusion on this list.*



## ROAD TRIP

The *Carolina Jaguar Club* is in the planning stages of its annual road trip, which is held in late August of each year. This year's trip will be held in the area of Johnson City, TN.

The driving dates of the Trip will be Tuesday, August 24th through Saturday, August 29th.  
(If you wish to caravan to Johnson City, that portion of the trip will begin on Monday, August 23rd.)

We would very much Welcome the participation of any of the Members of the VJC who would like to join us for this Driving Adventure.

The trip is planned so that you can join in for whatever days you have available, as we will be staying at the same Hotel each night and leaving on each day's adventure at 9:00 AM each morning. Each day's adventure will be planned for you; restaurants and the hotel will be selected; and all you have to do is SHOW-UP!!

You must make your own Hotel/Motel reservations and you must let me know you are coming *before* July 24th.

Many miles of scenic highways and by-ways driving in the Appalachian Mountains are in store for those who join us. This will be more of a "Driving Road Trip" than last year's Trip, although still restricted to less than 150mile/day, but still with "sight-seeing venues" being planned for each day.

So far, most of the daily routes have been selected and mapped & planned, and -hopefully- you will be very pleased with my route selections as I have run several of them with Google-Earth. I still have to do the planning for "Escape Routes" for those who want shorter routes and shorter days.

I will soon be in negotiations for the hotel/motel "best rates" with the aid of the Johnson City Visitor's Bureau. Most of the Restaurants have been selected.

So please let me know as soon as you decide to join us on this exciting 2015 August Road Trip!

Jerry Ellison  
[jerlynn@nc.rr.com](mailto:jerlynn@nc.rr.com)



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

- I. 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

- **botched 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.

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Always know what you're doing.....

While waiting for rear brake parts to be returned from the shop, I turned my attention to starting the install of a new ignition system on the Spitfire. I thought I'd start with the coil as that should be quick and easy ("one little victory") - disconnect from the old, reconnect to the new, mount coil, good to go.

When that was done, I thought I'd start the car to be sure it started with the new coil. It did, but what's this? The speedo needle is bouncing up and down with the tach needle as I rev the engine (note that speedo on this car is cable driven, not electronic...)? What could I have done wrong?

I pulled out the handy-dandy color-coded schematic to be sure that I had all the coil connections made properly - I did. I checked a couple of other things, and even re-routed a wire so it wouldn't bounce around while I was there, and then tried it again. This time the speedo needle stayed right at zero as I revved the engine (as it should!).

It was about 4 hours later while talking to my Dad, that it hit me - with the back end of the car still in the air waiting for the brake parts, I had neglected to take it out of gear the first time I started it.

"Always know what you're doing!"

- Submitted by George P.

*Brian Johnson of AC/DC**Ian & Jay*

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](mailto: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](http://www.vajaguarclub.com)

The Virginia Jaguar Club is affiliated with  
**The Jaguar Clubs of North America**

[www.jcna.com](http://www.jcna.com)

[www.facebook.com/jaguarclubs.na](http://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](mailto: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.:

May issue: 15 April

June issue: 15 May

#### 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)

The VJC's BoD meeting minutes, Treasurer's Reports and Bylaws are available on the VJC web site at : [www.vajaguarclub.com](http://www.vajaguarclub.com)

Member Count: 86

New Members: Dawn Sykes (Richmond), Timothy Jones (Hampton), Lynette Musick (Glen Allen)



## 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

Name: \_\_\_\_\_

Spouse or Significant Other Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: Home (\_\_\_\_\_) \_\_\_\_\_ Cell (\_\_\_\_\_) \_\_\_\_\_

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 31<sup>st</sup>)*

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

*Please, make checks payable to "Virginia Jaguar Club"*



## JCNA NEWS

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



### JCNA National & Regional Officers & Directors Elected

George Camp - JCNA President

Barbara Grayson - JCNA Vice President

Gerald Ellison, Chair, JCNA Nominating Committee, has announced the JCNA Regional Directors elected by affiliate club members to serve two-year terms, from the 2015 AGM to the 2017 AGM. Regional Directors who will represent members in their regions include:

North East Region - Peter Crespin, Nation's Capital Jaguar Owner's Club

South East Region - David Hayden, Carolina Jaguar Club

North Central Region - Michael Meyer, Jaguar Club of Ohio

South Central Region - David McDowell, Jaguar Owners Association of the Southwest

North West Region - Barbara Grayson, Jaguar Owners Club of Oregon

South West Region - Douglas Dechant, Jaguar Club of Southern Arizona





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

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## ANY ROAD UP



DISCLAIMER: **Lyons Tales'** purpose is to disseminate news, technical information and superfluous minutiae related to **Jaguar** automobiles. Any maintenance technique, modification or *bodge* published in **Lyons Tales** should be weighed against conventional, traditional, and generally archaic maintenance practices and procedures established by *Sears Roebuck & Co.* **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*). Craven owners should consider possible techniques or modifications in light of common sense (*gezzz*) and compromises among economy, longevity, performance, reliability, drivability, legality, and resale value not to mention the affect on one's virtue, morality, integrity, dignity, honor, respectability, nobility, purity, ethics and good character. Any modifications possibly affecting emissions or safety are just silly and should not be attempted. This publication and this organization will not assume any liability for ensuing consequences. So there.

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

- Editor

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