
LYONS TALES



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VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR

VJC AGM report and a look ahead for year 2023

Ladies and Gentlemen of the Virginia Jaguar Club:

Elsewhere in this edition of Lyons Tales, among other interesting articles, is the report of the Virginia Jaguar's Club's Annual General Meeting. Existing officers and auxiliary board members were reelected. Many thanks to Brian Trickett, VJC Secretary, for that report.

It was sad to learn that Bill Guzek, who has served valiantly as Membership Chair, must step down no later than the end of the year. It would be highly useful for a new Membership Chair to take over this fall before the membership renewal season begins in December. The tasks of the position are clustered in the December-February period, when members need to be notified of the need to renew their

See Roar, p. 3



VJC President Bill Sihler, left, talks Jaguars with VJC member Carter Younger at one of this year's Richmond Cars and Coffee events. A number of VJC members enjoy these casual outings. (Photo by BrianTrickett)

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Send your submissions to:
glassgreg@hotmail.com
 Put Lyons Tales in subject box.

SAVE THE DATE:

**Sunday, May 21:
 Club Social at the
 Harrisons.**

**Saturday, June 10,
 8 a.m.-3 p.m.:
 Annual AACA/VJC
 Car Show,
 St. Josephs Villa,
 Richmond.**



Roar

Continued from p. 2

membership (Bill has excellent spread sheets to make this process easy), deposit the dues as received and notify the Treasurer, and notify JCNA that members have renewed. Finally, making sure the roster spreadsheet is up to date. Thereafter, late renewers need to be processed or they will not receive the Jaguar Journal. Also, there are usually a few new members to process during the year.

Anyone wanting to learn more about the Membership Chair position, which includes a position on the Board of Directors, should contact me at sihlerww@embarqmail.com. After we talk, I can put you in touch with Bill Guzek.

The Jaguar Clubs of North American Annual General Meeting was held on March 11, 2023, in San Francisco, CA. The location was in a lovely hotel overlooking an estuary of the San Francisco Bay, miles from anywhere except the airport. But, the weather was bad to terrible, so the location was not as disappointing as it might have been. Distance to the airport was very convenient.

In the two days leading up to the meeting, those in town were taken to two very interesting automobile museums. One was a former Packard dealership building which a group of car enthusiasts had bought as a place to park and display and repair their vehicles. There was an eclectic and interesting collection. The other was the Mozart Foundation Auto Museum in Palo Alto. This museum houses the collection of Mr. Mozart, a real estate developer who became interested

in collecting classic automobiles. He owns several hundred, of which perhaps a hundred are on display in the museum. They are typically in fantastic condition, but a few have intentionally been left as they were found.

Two items I found particularly interesting. First, some early cars of the same marque (such as Packard) and same year had right-hand drives and others had left-hand. The display identification did not indicate the right-hand ones had been produced for the UK. Second, in many of the early cars, the accelerator was a little metal “finger” located between the clutch and the brake pedals. In one car, it even appeared to be a lever outside of the car.

The AGM itself was relatively quiet compared with the last two years. The minor changes in the judging guide rules passed with minor discussion. At the board meeting following the AGM, it was moved and passed that the judging rules should be changed only every three years. Sometimes, however, the executive committee will decide to defer such important decisions for the next AGM to consider.

There was also a presentation showing that the increase in dues had stopped temporarily JCNA’s negative cash flow. However, the effect of inflation and the necessity of paying to have certain JCNA activities performed that had formerly been done by volunteers threatens cash flow in the future. No action was taken, but this issue is clearly an important one. The JCNA officers will continue to look for ways to cut costs, such as by moving the Jaguar Journal to lighter paper. Stay tuned.

Best Leaper regards,

-- Bill Sihler, President

Cars & Coffee

VJC members Carter Younger, left, and Brian Trickett, right, kick a few tires at a recent Richmond Cars and Coffee events. The people and the conversations are as important as the cars when VJC members gather.



VJC MEETING MINUTES

VJC Feb. 25 Annual General Meeting

Virginia Jaguar Club
Minutes of the Meeting
02/25/2023, 11-3 PM

Attendees:

Bill Sihler, David Harrison, Una Harrison, Peter Schowalter, Jeffra Schowalter, Kathy Trickett, Brian Trickett, Greg Glassner, Paul Meade, Martha Meade, Carter Younger, Sherman Taffel, Camellia Taffel, Thomas Sledge, Ron Mitchell.

Agenda

- . Review of 2022 minutes
- . Report on 2022 including financial report.
- . Membership report
- . Election of offices
- . Judges training
- . Consideration of club meetings/events

Action:

All members at the meeting approved and accepted the

2022 minutes.

Although Leland Miller, club treasurer, was unable to attend the meeting he sent in information regarding the club's financial situation and this was made available to those members attending the meeting.

Bill Sihler informed the group that at the moment we had 22 members registered and who had paid their club dues. All members that were in attendance at the meeting advised that their dues had been paid and that as far as they knew their dues had been cashed.

The following nominations for election of officers were made and each approved by the group members at the meeting:

New Board

Bill Sihler (President), Brian Trickett (Vice President, Secretary, Events Chair in conjunction with David Harrison), Leland Miller (Treasurer) Bill Guzek (Membership). Bill advised that he would only be able to continue in this capacity

See Meeting, p. 5



After the AGM was over, the VJC members adjourned to the Williamsburg Winery's Gabriel Archer Tavern for a pleasant luncheon. The Duffalers, (at rear) stopped by our table to make sure the wine and food was to our liking.

Meeting

Continued from p. 4

ity through this year. After that, he would not be available.

Board members present then elected members to the following positions and to the board of directors:

Auxiliary Board

Sherman Taffel (Chief Judge), Wayne Estrada Concours Chair, Webmaster. Ron Gaertner (Concours Co-Chair), Greg Glassner (Newsletter Editor), David Harrison (Past President, Consultant), Peter Schowalter (Coordinator with other clubs)

Judges Training

Sherm bought the group up to speed on the work he has been doing regarding judges training. He advised us that JCNA are encouraging all clubs to have their judges trained on the new rules and all changes and updates made to the existing rules. Furthermore, JCNA expects this training to be carried out on a yearly basis.

Sherm proposed to print and make available seven copies/books of the material for judges training and that funding and costs would be provided by VJC.

The motion was passed and confirmed by the members. Sherm proposed the training take place March 25. He will confirm details nearer the date.

A draft copy of proposed events for 2023 was handed out to the members.



Long-time VJC member Ron Mitchell drove his restored XKE coupe to the AGM this year. The snug top came in handy in the rain.

Events ideas sought

This was discussed between the group and new ideas and changes to the timetable of events were brought forward. The final events calendar will be sent out to the website in the next few days.

With no new topics to be discussed the meeting was adjourned.

-- Brian Trickett, Secretary



Williamsburg Winery founder Patrick Duffaler welcomed the VJC members to the cozy library at the Wedmore Place boutique hotel on the winery grounds.

FROM THE EDITOR'S LAPTOP



Even if we didn't know that VJC member David Harrison's Jaguar XJS Cabriolet had been owned by Rock Music legend James Brown, we'd think it was a "Cool Car." The editors of "Mechanics Illustrated" magazine agree with this assessment.

Eight Jaguars make 'Coolest Cars' list

By Greg Glassner
LT Editor

I suspect most of you come across those ubiquitous Top Ten, Top 50 or Top 100 lists that circulate on the internet, or the various social media. I try not to get sucked into them



Editor Greg Glassner driving Miss Virginia 2014 Courtney Garrett around the State Fairgrounds in his XK8.

especially if it requires me to click my mouse dozens of times to get through them.

But I must have been at a weak point on a recent dreary day. When a former Army OCS classmate of mine forwarded me the Mechanics Illustrated magazine list of the "103 Coolest Cars," I took the bait. This list only required me to scroll down, if I had to click on 103 pages I would have backed off in a hurry.

My interest was heightened when I got to No. 4 on the list and saw it was the Jaguar XJS, circa 1975-96, I did a classic double take. "Huh? I expected Jaguars on the list, but the XJS as Number 4?" I muttered soto voce. "What about the E-Type, the D-Type and the XK 120, 140 and 150?" I asked.

So I plodded through all 103 entries. My conclusion was that Jaguar came off pretty well. There were eight Jaguars alltogether, the XJS at No. 4, the 1936-40 SS Cars SS100 at No. 31, the venerable XK120 (1948-55) at No. 63, the 1957 XKSS (street version of the D-Type) at No. 70, the 1992-94 XJ220 at No.77, the 1951-53 C-Type (racing ver-

See Laptop, p. 7

Laptop

Continued from p. 6

sion of the XK120) at No. 81, and finally the 1961-1975 E-Type at No. 99 and the 1965 XJ13 at No. 101.

I was somewhat miffed that “my XK8,” missed the cut and I suspect some would ask why no XKR or F-Type? I wondered why the XKE was No. 99 and the XJS was No. 4, until I realized there was no pretense of numerical ranking in terms of the somewhat nebulous “Cool” factor or a vehicle’s impact on the car world in general.

The story stated that the only hard requirement for making the cut was that “at least one fully driveable model had to have actually been created.”

The author’s byline read: “By James Tate and Popular Mechanics Editors.”

My theory is that Tate came up with 90 or 100 car models based on his personal concept of “coolness” and one of the editors said to him, “Tate, you numbskull, how could you leave the XKE off the list?” So it slipped in at No. 99. Some similar scenario could explain why it is a list of 103 cars, not an even 100. Why else would the E-Type be 99 and the Ferrari 250 GTO, the very essence of “Cool car” be 103?

I have long theorized that these internet and social media “Top Whatever” lists exist solely to get people to their website, blog, Facebook page or Tweet. Many of them, I suspect, are created by teenagers working out of their par-

ents’ basement or in some Third World boiler room. The majority of these lists are shallow and innane.

This one is only slightly better. At least some thought was put into it. There were Ferraris, Lamborghinis, Aston Martins and Bugattis on it, of course, and a few one-off or ultra-low production show or race cars, like the 2019 Bentley EXP 100GT and the aforementioned Jaguar XK13.

The list contained precious few cars that the average Joe could have bought new or at the gently-used car lot back in the day without robbing a bank or striking oil on the back 40, namely the VW Karmann Ghia, the MGA, the Triumph Spitfire, the 1966-69 Chevy Camaro and the Hudson Hornet, one of the very few sedans on the list. (What no 1957 Chevy, Studebaker Golden Hawk or mid-50s Chrysler 300?)

The Hudson Hornet may be a clue to the list creator’s age. He was probably weaned on watching the “Cars” series of animated movies.

I am sure if I had the patience to put together a list of my 103 Coolest Cars there would be an OSCA or Lancia on it, perhaps a Reliant Scimitar, Pegaso, Tatra, Citroen DS, Lotus 11, Borgward Isabella Coupe, or Fiat-Abarth 750 Zagato. Maybe even a Berkeley, Messerschmidt or BMW Isetta for variety.

Perhaps our Lyons Tales readers would like to compile their own top 20 or Top 40 “Coolest Cars.”



Although I had to read all the way through the “103 Coolest Cars” list, I just knew the exquisite Jaguar E-Type had to be on it.

VJC PROGRAM



Winery owner Patrick Duffaler displays several mementos from his life as a Phillip Morris sponsor representative for Formula One racing teams in the 1970s.

‘Back in the day,’ the tobacco companies poured big bucks into automobile racing

By Greg Glassner
Lyons Tales Editor

Patrick Duffeler, the founder and chairman of The Williamsburg Winery gave members of the Virginia Jaguar Club some insights into one of motor racing’s most exciting and dangerous decades at the club’s Feb. 25 Annual General Meeting.

Born in Belgium, Duffeler spent his early youth dodging bombs during World War II. But he grew up in the United States, attending college here and getting his first job with Eastman Kodak in upstate New York. He said he sensed (quite correctly) that Kodak was headed in the wrong direction and accepted a job with Phillip Morris’ European marketing operations in Switzerland. This was in the early 1970s, when the big tobacco companies were just getting involved in promoting automobile racing.

Up to that point, Formula One cars were painted in their traditional national liveries, Red for Italy, Blue for France, Silver for Germany and, of course, British Racing Green.

Colin Chapman’s Lotus had already broken with that tradition in the late 1960s with the British Gold Leaf red-and-white livery and later with the John Player Special Black and Gold paint scheme.

The Public Health Cigarette Smoking Act which banned cigarette advertising from American television was signed into law Jan. 2, 1971, so American tobacco companies were poised to go racing in a big way, the cars serving as quite visible mobile billboards on the world stage. And young Patrick Duffeler, Phillip Morris’ multi-lingual man-in-Europe, was given the job. Chronically cash-strapped Grand Prix teams were eager to take the money and accept the influence.

Duffeler told the Jaguar owners that he initially put together deals with the faltering BRM team, which resulted in a single win at Monaco in 1972, and Frank Williams’ even less successful Iso-Marlboro team in ‘73. But he was looking for just the right combination of car and driver. That came

See Formula 1, p. 9

Formula 1

Continued from p. 8

in late 1973 with the formation of Marlboro Team McLaren and the signing of 1972 World Champion Emerson Fittipaldi. The cars were painted in a red and white livery that mimicked the packages of Marlboro cigarettes. Fittipaldi won his second driver's title in 1974 and Marlboro-McLaren took the Constructors' Championship as well.

The success of Lotus' John Player Specials and Marlboro Team McLaren prompted a flurry of tobacco sponsorship in all forms of motorsports in the 1970s and beyond. This resulted in the NASCAR Winston Cup series for stock cars and drag racers, the Camel GT Series for sports cars, and automobile and motorcycle race teams sponsored by brands Viceroy, Lucky Strike, Rothmans, Gitanes, Tabatip, Silk Cut and others.

Duffaler said he was also instrumental in creating the Marlboro-Lancia rally team and in securing racetrack and event sponsorships. Although Ferrari retained the traditional Italian Racing Red livery, Marlboro was a secondary sponsor well into the 21st century. Even after the European Union Tobacco Directive banned cigarette logos on cars, Ferraris ran the Marlboro barcode on their rear-wings, the Scuderia claiming it was an integral part of the livery of the F-1 cars.

Duffaler said he also became involved in advocating racetrack safety through the urging of drivers Jackie Stewart and Fittipaldi and even backed Fittipaldi when that driver boycotted the 1975 Spanish G.P. at Barcelona, a race run despite driver protests and one that resulted in the death of four spectators.

When Fittipaldi left Marlboro-McLaren, Duffaler noted, "We got James Hunt to drive for us." That resulted in Hunt, who was rarely seen without a cigarette in his mouth, winning the 1976 driver's championship in a season-long battle with Ferrari's Niki Lauda.

Duffaler said he was so immersed in Formula One in those days that he was called on to assist track organizers for the first Japanese Grand Prix in 1976. He also served as President of the WCR (World Championship Racing) in a power struggle with Bernie Ecclestone's FOCA (Formula One Constructors Association, dubbed the "garagistas") for control of Formula 1 racing. Ecclestone won that battle and became immensely wealthy, Duffaler conceded.

Duffaler displayed a small number of his many mementos from his time with F-1, including signed photos and a Team Marlboro-McLaren driver's suit.

See Formula 1, p. 10



It was hard to miss the primary sponsor on this Marlboro McLaren from the mid-1970s. The cars functioned as rolling billboards and drivers' suits and trackside banners completed the package.

Twin Cam

Continued from p. 9

He said several factors prompted him to leave the exciting life of international auto racing to settle in rural Virginia in 1983 and start growing grapes and making wine. One was the realization that his very successful promotion of Phillip Morris products was not entirely ethical. When Duffaler told an old friend how he made a living, the friend remarked to him, “So, you’re a cancer salesman.”

“That got to me,” said Duffaler, a non-smoker.

Another was his father being diagnosed with emphysema.

And a third was seeking a healthy environment in which to raise his two sons, one of whom now runs the winery.

“My first wife (who passed away in 2004) remarked to me, ‘You’ve got to do your own property.’ She suggested four choices, the Northwest U.S., the Mid-Atlantic states, Argentina and New Zealand.”

So the Duffalers bought the old Essex One Hundred tract located near the Williamsburg Airport, between Colonial Williamsburg and Jamestown. On the land, there were two small houses, one of which he noted was riddled with termites and had to be torn down.

Over the next 40 years the Duffalers planted trees, cultivated grapes and developed an award winning winery, plus a restaurant and boutique hotel.

“I’m an environmentalist. I plant trees,” Duffaler said, smiling. “I am passionate for what I do. I started a house in 1984 and hope to finish it soon,” he quipped.

Every bottle of wine his family produces, he noted, car-



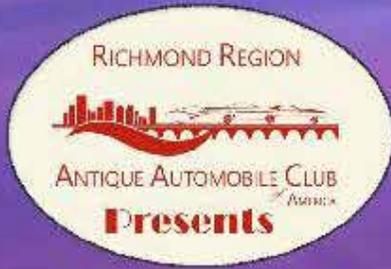
Our genial host Patrick Duffaler hoists a vintage Marlboro F-1 driver's suit, circa 1970s.

ries the words, “Enjoy life.”

After the business meeting which followed Duffaler’s remarks, the club members adjourned to the nearby winery restaurant and enjoyed a convivial luncheon while a cold rain came down on the cars outside.



Long after Duffaler left the scene, tobacco companies remained heavily involved in sponsoring race teams, as evidenced by this Jaguar XJR-9 promoting Silk Cut cigarettes. This combination brought Jaguar back into the winner’s circle at LeMans in 1988.



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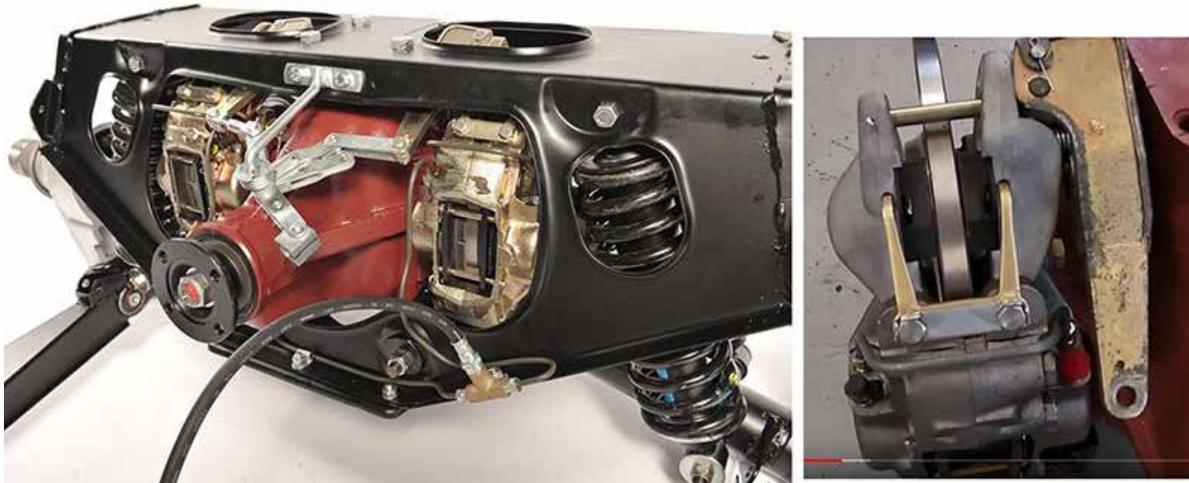


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JAGUAR TECH TIP



E-Types

Remedying a bad brake experience

By David Glick
VJC Member

For those of you knowledgeable about E-Type and XJS rear ends and rear brakes, the novelty of inboard brakes soon fades. Changing pads is easy, you do not even have to remove the wheels/tires. Replacing or rebuilding rear calipers, not so. There are only two options, drop the entire rear end, or work in really tight spaces. Just for the record, the calipers are attached to the differential, and the metal frame is installed over the differential, when it comes to normal assembly that is.

Well, since the parking brakes on my E-Type froze, I thought I would attempt the impossible and remove the cali-

pers. The parking brake mechanism is bolted to the caliper and cannot be removed while still in the rear cage, unless disassembled from the calipers, and extracted separately. Further complicating the job, wait until you see how difficult it is to get out the two bolts securing each of the calipers.

As some of you may recall, I have written in the past about how much of a mistake it was to rely upon soda blasting to remove the paint when my E-type was repainted in 2010. Since the mechanicals including the brakes, were done before paint, I never thought about them after. Turns out the baking soda is extremely corrosive and the rear brakes in general did not fare well, which likely led to the parking brakes freezing to begin with. The insides were full of caked soda blasting material. The brake pads were even frozen in calipers and had to be removed with extreme force. Since they had to come out just to get to the parking brakes, I thought it best to rebuild them completely once again. On inspection, stainless pistons previously installed were great. All the rubber components were shot. It seems the rubber boots welded the pads in place acting like a rubberized glue.

I cleaned and blasted the calipers, rebuilt each half, and reassembled them. Given two additional issues, like how difficult it was to get the input line to stop leaking one

See History, p. 13





Brakes

Continued from p. 12

of the calipers in the past, and the fact the swapping the bleed and lines sides of the caliper made sense for access for bleeding, I did that. I fabricated new fixed lines to the calipers anyway, so that was quite easy, at least in theory.

Once everything was reinstalled, which was not a simple task, I was all set to bleed the system. Bad news: the one bleeder valve I was worried about to begin with would not seal and leaked like a sieve. I even tried different bleeder valves without success. Faced with having to remove the entire brake mechanism once again, I was not happy. Looking back, I would say that it seemed the threads were well worn from having lines overtightened (will cover that in a moment). About ready to give up, I remembered something I purchased to make life easier for my current E-Type project, Fosseway remote bleed lines. Removed the leaky bleeder valve and installed the Fosseway banjo bolt fitting, attached the line and to the leaking stopped. The banjo bolts are longer and attached to lower intact threads in the caliper. I only have one side of the remote bleeder lines installed at the moment. Will get to the other shortly.

Dave Maule has been addressing brake problems on his Austin Healey 100 recently. After rebuilding his front calipers while he was reinstalling the lines, I noticed the fittings on the short lines that connect the flex hose to the caliper did not look great. The ends of the line fitting were flared and split. That is clearly a result of overnighting, which often occurs when attempting to reuse bubble fitting ends on brake lines. I would near guarantee that was how the threads became compromised by similar overtightening on my E-type (crediting the 4 prior owners and shops that worked on the E-type previously). We did fabricate an entire new short line for Dave's Healey. The following week

when he found the rear brakes and seals needed addressing as well, we noticed one of the rear brake lines suffered the same problem. So, we fabricated a new line for the rear as well. The moral of the story is do not overtighten brake line fittings, and lines and when fittings have been reused a couple of times, it may be necessary to fabricate a new line, or at least make a new fresh bubble or flare connection.

Lastly, yes, I did use speed bleeders. They fit the remote lines as well as the calipers quite well. Well, at least I proved that E-Type parking brakes can be removed and refitted without removing the entire rear suspension completely, though I have a few recommendations that might help there as well.

Here is hoping we all stop safely!



VJC MEMBER ANALYSIS

Electric cars are a shocking development

By Wayne Estrada
VJC Founder

Back in the 90's a pop dance fad called the "The Electric Slide" started off with the lyric, "It's *ELECTRIC!*" While popular back in the day for people to move across the dance floor, it was perhaps more a prophecy of how people would move in the future.

Today, "It's Electric" has become the motto of all auto manufacturers rushing to 'amp up' their fleets, and an honest question is "What is the rush to do so and why?" Is it better performance, new technology, lower maintenance costs or driven by politics, the 'save the planet' movement or a combination of some or all of these, or is it just another fad like the "Electric Slide?"

Regardless of the trend towards electric cars, they are here to stay while also raising many issues - both good and bad.

For true 'car-people' who love achieving the ever-elusive goal of increased performance, acceleration, handling, and top speed, the electric revolution has literally shocked the automotive world to warp-factor 10 capabilities that push far beyond what is possible mechanically.

While the most advanced Internal Combustion Engine (ICE) cars today are capable of sub 3 second 0-60 times, there is no amount of advanced fuel injection, variable valve timing or turbocharging that can come close to the superior performance of electric cars.

For example, a 5-passenger Tesla Plaid sedan is *faster* than multi-million dollar Ferraris and Lamborghinis at a fraction of the cost. Add to that 4-wheel computer controlled dynamic drive and steering with CPU activated suspensions and electric cars also match or beat super cars around the



The Jaguar I-Pace fastback coupe has a muscular stance and a traditional grille opening, leaving the casual observer guessing at its mode of power.

racetrack as well.

The "good" obviously is amazing performance and exhilarating driving dynamics, but the bad is that "high-tech" is completely negating the visceral "high-touch" that enthusiasts have enjoyed over the last one hundred years as part of the driving experience.

My first car was a 1967 MGB roadster, which while ridiculously slow by modern standards absolutely excelled in tactile emotional satisfaction and pure driving enjoyment. I loved the sound of the engine combined with the music of the exhaust along with the dancing needle of the tach and the ever-present slight smell of gasoline and oil. Add to that the classic artistic design style that was a hallmark of all cars previous to the 70's and 80's and romance was waiting every time you slipped behind the wheel, turned the key and dropped the car into gear.

On the contrary ALL modern cars have mostly lost any sense of individual style due to the need for low aerodynamic drag for increased economy and range. Look at a line of cars in any parking lot and note that many cars have the same basic shape. Similarly, on the inside many modern (and especially electric) cars look more like a NASA control room with iPad-sized touch screens and heads-up displays that more accurately don't emulate a car, but a computer on wheels. The big sales draw is not about the CAR or the enjoyment of driving but to who has the biggest screens, best gadgets, apps and Internet access.

Along this line, the E-car experience is simultaneously satisfying and disappointing. The pluses are having the se-
See Electric, p. 16



Baker Electric tried to imitate the look of internal combustion cars with this 1912 Model W Runabout.

JAGUAR SHOP TALK

A Fuelish Mistake

By David Harrison
VJC Past President

E-types are great cars but do not respond well to neglect or mistreatment. Probably the worst mistreatment is to just let them sit. Such was the fate of my ex-Murff 1969 S2 three carb roadster, which sat in my garage over the winter while I was seduced by one of those Safety Fast cars.

Last week I charged up the battery and the aftermarket fuel pump started to clatter. The engine started up reluctantly with the help of ether and I backed her out. I hoped the engine would smooth out when it warmed but it would not idle, and the back SU was dripping. I expected a stuck fuel needle, one of the many effects of gasohol. To my surprise the brass float was half full of gas, that explained the drip. Fortunately I had a good used one and replaced it.

The fuel lines from the sediment bowl to the aftermarket filter had hardened, so I replaced the lines and filter. The glass sediment bowl and its filter looked dirty and I had noticed earlier that the fuel was full of bubbles. The bowl had half an inch of sticky sludge in the bottom and the bowl filter looked plugged.

I ran a dump line into a container and turned on the fuel pump. The flow was very weak and the gas looked and smelt terrible. The gas gauge was showing empty, so maybe the pump was sucking dregs. I had a couple of gallons of non ethanol gas and put it in. The pump sounded better but the gas flow was still weak and dark brown. Bad mistake, now I had extra contaminated fuel in the tank. I should have drained the tank from the start, one of the few jobs that



Imploded filter in E-Type.

Jaguar made easy on the E-Type.

The sump is a separate metal cylinder which screws onto the tank bottom and hangs under the pan. Some E-Type fuel tank sumps have a small drain plug allowing for a controlled release, mine did not have it, so the whole thing had to come off, releasing a flood of gas into a drain container. Needless to say, this should be done safely outside with definitely no smoking, and the old gas properly stored.

The sump was half full of sludge. The inline filter had plugged and imploded due to the fuel pump suction. That explained the weak flow, noisy pump and bubbles in the fuel. I cleaned the sump, replaced the sump filter and put it all back on. I had noticed that the gauge seemed stuck on empty, so I unscrewed the sender flange and pulled the sender out. It was stuck in the down position.

Moss has new senders for about \$75 but my frugal Yorkshire heritage made me take it apart, its very simple, the float acts on an arm with a contact moving over a rheostat. Some PB and gentle persuasion freed up the arm.

Now the tank end of the fuel system was, it was time for the engine compartment. Assembling the new sediment bowl filter, the bowl and its rubber seal on the car is tricky and I could not get the bowl to seal. I pulled the bowl housing off the car, its passages were plugged creating a back pressure and explaining the seal problem. After reaming out the crud, it all went back much easier and held pressure without a leak.

I went some fresh ethanol free gas and the pump sounded much happier, except the front carb flooded. Off came the top, this float was also half full of gas, this was now two



See Fuelish, p. 16

Fuelish

Continued from p. 15

out of three bad floats. Another rummage in my garage yielded my last good used float.

As of this writing the carbs do not drip and the car will start with a shot of ether but will not idle. I currently don't have the energy for a full carb rebuild and have taxes and other issues demanding my time, so will leave it at that for the moment. The car really went well the last time I drove her, the three SUs really do make a power difference, and they are normally easier to maintain than Strombergs. I still think the E Type throttle linkage is way too complex and prone to lost motion and sticktion. It's possible to buy



E-Type gas plug.

a cable substitution kit, but that's another issue.

The fuelish mistake was really not 100% my fault, I blame the politicians who have inflicted ethanol on us old car owners.

Electric

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rene silence which luxury car makers have always strived combined with blistering performance and an amazing array of new features that make the task of driving from point A to point B effortless. The negative is the lack of connection to the road and directly controlling the vehicle, and this leads to a much darker side of these modern 'computers on wheels.'

The greatest danger in this automotive evolution is not electrification, but a shocking door that is quietly being opened that is encroaching upon not only the autonomy of the automobile, but also on those that drive them.

Today all cars - and especially electric cars - have become computers on wheels. Every system in the vehicle is software programmable and CPU controlled and monitored... and here is where it gets really scary.

Just as the throttle cable disappeared and was replaced by drive-by-wire systems, the same disconnect is now happening with braking and steering systems - namely, there may be *no direct physical connection* between the pedals, steering wheel and the vehicle. Since the vehicle's acceleration, braking and steering is controlled through software and not the traditional 'hardware' of mechanical interfaces, the possibility of failure or unattended 'control' exists.

My career was as a software engineer at AT&T and IBM and I am fully versed in all that can go wrong with computer systems, and the biggest danger is computer viruses and external hackers. Many electric car manufacturers have actually increased the risk of this through their ability to perform "over the air" software downloads and upgrades. While extremely convenient for the consumer to have new features or performance upgrades applied to their vehicle

without going to the dealer, it opens up a Pandora's box of evil possibilities.

Exactly like our cell phones or PCs where software updates are automatically downloaded (more accurately, *forced* upon us), we have absolutely *no idea* what has just been injected into our devices -- and the exact same scenario is true for updates to "smart cars." Just as a hacker can break into a network or into one of your personal electronic devices, the same capability exists with any remotely programmable car.

Imagine a world where a hacker could take control and steal your car, or a manufacturer could turn your car 'off' if you were behind in your payments? All this is technically possible - and even worse - what if while driving you were to lose control because someone was hacking into your vehicle?

Don't get me wrong! I've driven and ridden in electric cars and they really are truly amazing like the iPace I rode in, yet as we move into this "Brave New 1984-ish World" no doubt electric cars are not a fad but are here to stay. The question for auto enthusiasts and lovers of the Jaguar marque is "What exactly what will that future be, and what will it look like?"

Already Jaguar have announced that the entire line will be electric by 2025 including the fabulous F-Type, and we can only hope that along with this will be a new luxury electric sedan in that lineup. "Grac, Space, Pace" remain a possibility in the future, and we can only anticipate that Jaguar will not only catch the wave of electrification, but position themselves as a leader on the crest of it while also adding the elegance and style for which Jaguar have been famous.

VIRGINIA JAGUAR CLUB CALENDAR

May 21

You are cordially invited to attend a “Bangers on the Barbie” gallimaufry, car show, garden party and garage tour at 3 p.m. on Sunday May 21 at the Harrison plantation, 11724 Elmwood Lane, Chester 23831.

Jaguars park on the lawn.. Detroit iron, etc. on our quiet street.

Bangers, buns and savoury accompaniments will be provided. You may wish to bring something additional to share and your adult beverages.

-- David and Una Harrison



June 10

AACA, Richmond Region Car Show.

The VJC Newsletter now has its own email address for your convenience. Send your submissions of feature stories, news, photos, and opinion pieces to:

LyonsTales@yahoo.com

Membership

Membership in the VJC is open to any Jaguar enthusiast, whether you own a Jaguar or not.

For more informaion please send an email to Bill Guzek, VJC Membership Chairman:
bill.guzek@ieee.org

and we will send you details on how to become a member.

Or fill in and return the membership application on page 19.

Visit us online at: www.vajaguarclub.com

Facebook: <https://www.facebook.com/groups/904051982964621/>The Virginia Jaguar Club is affiliated with

The Jaguar Clubs of North America

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:

LyonsTales@yahoo.com

(Alternate: glassgreg@hotmail.com).

Make sure you reference

Lyons Tales or VJC somewhere in the subject line.

SUBMISSION DEADLINE

15th of the month preceding the issue date.

SUBMISSION SPECIFICATIONS

Any regular font like Arial or New Times Roman

Format: Word or Text file

CLUB OFFICERS & COMMITTEE CHAIRS

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MEMBERSHIP INFORMATION

Virginia Jaguar Club - Membership Form

You do not have to own a Jaguar to be a member of the Virginia Jaguar Club

Check One: New Renewal Date: _____

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 Organize Social Activities

Type of Membership (check one):

Annual Membership (January – December): \$65.00 *

New Member 15 Month Membership (October – December Following Year): \$85.00 *

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): \$25.00

* Includes JCNA Membership

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

Payment Options:

1. Paying by Check - Please, make checks payable to “Virginia Jaguar Club” and mail with a copy of this form to: Virginia Jaguar Club, c/o Bill Guzek, PO Box 2034, Forest, VA 24551

2. Paying by Credit Card - Email the form to the Membership Chairman:

VJCMembership@Gmail.com or send it to the address above indicating you want to pay by credit card and we'll email you an invoice via Square (membership active upon payment). Please note that there is a \$2.15 convenience fee for credit card payments.

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



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