
LYONS TALES



Jay Leno started his collection with one Jaguar.



Biking to Berlin during the Cold War.



That darn smell of leaking gas.

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VIRGINIA JAGUAR CLUB
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January-February, 2021

LYONS TALES

LYONS' ROAR



Mary & VJC President Bill Sihler with the latest acquisitions to the stable.

Here's to a better year for our Virginia Jaguar Club activities

Dear Fellow VJC Members:

Even though it looks like the pessimists were more accurate in their forecasts about this pandemic than the optimists despite the incredibly rapid development of vaccines, 2021 has got to be better than 2020.

Our Club's activities really took a beating in 2020, in part perhaps because many of our members are of an age that is highly vulnerable to serious damage from the Covid-19 virus. They reluctantly reserve their excursions for the absolutely necessary.

It is still unclear how quickly the vaccines will restore normality — not that there are questions about the vaccines themselves but about how quickly they can be distributed and how many people will be willing to be vaccinated and when.

See Roar, p. 4

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

SAVE THE DATE:

VJC Virtual Zoom
 Meeting: TBA

On the Cover:

Featured story photos
 See pages 3, 7 & 12



VJC MEMBERS' STORIES

David Harrison: Biking to Berlin in 1961

By David Harrison
VJC Past President

In 1961 I was awarded a university scholarship by ICI and needed to travel inexpensively to Berlin. I already had a college car at Bristol, a well worn 1933 MG L1, but was worried about its reliability and the cost of ferries and fuel. ICI provided upfront money and I bought a second hand motorbike in Leeds, made by DOT and powered by a Villiers 197 cc two stroke engine. I previously owned a three speed Francis Barnett bike with the same engine and found it reliable, except for getting dates. I had passed the Frankie Barnett on to my brother Michael, he was too young for dates anyway. The DOT was very similar except for its unusual knee action front suspension. The name DOT stood for "Devoid Of Trouble," just what I needed for a 1,000 mile journey to the other side of the Iron Curtain.

I soon found the DOT was hard to kick-start when cold. It was low on compression and had to have a rebore and new piston. The first 100 miles of my trip would be restricted to 30 mph to run in the engine. Then the clutch burnt out



A Vintage Villiers-engined Dot motorcycle.

on the way to the ferry at Dover. The kickstarter on the Villiers turns over the engine via the clutch, so the DOT would neither start nor drive. I was very fortunate that a RAC motorbike patrolman stopped and replaced the cork lined clutch plate for free after hearing my destination. I was now beginning to doubt the DOT claim.

After this the DOT went well, though I had to be careful with the front brake, the knee action front suspension tended to act as a servo and lock up the front wheel. I even found an unexpected fourth gear once the run-in period was over, and toured France, the Black Forest and Bavaria, camping at night, until it was time to head to Berlin. I was still in rural Bavaria when the DOT died again, this time with no spark. A nice German stopped and offered a tow to his home garage. Holding a rope with one hand and steering a bike with the other while being pulled by a Mercedes was definitely hairy. He had a well equipped garage, and diagnosed a short in the flywheel magneto. Then he rewound it and baked the new shellac insulation overnight.

This was a kind and generous act but my scheduled Monday morning check-in to the Borsig AG factory in West Berlin on August 7 was now in jeopardy. I arrived at the East Germany border at Hof late on Saturday afternoon. Berlin was still a four hour ride away via the restricted autobahn. I grappled with confusing forms with my rudimentary German and paid out my dwindling hard currency and at

See Berlin, p. 4



Our always dapper David Harrison back in his student days, in front of Northumberland's Ainwick Castle.

Roar

Continued from p. 2

Annual Concours

Our plan is to proceed with planning a concours for Saturday, June 19, 2021, at St. Joseph's Villa in Richmond in conjunction with the Antique Automobile Club of America's Richmond group's annual show. We may have to limit the number of entrants depending on the number of judges we have available.

Our alternative plan is to have the concours late in the year in conjunction with the Shenandoah Valley British Car Club's annual show, for which the date has not been announced. It is usually held in early October in Waynesboro, VA.

Annual Meeting

Our Club also needs to have its Annual Meeting to elect officers and review plans for the year. Because of my wife's illness that became very serious in the last quarter of 2020 and our moving into the Charlottesville Westminster-

Canterbury retirement campus in December, my attention was seriously diverted from Club issues. I have made little progress in setting up that meeting.

It will have to be virtual, and we will work to accommodate all who wish to attend. We are aiming for late January but may have to wait until February to hold it. When arrangements have been made, members will be notified by email.

A Few Key Vacancies

We also need to fill the Treasurer's position and the Event Chair. Nominations and volunteers are welcome. Participation is encouraged to suggest and help arrange events, serve (and qualify) as judges, and to attend meetings.

Let's make 2021 a better year for the Club than 2020 has been.

-- Bill Sihler, VJC President

Berlin

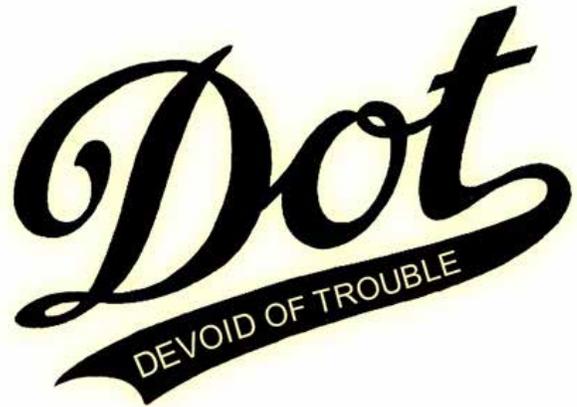
Continued from p. 3

last was permitted to travel on the autobahn. It soon got dark, so I camped in a roadside wood.

Next morning I was arrested by the border Volkspolizei. I was 12 hours overdue for my predicted arrival at the Berlin check point. They had been searching for me all night and were not happy. I was forcefully informed that pulling off the autobahn in the Eastern Zone was verboten and camping was definitely verboten, involving harsh penalties.

Eventually they realized I was just too dumb to be a spy and let me enter Berlin.

The DOT and I had arrived in Berlin just as the Cold War got hot.



Then, as now, manufacturers' claims are sometimes overstated.

**Watch your email for the
date of our annual meeting**

FROM THE EDITOR'S LAPTOP



In-car cameras, digital tricks, etc., enhance the at-home viewing experience of major motorsports events.

Some motorsports can be enjoyed at home

By Greg Glassner
LT Editor

Are some motorsports events better viewed on TV? Are we sliding into a virtual reality existence? These thoughts have been percolating around my old noggin during the pandemic

plagued year of 2020, although they have occasionally occurred before.

Most of us did not have a lot of options last year when it came to attending a concours, car show, or car race in 2020. We had to make do with what was available on TV, or live or delayed coverage online.

I am a die-hard auto racing fan, particularly racing on road courses as practiced by Formula 1, Indycar and IMSA. All three of these series managed to salvage some sort of season in 2020, often racing in front of empty grandstands, but racing nonetheless. NASCAR excelled at this as well.

I have long maintained that you get a much better view of motorsports on the flat screen TV at home than you do in person. In-car cameras and strategically situated cameras on towers give the viewer a far superior vantage point than you can achieve hiking around from corner to corner at, say, Virginia International Raceway, or Daytona, or Sebring. The same goes for the various NASCAR tracks.

And at home, with a bag of chips and a cold one at your elbow, you don't get jostled by your fellow spectators or get



Editor Greg Glassner driving Miss Virginia around in his XK8.

See Laptop, p. 6

Laptop

Continued from p. 5

stuck in traffic jams entering or exiting the race course. Of course, you don't get to rub elbows and speak in person with the drivers and mechanics at home. But let's face it, those days are pretty much over unless you work in television. And you don't get the precise sounds, smells and vibrations that you do standing behind the pits or at the final turn at Sebring or turn 4 at VIR.

I am a bit jaded, having hung out at Watkins Glen and other tracks in the 1960s, and during the 1970s when I worked for newspapers and had press passes. I got to sit in the press box at the Glen and participate in interviews with, say, Mario Andretti, who on one occasion seemed fascinated by my speed as two-fingered typist. (Maybe I annoyed him with the racket I was making on an old manual typewriter.) I had the same sort of access with A.J. Foyt at the Daytona 500 and Richard Petty at Richmond. That sort of direct contact, even for the working press, has become far more restricted over the years.

Having experienced all of that, I now find myself enjoying the F-1 race at Spa Francorchamps or Monza while drinking coffee and enjoying a cheese omelet in my cozy den on a Sunday morning. I especially enjoyed it this year, when even the IMSA race at VIR was non-spectator event.

The same is not true for the concours at Amelia Island, Pebble Beach, Hilton Head, or Greenwich. These events don't draw camera crews from Sky Sports, NBCSN, Fox or ESPN. If there is any TV coverage it is packaged in short snippets or maybe a rare hour-long documentary.

And TV does not quite capture the dew sparkling on a Ferrari or Bentley shortly after dawn at Amelia Island or a cantankerous 50 or 80-year-old race engine firing up for a run to the trophy presentation. Maybe some day the media will catch onto this, but I am afraid we who enjoy a concours, either major or modest, represent a rather select and quite small market.

The year 2020 represented a low water mark for me as a car enthusiast. No race trips or major car shows. No local car shows either. Two organized drives through the foothills of the Blue Ridge with Porsche club friends summed up my car club activities for the year. I already regret passing up on three other opportunities for this sort of activity.

Given the excellence of TV coverage and my advancing years and infirmities, I suspect my days of attending big

time auto racing events is over. I will seek out select vintage car races, however.

Major car shows remain a big question, however. There is no substitute for actually being there.

I hope we can return to "normalcy" when it comes to grassroots concours and other multi-marque shows in 2021. And I hope we can generate enough enthusiasm for organized drives through the countryside.

Will it Ever End?

No, not the pandemic, but our VJC Virtual Concours photo contest. Due to the Lyons Tales Editor's ineptitude and organizational disfunction, several entries again got left out.

I wasn't aware of it at the time, but I came up with another "VJC Member Mimicks a Celebrity Pose" in our last issue with me in my old Sunbeam Alpine and Sean Connery as James Bond in his Sunbeam. (See top of page 11.) Because we are both in products of the dreaded Rootes Group, this photo pairing is not eligible for our contest.

This is it. No more entries!

Now will someone step forward and judge the categories so we can declare a few winners?

Please! SOMEONE ... ANYONE?

Leno's Jaguars

When I launched our continuing series on Stars and Their Jaguars, I always knew I would get around to Jay Leno. I delayed covering him in the faint hope that he might somehow come across a copy of the Lyons Tales and give me a personal invitation to visit his garage. That hasn't happened. When I researched this month's piece I was pleasantly surprised to discover the depth of passion he has for the marque. (See pages 12-15.)

Contributions sought

You will note that in addition to the editor's literary ramblings and the President's message, this issue features articles by George Parker and David Harrison. David's charming memory of a youthful adventure aboard a motorbike is especially noteworthy. Many of you have a story like this and we'd love to have contributions like this.

You don't need to have been behind the wheel of a Jaguar. Even a cantankerous underpowered motorbike will do. We want to include your automotive-related stories in future issues of LT.

VJC MEMBER TECH TIP

That Darn Smell: Adventures with an XK-120

By George R. Parker
VJC Vice President

Following our “big event” of 2015, Dad’s old XK-120 didn’t get to the reassembly stage for a couple of years. When we finally got it there, the old gas (which had been in the tank for more than two years – probably more like 2.5) was drained out and new added. Unfortunately, the rubber-sealing gasket on the drain plug was not replaced. When I filled the tank, I found that time had taken its toll on the gasket, and it began to drip.

I pumped the gas out into my empty lawn mower gas cans and then drained the rest into a Giant Green Drain Pan™ (a four gallon drain pan). I replaced the rubber gasket thinking I’d solved the problem. Once or twice, I smelled gas and put a wrench on the drain plug to give it a tiny tweak, which always seemed to take care of things.

But in October (2020), it reared its ugly head again, with that strong gasoline smell in the garage – not good. I found the gasket was starting to squeeze out and lose its seal. So once again, I pumped gas out of the tank into my lawn mower cans (luckily, they were empty again!) – and then was hit with a death in the family, setting every else aside.

When I got back to the car in mid-November, I remembered that the last time I replaced this gasket, when I drained the



The old (left) and new drain plugs with attached mesh filters.

remaining gas into that Giant Green Drain Pan™, it almost overflowed! So, looking at the gas gauge, it wasn’t quite down on empty – and the low fuel light hadn’t even come on yet. I thought a quick drive would burn off more gas and make draining the rest a bit less uncomfortable.

I got a couple of miles from home when the car started to run “funny” and then came to a stop. I’d felt this before, and it turned out to be a loose ignition wire. So, hoping for a quick roadside fix, I opened the bonnet – but all of the wires, spark plug and coil, were tight – on both ends. So I tried to restart, and it “kinda sorta” wanted to start, but not really. Then I noticed that the fuel pump was pumping really fast, like... like... like there was no resistance. “Hey! I think I just calibrated my fuel gauge!”

Fortunately, I was close enough to home that a neighbor went into my shed, grabbed a gas can (not the high octane I took out, but good enough to get me home!) and brought it to me. I have GREAT neighbors!

With the car home, I got it up on stands, slid the Giant Green Drain Pan™ under the car and emptied the rest of the tank (that gas went straight into my lawn tractor). As you can see from the photo – the drain plug and its integrated



Parker contemplates the mysteries of a Jaguar much older than he is.

See Smell, p. 8

Virginia Jaguar Club



The failed gasket sealant.



Gasket comparison.



Gas drain plug.

Smell

Continued from p. 7

brass mesh filter really needed replacing. I used the gas resistant adhesive in the background of that photo to hold the rubber gasket in place, but after consultation with Bruce Woodson, decided to not try to apply anything to the top, mating surface of the gasket. After snugging it up – but not too tight! – I pumped only 5 gallons of the “good” gas back into the car, and went for a quick test drive. So far so good (as of early Thanksgiving week). But if it leaks again, I’ll revisit that gasket and put something on to really seal it up. Open to suggestions!

That Darn Smell (Part Deux)!

Well, after the car sat for a short while, we began to smell gas in the garage again. So once again I pumped the majority of the gas out of the tank and then drained the remainder from the bottom. As can be seen from the photo, the sealer was failing.

I applied some gas-resistant thread sealant as well as some Permatex High-Tack on the rubber gasket. The High-Tack works well (have used it before on my Spitfire – RIP), but I hate using it because, well, if you’ve used it, you know why. It seals, but is sticky, “stringy”, and just generally a mess to deal with. But I went ahead and applied some to the gasket and then reinstalled the drain plug. However, what I found was that the High-Tack acted like a lubricant and the rubber gasket squeezed out.

I had very low confidence that it was going to work, so I went ahead and ordered a new gasket from Welsh Jaguar. The guy there told me that it was not flexible and would stay in place, but he used a term to describe it (silicone, I think?) that made me wonder. So I also ordered one from SNG Barratt, which was described as a “fiber” washer.

Turns out, they were exactly the same, but much thinner than the rubber gasket.

I didn’t even try to put gas in the tank, such was my low confidence. I took the plug out, cleaned it all up – and oh, found something else interesting. The new plug has a small bolt in the middle of the big plug, presumably to drain through it, rather than removing the big plug. And it was also weeping gas. So it came out, was cleaned, applied some thread sealant, and instead of the washer that came with, I put two copper crush washers (with, again, a thin coating of High-Tack), and tightened it back in place.

The fiber washer looked to be just what I’d need – it would not stretch and squeeze out. But the inner diameter was too small to slide over the coarse threads in the big brass plug. So I had to “thread” it on, and that was a bit challenging as well, because the I.D. was so much smaller. But not so small as to damage the washer, thankfully.

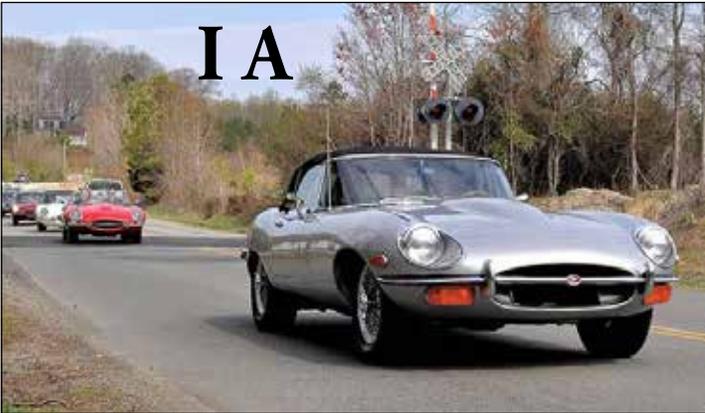
Again, some thread sealer, a thin coating of High-Tack, and put it back into the tank. With so much going on, I still haven’t even gotten gas back in the tank to test it, so the jury’s still out on that. Hopefully, a “Part III” of this saga will be in next month’s newsletter – with news of my success!



New gasket installed.

VJC Virtual Concours Finalists

Category I: Jaguars posed in their natural habitat:



Category II: Jaguars with posed background

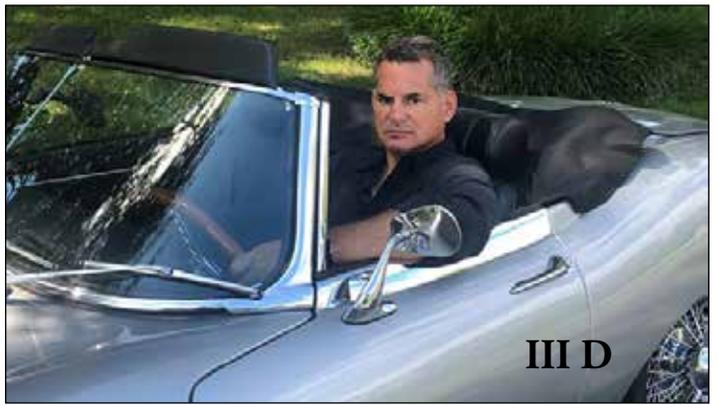
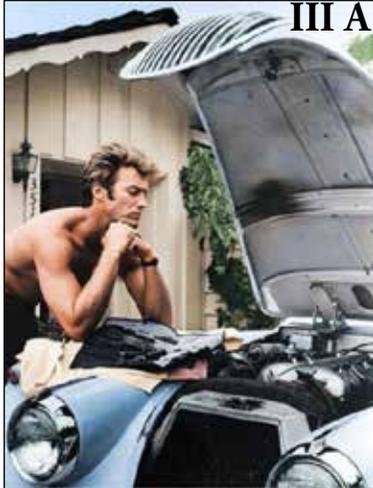


See Concours, p. 9

Concours

Continued from p. 8

Category III: Poses of celebrities and their Jaguars mimicked by VJC Members & Cars



See Concours, p. 11

Concours

Continued from p. 9



*Automatically disqualified because these are only pretending to be Jaguars.

Category IV: Jaguars in miniature

IV A

IV B



Our distinguished panel of judges will select winners in each category from these finalists. Winners will be announced in March.



THE STARS IN THEIR JAGUARS



Jay Leno in one of his favorite place, among his Jaguars. (Photo courtesy Jay Leno's Garage)

Comedian-Car Buff Jay Leno has a longstanding fondness for Jaguars

By Greg Glassner
LT Editor

There have always been celebrities tooling around in some very exotic automobiles since the dawn of the 20th Century. Some are simply showing off. A few are dedicated car enthusiasts.

When car guys and gals gather and discuss movie and TV stars who fall into the category of genuine car and motorcycle nuts, a few names always rise to the top.

Clark Gable was one. Steve McQueen and Paul Newman also pop up. Sadly, they are no longer with us. Jay Leno is certainly the leading candidate for the title of Top Celebrity Car Enthusiast among today's crop.

Leno made his fortune as a stand-up comic and host of NBC's Tonight Show, but his enthusiasm for cars of all

sorts and Jaguars in particular goes way back.

Leno's massive collection of 169 cars and 117 motorcycles is worth somewhere in excess of \$50 million, according to one 2019 estimate. It is undoubtedly more now. If he sold any, their prices would skyrocket simply because he once owned them.

The most expensive supercar in Jay Leno's garage is a 2014 McLaren P1. Only 375 of these cars exist today and are worth approximately \$1.35 million. He also owns a 1994 version valued at \$970,000. The collection includes a Koenigsegg CCXR Trevita, 1967 Lamborghini Miura P400, Mercedes Benz SLR McLaren, 2017 Ford GT, 1963 Chrysler Turbine Car, 1986 Lamborghini Countach, 1906 Stanley Steamer Vanderbilt Cup Racer, 2011 Audi R8 Spyder,

See Leno, p. 13



Jay Leno expounds on the joys of owning the Jaguar XK-120 he bought in 1982 while cruising down a road in Southern California. (Photo shot from YouTube episode of Jay Leno's Garage)

Leno

Continued from p. 12

1955 Mercedes 300SL Gullwing Coupe and one offs such as the Blastolene Special, a big engine, custom retro-classic, a 1924 Bentley 4.5 that Leno and his shop mechanics added an 8-liter twin turbo motor, and a Rolls Royce with a 27-liter Merlin V-12 aircraft engine shoehorned into it. The super quick EcoJet that runs on biodiesel is an advanced vehicle that Leno designed himself with help from General Motors, Alcoa and Honeywell. You can't put a price on that one.

Leno also owns more mundane vehicles such as a 1937 Fiat Topolino, Citroen 2CX, several Panhards, and the 1955 Buick Roadmaster he bought as a young comedian in 1972 and spent a few nights sleeping in outside of the comedy clubs he performed at.

Leno's cars are stored in a series of large hangars at the Bob Hope Airport in Burbank, California. He started with 17,000 square feet of floor space in 1991 and is currently up to 122,000 sq. f. Most of the vehicles are restored and looked after by Leno and a small team of mechanics. Almost every car in the garage is licensed and legal to drive. Leno's Big Dog Garage has been such a sensation that his NBC-produced web series "Jay Leno's Garage" became one of

the most popular shows on YouTube, according to The Wall Street Journal. It has now become a cable TV hit on CNBC.

It all started with a Jaguar.

The way Leno tells it, he knew he was going to be a car guy from the moment when, as a nine-year-old, he was peddling his bicycle through his home town of Andover Massachusetts and spotted a slate gray Jaguar XK120 in a neighbor's driveway. It was love at first sight. Leno watched the proud owner polish his car for about 10 minutes and when asked if he'd like to sit in it. Leno cried "Yes!"

The rest is history.

When Leno started to make some real money as a comedian in the 1980s, he purchased an XK-120 like the one he'd seen as a nine-year-old. It was his first sports car and it still anchors his massive car and motorcycle collection and is driven frequently.

A self-taught tinkerer, Leno has replaced the original 3.4-liter engine with a larger 3.8-liter unit. He also swapped the original transmission for a 5-speed manual.

As for the XK120 Leno saw as a child, the owner still has it. He even invited Leno to come see the car again, which sat parked in a garage since the 1970s. Leno talks about

See Leno, p. 14

Leno

Continued from p. 13

thinking, as a boy that the Jaguar owner was an old man. When he finally met him he realized that “old” to a nine-year-old was probably mid 20s.

In an oft-watched YouTube episode, Leno waxes lyrical about his XK 120:

“You never forget your first love. That’s what this is for me. When you put your foot in it, it’s like an orchestra I’ve got an awful lot of cool stuff in the garage, but it always comes back to this one. It is a 1954 XK120 roadster I bought stock in 1982. I love the classic Smiths gauges. I upgraded to a 3.8-liter engine with 5 speed box, Webers (carbs) and oil cooler,” Leno said.

Leno is a savvy collector

and doesn’t squander his money. He points to a handsome leather hood strap that could have cost him \$300 from a Jaguar specialist. Instead he went to a local bridle shop and had it duplicated for \$15.

“The XK 120 is the peoples’ exotic. It was affordable I like to drive it swiftly. I don’t drive it crazy fast. It is the best sounding sports car you can imagine.”

Leno’s Jaguar row also includes a second, heavily-modified XK 120 roadster, a light blue 1954 XK 120 coupe, a pristine, white 1963 XKE coupe and a red 1963 E-Type V-12 swb custom he’s owned for 25 years. It packs a 5.7-liter engine with Webers, Dunlop racing wheels, heavy duty sway bars and Wilwood



This pristine XK-120 fixed head coupe is another of Leno’s beloved Jaguars.

brakes. This car was built by Jason Len of XK’s Unlimited and Leno begged Len for years to sell it to him.

“Sports cars of the 50s and 60s the most beautiful,” Leno gushes in a segment about his E-Types. “Just the right

amount of aerodynamics with a little bit of the artist’s eye thrown in.” Leno said.

Another altered Jaguar classic in Leno’s stable is the 1951 Jaguar XK-120 that looks like a classic Jag roadster at first. Jason Len of XK’s Unlimited also built this aluminum bodied beast. Practically the only major Jaguar part left is the engine. It is a tuned 3.8-liter inline six from an E-Type. With Weber carbs it makes an estimated 300 horsepower running through a BorgWarner five-speed manual. Len built a custom tubular space frame that he claims sheds some 1,000 pounds over stock.

In a 2010 episode of Jay

See Leno, p. 15



Best buds: At left, Ian Calum and Jay Leno teamed up to drive the Mille Miglia Classic in 2014. (Jaguar-Daimler Historic Trust)

Leno

Continued from p. 14

Leno's Garage, Leno purchased a new Jaguar XJ. The episode shows the journey of his car from the Jaguar factory in Castle Bromwich Birmingham, Solihull, UK all the way to California.

In the Jaguar family, Leno also owns a Daimler SP250 sports car and a Daimler military scout car.

Leno discovered his long-time shop foreman Bernard Juchli through their passion for Jaguars. Leno had a problem with one of his cars and a friend suggested he go to Juchli's small independent shop, saying Juchli was the best in the business. After Juchli diagnosed and fixed the problem, Leno offered him a job. The arrangement keeps Leno's cars and motor-



Leno "borrows" Steve McQueen's Jaguar XKSS for another YouTube segment. McQueen famously sold this car once in a weak moment and then bought it back at a significantly higher price because he missed it so much.

cycles running, the creative juices flowing, and allows Juchli time to indulge in his passion for classic sports car and motorcycle sidecar racing.

Unusual access

Leno's celebrity, TV and YouTube accessibility and genuine love of cars has garnered him opportunities to drive rare vehicles not granted we peons, although we can share these moments

vicariously.

In one episode, Leno drives a rare ex-Ecurie Ecosse Jaguar XK120 roadster across the Italian countryside in the 2014 Mille Miglia with then-Jaguar head designer Ian Callum as co-driver.

In another YouTube segment, Leno "borrows" Steve McQueen's old Jaguar SS for a spin around the twisty mountain roads above Los Angeles. This ultra-rare car belongs to LA's Peterson Automotive Museum where Leno is a board member.

Yes, Jay Leno is a car guy's car guy. And he also is a major league Jaguar man.

(Editor's note: If you haven't viewed the Jaguar related episodes of Jay Leno's Garage on YouTube, this winter of Covid-19 provides a splendid opportunity.)



Leno's garage houses more than a few Italian, German, American and even French and Japanese classics as well as British cars.

CLASSIFIEDS

VJC Marketplace

Low Mileage XKE Sought

I am trying to find a 73 or 74 XKE roadster with low mileage

Steve Price
Westfield Football
703 919 8990 cell
sprice909@yahoo.com
saprice@fcps.edu

For Sale: 1966 3.8S Jaguar

Owner's statement: "Always garage kept, 25,000 original miles, original condition. Originally owned by an 80 year old lady, I bought it in 1978, only driven once by me to a car show at Browns island where it won first place for most original. Last run in 2017 when it was moved from Jim Swenson's storage area to Bruce Woodson's Museum 100% original. Great Concours survivor candidate. \$12,000 obo."

For more information, contact:

David Harrison
8049211933
davidmharrison2003@yahoo.com

XK8 convertible For Sale

I will be have this vehicle for sale soon. 26000 miles, one owner, garage kept, mint condition.

Robert Whipkey
757.434.8292
rmwhipkey@outlook.com

Jaguar XJ6 For Sale

I bought this car from the original owner about 5-6 years ago. It has 46k original miles now and I have every receipt and record form when it was new. It has never had any body damage and is in over all very good to almost excellent condition. The paint is very nice with only the roof having some mild crazing if you look up close. Everything is in working order and it has 4 brand new tires. It runs and drives beautifully. The interior is also in good shape with no tears or separated seams. The dash is in good condition with only some minor cracks in the clear coat. The wood on the ski-slope is cracked but this can be easily replaced for about \$180 I just haven't had time to do it. It is a great driver but could easily double as a show car. Last year of the true XJ 6. I would like to see it go to a Jaguar or British car enthusiast. Price is \$5000 to the right home

Michael Blair
mjblair11@aol.com
Cell: 804 651 2415

BODGER'S CORNER

Noun:

bodge job (plural bodge jobs)

1. A job that was completed quickly and carelessly, possibly with one's mind on other things, or

without using the correct tools, or parts, even if no mistakes were made.

Synonyms

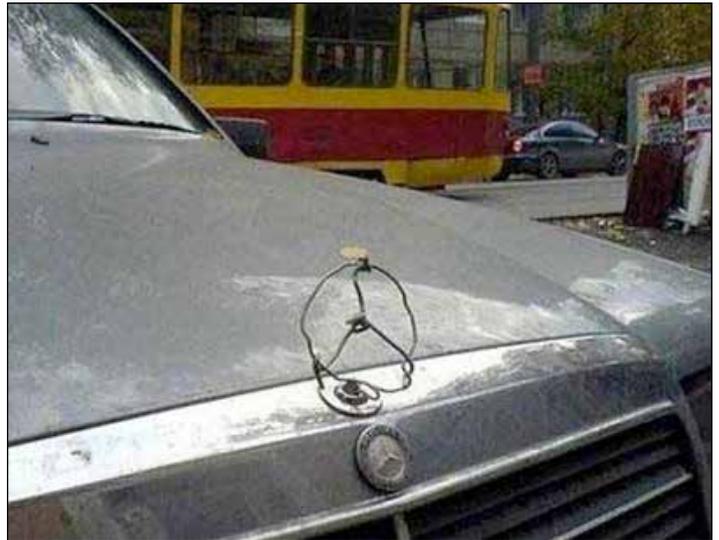
- botched job

If you have any bodge jobs or techniques that you would like to share, please send them in along with a picture or two.

Send email to: glassgreg@hotmail.com.



Freddie heard that Woodies were bringing big bucks among collectors, so



When he saw how many Euros a new three-pointed star would set him back, Fritz improvised.

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.com

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 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

CLUB OFFICERS & COMMITTEE CHAIRS

Who to contact about the Virginia Jaguar Club

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

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MEMBERSHIP INFORMATION

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

Virginia Jaguar Club - Membership

Please complete this form and present it at a meeting or mail to:

Virginia Jaguar Club, c/o Bill Guzek, P.O. Box.2034, Forest VA 24551

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): \$60.00 ***

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



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