

LYONS TALES



VIRGINIA JAGUAR CLUB
VOLUME 15 NO. 6
JUNE, 2016

LYONS TALES

LYONS' ROAR

Spring brings increased activity

By **Bill Sihler**
VJC President

May provided several opportunities for VJC members to get together. The Parkers held their open house on the 22nd, and the Harrisons held theirs on Memorial Day, May 30. Thanks to both for their hospitality.

The F-PACE and XE compact sedans, which were on display at the Annual General Meeting in Phoenix, have made an appearance in Virginia. Brown's Jaguar hosted an introductory event on May 27, as announced by e-mail to VJC members. Test drives weren't available but could be booked for later dates. Be alert for other dealers in the area holding similar events.

"The Week" magazine of May 13 reported on the reception the F-PACE SUV has received from the driving press.

"Motor Trend" was quoted as saying "It's everything a modern Jaguar should be." Their reviewer found it a glamorous car with the "sporty look and feel" of

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President Bill and Mary Sihler display their championship winning X-Type Estate Wagon. You do not have to own a XK120 or E-type to win JCNA trophies.

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ON THE COVER:

VJC members' Jaguars and other classics were featured at the recent Virginia Historical Society Garden Party. See story, pg. 5.



VJC EVENT



George's Dad's lovely XKE coupe was out front so we could spot the right hopuse.

Parkers hold club open house in new digs

By **Greg Glassner**
Lyons Tales Editor

Virginia Jaguar Club member George Parker and his wife Lee held an open house in Bowling Green Sunday, May 22 with several VJC members and other car enthusiasts attending.

Despite a light drizzle, George parked his dad's pristine silver XKE coupe on the front lawn to mark the spot. (See classifieds page for more info on this beautiful car, which is for sale.)

The Parkers, you may remember, suffered a devastating house fire about a year ago and George sustained injuries while removing his beloved pale blue Jaguar XK120 from the garage, which was already engulfed in flames. The



See Club, p. 4

Lee and George Parker converse with VJC president Bill Sihler and wife Mary.

Club

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Parkers' family dogs also escaped, but their caged birds and many belongings were lost to the blaze.

The XK120 is still undergoing a full restoration from the damage and George, Lee and their dogs have settled into a new home in what turns out to be a nice neighborhood with other car guys in it. (A neighbor who attended the open house later fired up his new Lingenfelter Chevy Camaro for me and I spotted another Camaro under a car cover down the block and a two-seat BMW convertible around the corner.)

Of the items that could be salvaged from the house, which was a total loss, some still remain in boxes, but the rest have found a place in the new home. George's den already has the feel of a man that loves cars, specifically Ferraris and Jags. The new "Garage Mahal" is still a work in progress, however.

Anyway, the Parkers were genial hosts, which more than made up for a dreary day outside. Cars were talked and food enjoyed.



George Parker points to an autographed print of the late Phil Hill in his 1961 Ferrari F-1 car which has a photo of George getting Hill to sign the print. (Photos by Greg Glassner)

Roar

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Jaguar's famous sports cars plus hitherto undelivered "all-round practicality."

"Car and Driver" praised the F-PACE's functionality and cargo hold that is almost twice the Porsche Macan's. It also notes the sharp steering and eager engine. "Jalopnik.com" eagerly anticipated the diesel version coming this fall, asserting it is a "rather brilliant car" whose main defect is the position of the power-window buttons.

Looking forward, on Saturday, June 18, Mike Gassman is hosting an open house at his restoration shop/automobile museum for the VJC and the Richmond Triumph Register. Doors will open at 10:30 with a tour at 11 a.m. Afterwards, we will move to lunch.

Mike's facility is located in Waynesboro at 184 N. Bayard Ave. It's just off of US 250 on the east side of Waynesboro.

Please mark Friday and Saturday, September 23 and 24, 2016, on your calendar. That's when David Glick expects our Concours to be held in conjunction with the Tidewater Region Antique Automobile Club of America's annual show

in Pungo, Virginia, just outside Virginia Beach. It holds its Wings & Wheels event at the Military Air Museum, a lovely site.

The tentative plan is for the VJC group to have dinner on Friday night at a hotel in Virginia Beach with the Concours the following morning. Don Jackson is helping with the local arrangements. Thanks to both David Glick and Don Jackson for their efforts.

The December 2015 issue of "Jaguar World" contained an article on rewiring an E-Type. It cautioned that adding features such as LED lights and other power-consuming accessories and upgrades could put excess demand on the vehicle's wiring. The original wiring suffers from both being marginal and, at this point, aged. If overloaded, wires can get hot enough to be damaged and, in the worse case, catch fire.

The article discusses how rewiring can be done, but it is not likely to be a job for the amateur. Caution in this area seems wise.

VJC PARTICIPATION

Jaguars at Historical Society Garden Party a success



Just want to reach out and thank everyone for participating with the car display at the Historical Society Garden Party.

While the weather looked a bit gloomy, the event was really a great success (thanks to Cynthia and staff of the VHS).

Cynthia related that the reception of the car display was absolutely great. There are some nice pictures and comments on Facebook, by the way.

I think we may have even been invited back to create a display for next year! Hope you enjoyed attending the Garden party as well. I know I did. Would you believe it was my first time having a mint julip?

In any event, thank you all once again for helping to make our small part of the event a success.

-- David Glick

VJC Concours Chairman David Glick chats with the Matt Boyd, the driver of a Rolls Royce, left. Above, David's XKE added to the vintage ambience at the Historical Society fundraiser. Below, VJC Past President David Harrison with his Swallow-bodied Austin.



The Garden Party was well attended by Historical Society patrons and the Jaguars and other British classics were a hit.

FROM THE EDITOR'S LAPTOP

Mostly true adventures of a wannabe racer

By Greg Glassner
LT Editor

There is an old expression that goes something like:

Those who can, do.

Those who can't, teach.

When it comes to racing drivers, it should be amended to:

Those who can, race.

Those who can't, write about racing or become fans.

Needless to say, I spent a far greater chunk of my life writing about racing and following it as a fan than trying to race.

But it took me a while to reconcile myself to my appropriate role in the scheme of things.

While the desire to race was there, just about everything else was missing.

I weigh far more than the average racer, I do not possess great reflexes or hand-eye coordination, I usually teeter on the brink of financial insolvency and I can't fix my own cars when they break.

None of this kept me from trying, however.

Since I have already confessed in previous LT columns that I am both a bodger and one who suffers from mechanical ineptitude syndrome, going racing could be a recipe for disaster. Fortunately I never got that far.

My first fling at racing came in 1967. I had just been commissioned a 2nd Lieutenant in the Army after a year of training and stopped off in State College, Pennsylvania, on my way home to Erie, on a two-week leave.

Tony Scrudato, a college friend and fellow member of

the Penn State Sports Car Club had graduated a year after me and was waiting for his own summons from Uncle Sam while working as a mechanic apprentice in a Honda shop.

Ken Williamson, the shop owner was a fairly successful SCCA production racer and he and Tony conspired to sell me a very abused 1958 Alfa Romeo Guilietta languishing in the back of the bike shop. I think I paid Ken \$400.

If I bankrolled the deal and helped gut the little sports car, Williamson offered to put in a roll bar for free and allow us to use his shop. Tony would supply the bulk of the mechanical ingenuity in return for a turn or two behind the wheel.

After a quick visit with the folks and my sister I rode my Yamaha Big Bear back to State College and spent the next week of 10-hour days turning "Alfie," as Williamson persisted in calling it, into a Pennsylvania Hillclimb car.

With no insulation, carpets, top, windows, or anything else we could pitch out, it was certainly lighter than stock. It also rode higher, since we had done nothing about shocks and springs. I acquired a parts car from a local junk yard for \$200 and this vehicle provided a reasonably new set of Pirelli Cinturatos as well as spare parts.

I was handed a little Dremel tool and assigned the task of porting and polishing the Alfa's twin-cam head. I threw myself into this work with reckless abandon and may have removed a little too much material. When reassembled, the little four cylinder may have produced less horsepower than it originally had. Ken spray painted the body shell Honda red, which was close enough to Italian Racing Red for us.

When reassembled, Alfie certainly looked like a race car, And with straight pipes exiting behind the driver's door, it sounded like one too.

Alas, it never lived up to its looks or its anticipated potential.

I was pretty well occupied at Fort Eustis coaching the post championship winning flag football team as well as some military stuff. So Tony took Alfie out for its baptism by fire.

At a local autocross he finished second in class behind a stock Triumph Spitfire. At its only hillclimb, Tony and Alfie finished behind a Chevy Corvair driven by "some woman." (Was it a Yenko Corvair driven by Donna Mae Mims? Perhaps, but somehow I doubt it.)

Before I got to come up to try a hillclimb, Tony was off to fly a desk in the Air Force (his flat feet saved him from



L. T. Editor Greg Glassner driving Miss Virginia around in his XK8.

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Laptop

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the Army).

Using my newly acquired Studebaker Lark V8 station wagon as a tow car, I made two trips to Pennsylvania to retrieve both Alfas. For some reason both engines were out of their cars and I stuffed them in the back of the Studey and drove around for a while, allowing unsuspecting people to think I had a four-cam V-8 back there.

Although I was quick to blame the driver for our team's unspectacular results, this early edition of Scuderia Glassnerini achieved no better results when relocated to Newport News.

The parking lot of the Jefferson East Apartments took on an interesting ambiance with the two Alfas, the Studebaker wagon, my Yamaha, and my recently acquired Simca 1000 Bertone Coupe parked alongside my roommate Dan Connell's VW Bug and Corvair Turbo Spyder -- all belonging to one apartment!

With the assistance of an NCO who owned a BSA scrambler and rode with me on occasion, I got one engine back in Alfie and entered an SCCA autocross at Langley Speedway in Hampton. I made two trips to the track, entering the Alfa and my box-stock 1-liter Simca coupe.

I turned in identical fastest times in both cars!

Of course, both cars were beaten in class by somebody else.

The Alfa did sound good wailing around the back stretch at Langley, however.

When I got orders for Southeast Asia, I clamped a couple of autoparts store mufflers on the straight pipes, holding them on with wire coat hangers, bringing Alfie back into very marginal compliance as a daily driver.

A newlywed second lieutenant with that "gleam" in his eyes bought Alfie and the parts Alfa -- no questions asked. I did not stick around long enough to see the look in his wife's eyes when she saw what her hubby dragged back to their rented off-post mobile home.

She probably wanted a freezer.



Scuderia Glassnerini, circa 1968. From left, Simca 1000 coupe, Studebaker Lark V8, a matched pair of Alfas and a Yamaha motorcycle. (Photo by Greg Glassner)

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

Facebook: [hWps://www.facebook.com/groups/904051982964621/](https://www.facebook.com/groups/904051982964621/)

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

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 glassgreg@hotmail.com. Make sure you reference Lyons Tales somewhere in the subject line.

SUBMISSION DEADLINE

15th of the month preceding the issue month.

SUBMISSION SPECIFICATIONS

Text: any Regular Hoefler, Arial,

Calibri or New Times Roman

Font Size: 10-12 pt

Format: Word, Pages or Text file

VJC MEMBER PROJECT



E-Type cockpit after successful transmission installation. (Photos by Ron Mitchell)

1967 E-Type 2+2 restoration progress report

By Ron Mitchell
VJC Secretary

I have been working on the restoration of my 1967 E-type 2+2 for as long as I have been married. In fact, one of the first outings my wife & I made after our wedding in Sept 1999 was to South Carolina to have a look at the car.

But it wasn't really a car. It would be more accurately described as a collection of Jaguar parts which, as it turns out, were not all from an E-type. This was a restoration that someone started but had not completed. Most of the parts were piled inside the car.

Before we start in this story, let's start with my intent for this car, should it ever get completed and on the road. This car will be driven, regularly. It will be washed and cleaned periodically without any special attention to "detailing."

If it is ever taken to a car shows it will be under duress. And it will certainly not be 100 percent original. With that usage in mind, I have taken certain liberties in adapting the car to suit my purposes and my ideas about how it can be better. If you feel this is sacrilegious, you should probably stop reading now.

In the car's earlier incarnation as a restoration, the transmission tunnel had been modified to accept a Jaguar 4-speed with a Laycock overdrive. This modification extended the wide portion of the tunnel about 3 extra inches toward the rear.

Considering the gearing used for US market E-types, I liked the possibility of lowering the highway engine rpm. However, as I know virtually nothing about the Laycock

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Restoration

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units and had no assurance that the overdrive was fully operational, I pondered other possibilities to achieve the same effect.

There are a couple of places that have adapted Tremec T5 transmissions to the E-type. Most are very expensive and, in short wheelbases of the Series I & II roadster or coupe, the special units are all that will fit. I, however, had the luxury of the longer wheelbase with an already modified transmission tunnel. The T5 5-speed with its overdrive top ratio offered a virtually bullet-proof option for a cruising gear.

The first hurdle was how to mate a T5 to the XK engine. This issue had already been resolved by Medatronics (5speeds.com) who manufacture a unique bellhousing. They were willing to sell the bellhousing as a separate part. With an available solution, I was encouraged to investigate the T5 option more seriously.

The web provided some useful insight from other that had already followed the path I was considering. What I learned was that T5's in Mustangs and Camaros have a shifter located well aft on the tailshaft housing. But the T5 used in GM S10 pickups has a tailshaft unit that places the shifter within about 5 mm (1/4 inch) of the standard E-type position. Close enough. The T5 with the S10 tailshaft was very close to the same length as the 4-speed & overdrive combination. Some measurements of the car convinced me that the packaging would work.

One catch; only the early S10's used a mechanical output for the speedometer, coming from the tailshaft housing. Those housing are rare, more like obsolete, but more searching found a transmission shop in Texas that could provide the right part. They adapt the newer S10 housing to provide a mechanical output. Yeah !!!

Next was gear ratios and again the web provided the necessary reference material. I found a set of Mustang Cobra ratios for gears 1 through 4 matched almost exactly the standard ratios of the E-type. I had confirmed there is a mixture of T5 parts that will fit the available space with the correct ratios and a mechanical speedo output. Now it was only necessary to translate the "possible" to actual hardware.

So, where to get the correct parts? The T5 was made in two versions; the original and a "world class" (WC) upgraded design. All the info pointed to the WC as the best choice. But still there were Ford or GM input shafts and support bearings. Either would require some special machining to mate correctly to the Jaguar crank & flywheel. And unless I used an S10 output shaft, how would I get the mechanical



speedo output I needed?

At this point I realised that I would need to purchase 3 or 4 transmissions and/or a confusing array of disparate parts to get the result I wanted. That did not seem like an appealing, or economic option. More web searching identified several transmission builders that provide complete T5's for about \$1400. Considering that reasonable price for a professionally built gearbox and my very unique combination of parts, outsourcing this job looked like the right solution.

I compiled all the specification for the gearbox I wanted and sought out a builder in Pennsylvania, Hanlon Motorsport. I was concerned that my unique build would be "too big a bother" and I would get a polite refusal. Thankfully, my reception was very warm and the owner relished the challenge of determining and collecting the correct parts to build this unique specification.

But there were a couple of extra details yet to be determined. What overdrive ratio would be best? What combination of drive gears would give a speedo output that worked

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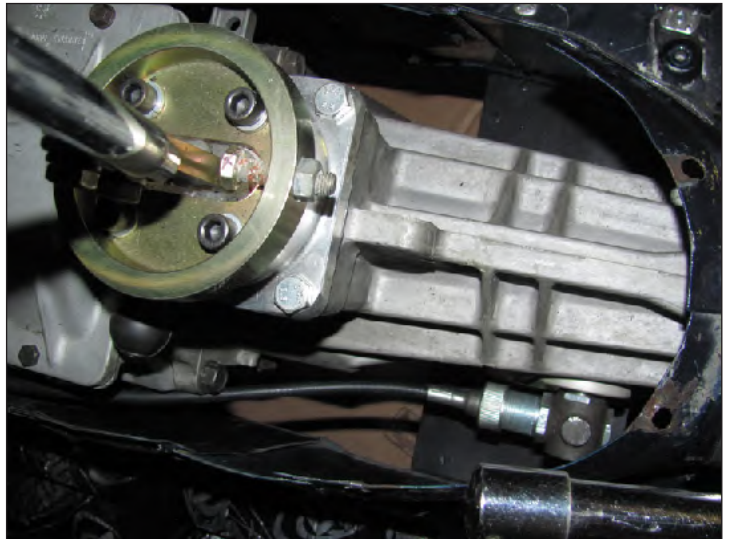
Restoration

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correctly with the existing Jaguar gauge? For the overdrive ratio, we agreed that 0.73 would provide easy cruising at a reasonable engine speed. For the speedo output, there were endless GM & Ford wheel & pinion combinations. A simple calculation gave a combination that matched, within about 1% of my target ratio. In the end, with the special machining required on the input and output shafts, the transmission cost me about \$1800. Very reasonable.

With the Cobra gear set selected for the T5, the input shaft is a Ford 10 spline. The input shaft length and nose diameter were adapted to match the XK engine. But what clutch disc to use? One of the various Mustang discs is 10" diameter. This is a great match to the E-type flywheel and pressure plate faces. One more piece of the puzzle.

When I got the transmission, I started to have a close look at how it would fit in the car. The standard E-type transmission mount is too far forward for the T5. I designed and fabricated a beam for the mount. I had to add 6 threaded inserts in the floor of the chassis to which the beam could



be bolted. The installation of the engine and gearbox went well. Everything fits in place but I have yet to try to move the car under its own power.

The speedo drive output is directly out the side of the tailshaft housing. With that position, the drive cable would be tightly kinked; not acceptable. More web searching found a place that seems to cater to hardware for taxis. They had a 90 degree adaptor with the GM threads as on the T5. Perfect.

The next piece of the puzzle was a drive cable with a GM style connection at the gearbox and a Jaguar connection for the speedo. A local shop, Auto Electric in Norfolk, was able to adapt a Jaguar speedo drive cable to put a GM thread and cable shape on the input end. The resulting cable is a bit longer than necessary. Better than too short.

So, I have a XK engine mated to a T5 gearbox, with the appropriate drive and speedo output ratios, mounted in the car. The adventure continues.

So, now I have an E-type 2+2 with a Tremec T5 transmission. So, what is the next challenge?

In an attempt to avoid starter motor issues with a design that is 50+ years old, I decided to use one of the gear reduction units that have a modern motor design. I built the engine "as original" with the exception of some material removal on the flywheel. So, the starter should mate correctly with the standard ring gear. Right? Not quite so simple.

The starter motor mount position on the T5-mating bell housing has oval inserts to provide two positions. On my first assembly, I of course selected the wrong one. With the starter mounted at the "outboard" position, the teeth of the starter pinion just grazed the tops of ring gear teeth.

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Restoration

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That won't work. Back to the computer for more research.

What I discovered is that the 3.8 & 4.2 litre engines have different ring gears. The 3.8 ring gear has 104 teeth vs 132 for the 4.2. Having nominally the same diameter, that means the tooth pitch of the ring gears are different. To work with the different ring gears, the starter pinion also changed with the displacement. The 3.8 starter has 10 teeth with a 39 mm pinion diameter versus 9 teeth and a 29 mm diameter for the 4.2 litre. Note the considerable difference in the pinion diameters. Hence the different mounting positions.

With all this new insight into the myriad of possible errors, I was starting to get worried. I could imagine that the previous owner's gearbox & overdrive swap had included a flywheel from a 3.8 E-type or a sedan. The first thing was to determine how many teeth were on my flywheel ring gear. By turning the engine with a large bar and counting the ring gear teeth on about a quarter rotation, I convinced myself that I had the "correct" 4.2 ring gear. Whew. And the starter was for the 4.2. Good, it matches.

Next stop was the website of the bell housing manufacturer. I guess I should have read all the available info more thoroughly years ago. Their information clearly states that, for the 4.2 liter engine, the inserts for the starter mount should be to the innermost position, closest to the crank centerline. Duhhhh.

This should now be simple. Reverse the mounting inserts and we are "GO".

What I discovered was that the starter pinion was engaged in ring gear, as mounted. There should be 2 – 5 mm of axial clearance between the gear faces. Instead there was about 2 mm of engagement. Something is not right. Now I was fearing the need to disassemble all the engine ancillaries and pull the engine to get to the flywheel.

At this point, I started with the assumption that the starter motor conversion people knew what they were doing. That meant the error was on my end. By looking more closely and making some measurements, I determined that the ring gear was not in the correct position on the flywheel. It should have been set back from the engine-side by about 2 mm. In fact, it protruded by about 2 mm. That could not be "fixed" in place. Considering the thickness of the ring gear, I convinced myself that it had sufficient engagement on the flywheel. The expedient solution, therefore, was a 4mm thick spacer to move the starter further from the bell housing face.

With an aluminum (aluminium for a British car ?) ring



spacer machined and installed, the started bolted up easily on the bell housing. Now it has both the correct radial tooth engagement and the correct axial spacing relative to the ring gear. It should crank. Right? We'll get there.

With the engine in the car, I started making all the necessary connections. When I got to installing the throttle linkages my thoughts turned to Rube Goldberg. What a crazy contraption. This must be prone to horrible slack or great difficulty in getting it working smoothly. I do not have the patience for fiddling with something like this. So, it was time for some re-engineering. Translating the throttle pedal motion from the left driving position to the right side carbs seems like an application asking for a flexible connection mechanism; ie: a throttle cable.

I laid out a cable anchorage bracket using the existing fastening points on the firewall above the throttle pedal position. Pretty simple. Then on the carburetor side, I figured the cable mount would be between the middle and rear carbs. As this mount would be supported by only two bolts, it needed a central crease to make it sufficiently rigid. It will not do to have excessive flexure in a throttle mechanism. That would defeat the purpose of making this change.

With the end points defined and with the cable to be routed along the top of the firewall, I measured the necessary length for the cable. Summit Racing offers good quality Lokar throttle cables in a variety of lengths. I picked one a couple of inches longer than my measured length.

See Restoration, p. 12

Engine Rebuilding Seminar at Arizona AGM

By David Harrison
VJC Past President

At the recent AGM in Scottsdale, Arizona, Dick Maury gave a well received seminar, concentrating on Jaguar's venerable XK engine. He noted that not every engine shop has the competence and equipment to rebuild XKs, and suggested you ask if they regularly work on Jaguars, what brand of parts they use, do they balance, how do they fix cracks, etc.

Apparently, XK engines can be upgraded. Compression ratio can be raised to 9.5 if tuned properly. In fact, your CR may be high already if the head has been skimmed or the block decked as many engines have needed. Long studs can be a pain to remove, but there are ways. He likes the new hi-tech multilayer gaskets with bonded inserts.

Pre '67 engines lack inlet valve seals and will ingest oil. Seals can be added to early engines. He stressed the importance of removing crankshaft plugs and flushing out

the centrifuged debris, which will otherwise loosen up and ruin your new bearings. Tappet buckets should be locked down. Cracks are usually due to overheating, and should be cut back, the item oven-preheated, the crack properly welded and machined back.

A rebuilt engine deserves new oil pump, timing chains, tensioners, hoses, belts, water pump, correct sleeved bypass thermostat, and a flushed or re-cored radiator with new green antifreeze. Don't try and save a few bucks here. Balancing makes a big difference in smoothness. The 3.8 oil pumps are OOS but the 4.2 pumps can be used with a pickup tube mod.

The Q&A session showed Dick Maury's depth of knowledge and experience. He said he charged approximately \$10,000 for a full rebuild, to give a good-as-new XK engine. This seems very reasonable to me, I was tempted to ask if he could do something about the puny 12 HP Austin engine in my Swallow.

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I made some measurements to determine the motion of the throttle actuator link. From that and knowing the carb actuating rod would need about 90 degrees of rotation, I could calculate the necessary length for the arm to be added on the carb actuating rod. I fabricated the arm for the actuating rod and determine exactly where, both axially and radially, to mount it on the carb actuating rod. With the parts clearly marked, brazing the arm on the actuating rod was simple.

With the mounting brackets fabricated, painted and mounted, now was the time to cut the cable and sheath to suit. The Lokar cables have thread mechanisms to allow adjustment of both ends of the sheath and one end of the cable. That makes it much less stressful when cutting either component to length. Throttle-by-cable - job complete.

On the exhaust side, I wanted something that would breathe better than the stock cast iron manifolds. There are several options for exhaust headers. The stainless ones look pretty but do not seem to have been designed for flow. Patriot makes what look to be effective E-type headers in mild steel. As an alternative, they also provide this design with a silvery ceramic coating, inside & out. Having another toy car that suffers from engine compartment overheating

caused by the exhaust, ceramic coating of the exhaust seems like a very good idea. The only drawback is that the connector pipes between the headers and mufflers are made for a coupe/roadster wheelbase. So, those parts will have to be lengthened. That job will have to wait until after the vehicle is mobile.

So, engine is installed with the T5; starter is in place with the correct engagement between the pinion and ring gear; the throttle is actuated by cable and adjusted to get the full motion, the exhaust is bolted on the head. I guess it is time to start this puppy for the first time in "I do not know how many" years.

With a bit of cranking and fiddling with the choke, she fired, loudly! IT WORKS!!!! On about the third start, I let it run until the engine was warm and did the initial adjustment on the idle mixtures on the carbs. I got a good flow balance on the carbs. However, after another couple of short runs, the engine must be getting a bit looser. I'll need to make further carb adjustments. No problem.

With all the mechanical and electrical stuff checking out well, now is the time to complete the interior. But that is another story that is not yet written.

NOSTALGIA

THE JAGUAR ENGINE



To the untutored observer, the excitement that is the new Jaguar XK-E very likely begins and ends with a single glance at the long, lithe lines of this dramatic motor car. But the astute autophile realizes that total appreciation requires, among other things, an appraisal of the mighty heart that beats within the XK-E.

Upon opening the massive hood, dyed-in-the-wool Jaguar lovers will recognize an old friend. Modified, improved and increased slightly in capacity, it is still in essence the same thunderous, twin overhead-cam, six-cylinder power plant that has proved its reliability in winning hard-fought victories the world over and has made Jaguar famed and feared on every major racing circuit.

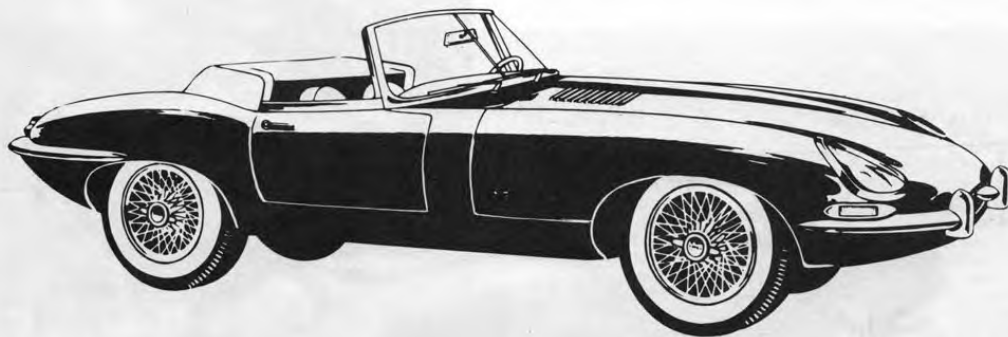
With a displacement of 230.6 cu. in. and a compression ratio of 9 to 1, the Jaguar XK-Engine develops 265 bhp at 5500 rpm, with torque an impressive 260 lbs. ft. at 4000 rpm. The cooling system features a fan which is thermostatically controlled and operates independently of the engine, thereby eliminat-

ing fan drag at road speeds. For those interested in such figures, performance translates to 0-60 in 6.4 seconds, 0-100 in 16.0 seconds and time for the standing quarter-mile of 14.6 seconds. Of more importance to the average driver is the fact that, thanks to superior engineering, the XK-Engine may be driven in *top* gear at speeds of 10-15 mph without a trace of lugging or roughness.

It is important to note that in addition to the rigid inspection of all components during manufacture, each and every Jaguar XK-Engine is individually bench tested prior to installation—a procedure which ensures a performance and dependability second to none in the automotive field. We cordially invite you to view this, and the many other aspects of Jaguar XK-Engineering soon at your local dealer's, and discover for yourself why Jaguars are the most advanced automobiles on the road.

JAGUAR CARS INC.

32 East 57th Street, New York 22, New York
Technical Service and Parts Headquarters, 42-50 Twenty-First St., Long Island City 1, N.Y.



Source: 1963 Road America Race Program. (Greg Glassner Collection)

CALENDAR

Virginia Jaguar Club drive to Waynesboro

On Saturday, June 18, Mike Gassman is hosting an open house at his restoration shop/automobile museum for the VJC and the Richmond Triumph Register. Doors will open at 10:30 with a tour at 11 a.m. Afterwards, we will move to lunch.

Gassman Automotive is located in Waynesboro at 184 N. Bayard Ave. It's just off of US 250 on the east side of Waynesboro.

Mike Gassman was 13 years old when he began restoring his first Triumph on his own and, 37 years later, he is still

doing what he loves to do as owner-operator of Gassman Automotive British Car Sales and Service. Gasman owns over 20 Triumphs as well as Jaguars, Austin Healeys and Porsches.

The Green Leaf Grill, which is on Main Street about a mile from Gassman's shop is our likely lunch destination. This restaurant has flexible table arrangements, a diverse menu, and a bar. It features craft beers and local wines.

Look for additional information on this June 18 Virginia Jaguar Club driving tour.

Coming events of interest to Jaguar owners

East Coast and National Events of Interest:

June 4 -- Richmond Porsche Meet (RPM) at Virginia Crossings Resort, Glen Allen, VA. Concours is 9 a.m. to noon.

June 10-12 -- The Elegance at Hershey (PA).

July 3 -- IMSA/WeatherTech Series at Watkins Glen (NY).

July 4 -- 17th Annual 4th of July Car & Motorcycle Show in Downtown Culpeper from 10 a.m. to 3 p.m. Admission free. The 2016 Show features classic imports built before 1976. Contact crievents@culpeperdowntown.com

July 14-17 -- North Carolina Jaguar Club Concours, Little Switzerland, N.C. bktlist1@gmail.com

July 16-17 -- Pittsburgh Vintage in Schenley Park (PA).

July 23 -- IMSA/WeatherTech Series at Lime Rock Park (CT).

Aug. 19-21 -- Monterey Historics/Pebble Beach Concours (CA).

Aug. 20-21 -- IMSA/WeatherTech Oak Tree Grand Prix at VIR (VA)

Sept. 3-5 -- Lime Rock Vintage Weekend (CT).

Sept. 9 -- Watkins Glen Vintage G.P. (NY).

Sept. 11 -- Radnor Hunt Concours (PA).

Sept. 17-18 -- Road Atlanta Fall Historics (GA)

Sept. 17-18 -- IMSA/WeatherTech Series at COTA (TX).

Sept. 17-18 -- Elkhart Lake Vintage Festival (WI).

Sept 18 -- Classics on the Green, New Kent (VA)

Sept. 24 -- 2016 VJC Concours, Virginia Beach (VA)

VJC Concours

Concours Update

Please put Saturday Sept 24 on your calendar for the 2016 VJC Concours.

Concours Chair David Glick is still finalizing this, so its a bit of a "heads-up."

The general outline is that the event will be at the Air Museum in Pungo, near VA Beach, and will be "twinned" with a big regional AACA show at the museum.

The VJC event will include a Friday driving tour, a Friday dinner, the show will be on Saturday 9/23 and the awards ceremony will immediately follow. The museum is well worth a visit anytime.

Details will be advised as soon as the Concours is finalized.

(See any dates we should add to this calendar? Let us know.)

MEMBER CLASSIFIEDS

Jaguar XKE for sale



For Sale: VJC Member George Parker's Dad's XKE1965 4.2 Liter Jaguar E-Type FHC, matching numbers. Rust free California car. Same owner for the past 22 years. Original owner was the Honorable Charles H. Older, the judge at the Manson trial in 1970. Judge Older purchased it in Santa Monica, CA in Dec. 1965. Purchased by the present owner in 1994 with 76K miles and in need of restoration. Original color was opalescent blue. Suffered a re-spray white in 1975. Disassembled and all body parts stripped to bare metal and repainted silver. Many mechanicals removed and rebuilt including engine and IRS. Interior refreshed with new dash top, carpets, and headliner. About 1,000 miles on new 185R15 radial tires. Upgrades for modern driving include a T5 gearbox with 0.73:1 fifth gear, modern electric fan, coolant recovery tank, and others. The original gearbox and other parts are included with the car. Completely reliable driver that can be driven anywhere in today's traffic. Driven 20K miles since restoration with never a failure. Competitive in

JCNA Driven Division. Won Best of Show, Driven Division, at the 2005 JANE Jaguar Festival. Photos, video, Heritage Certificate, and provenance details available. "Condition 2" car (per Hagerty online valuation tool) offered at \$118,000 (below the Condition 2 value). Contact George Parker, (540) 287-2311.

1989 V-12 XJS convertible

A lady in Chesapeake has a 1989 V-12 XJS convertible for sale, only 26K original miles, white/red, reportedly VGC, put away running, has been sitting garaged for 4-5 years, looking for good home. (Contact me at 804-748-4601 for more details. -- Submitted by VJC member David Harrison.)

1977 XJS Coupe



This 1977 XJS garage-kept jaguar with only 24,000 miles is in good running condition. It has cold A/C, new tires, interior is in good shape with original paint job. The car has been appraised at \$19,500. My asking price is only \$14,000. Call Tony at 757-650-5378

See Ads, p. 16

USEFUL INFORMATION FROM JCNA

Classic Car Trusts explained at recent AGM

By David Harrison
VJC Past President

We all cherish our classic cars, but who will take care of them, or their orderly dispersal, if we no longer can?

These issues were addressed in a seminar by a representative of one of the AGM sponsors, Watermark Wealth Management, who have assisted in creating many Classic Car Trusts.

As explained in the seminar, a trust can avoid costly probate, family arguments, provide protection from creditors, bankruptcies or divorces, and can have a non-contest provision.

Trusts can be non-revocable, or amendable by the trustee, and can have a line of successor trustees such a child, a grandchild, a friend or a curator.

As explained, an inventory with proper titling, VIN numbers, detailed descriptions for each and all cars is essential. The trust inventory can also include your memorabilia, trophies, posters, valuable spare parts, tools, or your garage

or barn. These will be in the trust if so inventoried. It's a good idea to provide liquid assets such as cash, CDs, stocks, etc. to provide trust income for insurance (very important), storage, maintenance, utilities, gas and oil, etc.

You can specify the useage of the collections, such only to be used for parades and car shows, or only for display in a museum.

You can specify who gets to drive them too and exclude that rascally relative who keeps tearing up his own cars. The trust can be walled off from a regular trust to avoid cross-liabilities.

Setting up a Classic Car Trust is going to take time, planning and some expense, as an attorney is required to set one up, but it avoids the problem of a grieving spouse with a garage of valuable stuff and no idea what to do next.

Caveat: I hope this is of interest to VJC members, but I do not claim to be an expert on this issue, so please do your own research and act accordingly.

Ads

Continued from p. 15

1987 XJ6 for sale

My Name is Floyd Wieburg, and I live in Hampton, Va. I have a 1987 XJ6 Jaguar which I am trying to find a home for. The vehicle had belonged to my wife, but she passed away recently. Her one wish was that I try to find the vehicle a home with someone who liked Jaguars and might be able to make use of it.

I must say that the car has been sitting and not started since 2009. The body has some rust but the frame and running gear are okay. The engine was totally rebuilt from the bottom up back in 2006 or 2007 and has very few miles on it.

If the vehicle is not restored it has many new and good parts that can be reused.

Contact: Floyd Wieburg, 321 Bromsgrove Drive, Hampton, VA 23666 (757) 827-1353. floyd.wieburg@gmail.com

1997 XJ6L for sale



1997 Jaguar XJ6L for sale. 130,000 miles. \$2,000.00. Call Helen Lynch at 301-765-6043 or Cell 301-646-9520. Vehicle has been owned by me since 2002-all maintenance records available. Great car for Jag enthusiast. Needs some body work.

CLUB OFFICERS & COMMITTEE CHAIRS

Who to contact about the Virginia Jaguar Club

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

Mailing Address:

Virginia Jaguar Club, Inc.

11724 Elmwood Ln.

Chester, VA 23831 USA

General Information: 804-748-4601

Email: davidmharrison2003@yahoo.com

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

Traveler Contact: David Harrison

Phone: 804-748-4601

Membership: Ron Mitchell

Phone: 757-877-1132

rmitchelljag@cox.net

Events Chair: David Harrison

Phone: 804-748-4601

Email: davidmharrison2003@yahoo.com

Concours Chair: David Glick

Phone: 804-327-0084

Email: dmgbcc@gmail.com

Chief Judge: Sherman Taffel

Phone: 410-302-3930

Email: staffel@comcast.net

Officers (and other humans with varying degrees of prominence)

President: Bill Sihler

Phone: 434-296-5354

Email: sihlerww@embarqmail.com

Vice President: Sherman Taffel

Phone: 410-302-3930

Email: staffel@comcast.net

Registrar & Secretary: Ron Mitchell

Phone: 757-877-1132

rmitchelljag@cox.net

Treasurer: Steve Bradley

Phone: 804-387-2783

Email: sBradley56@gmail.com

Past President: David Harrison

Phone: 804-748-4601

Email: davidmharrison2003@yahoo.com

Rally Master: Ron Mitchell

Phone: 757-877-1132

rmitchelljag@cox.net

Slalom Chair: Open

Webmaster: David Glick

Phone: 804-327-0084

Email: dmgbcc@gmail.com

Lyons Tales Editor: Greg Glassner

Phone: 804-349-6750

Email: glassgreg@hotmail.com

LT Contributing Editor: George Parker

540-287-2311

George@cantstoppingbig.com

LT Past Editor: Brad Purvis

2016 AGM Delegates:

Bill Sihler

David Harrison

BODGER'S CORNER



Cedric was trying for that vintage rally car look on his regular ride so...

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.

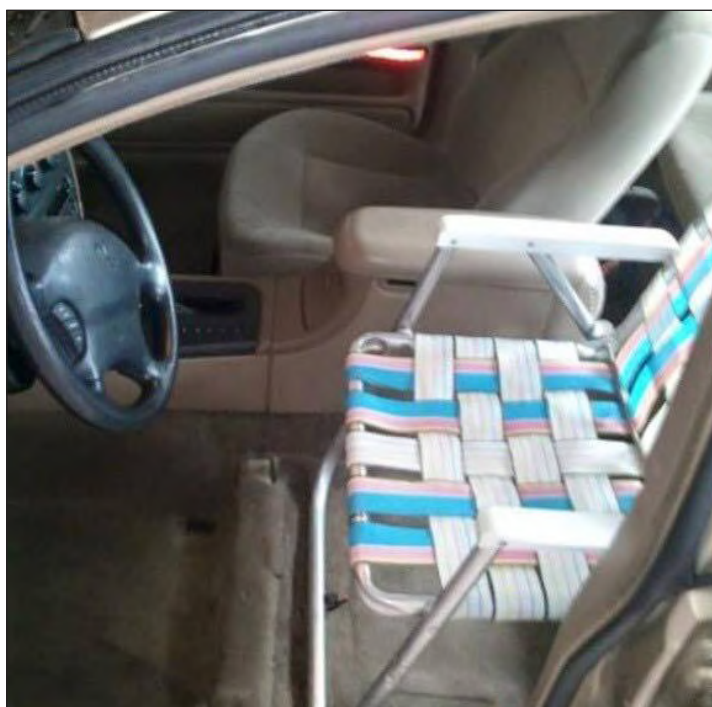
Synonyms

• 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.



His new Falken gumballs hadn't arrived yet, so...



Ralph had sent his driver's seat out to be reupholstered.

MEMBERSHIP INFORMATION

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 31st)

Signature: _____ Date: _____

Please, make checks payable to “Virginia Jaguar Club”

ANY ROAD TRAVELED

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 The Knights Templar. LT is not the authority on maintaining or improving Jaguar automobiles.

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). Owners should consider possible techniques or modifications in light of common sense 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.

Neither this publication nor this organization, editor or his minions will assume any liability for ensuing consequences for your inept application of those techniques described herein. So there.

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

-- The Editor



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