



LYONS TALES

'Burg Gathering



The Williamsburg Jaguar Gathering will be held on November 2nd at Merchants Square in Williamsburg, VA. This is a new car show sponsored by Merchants Square and supported by the local shopkeepers. This year's event is a Jaguar only show (Swallow, SS, Daimler and Lancaster automobiles are welcome also). There is no charge to register, but you must contact Larry Emmons at: 757-645-4833 or larry@virginiamotoring.com to register prior to the event.

This show is not affiliated with the JCNA and is a non-points, no-judging show (i.e., display only). You must arrive at Merchants Square (Henry Street & Duke of Gloucester St.) in Williamsburg by 9:00 am for staging and placement. The show begins at 10:00 am and runs until 3:00 pm. If you wish to participate you must be ready to display your car for the entire period.



JAGUAR

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LYON'S ROAR

This has been a difficult month personally. First Lady Una has been suffering with her back all summer and had a lumbar laminectomy on October 20. She is at home now recovering and recuperating, and is getting better. We want to thank all those who offered help and sent their best wishes.

Presidential activities have taken second or third place in the circumstances. Our VEEP Sherm Taffel will be VJC point man at the Williamsburg All-Jaguar show in Merchants Square on November 2. I hope you have all registered your Jaguars for the event, or will at least attend to support your club and the show. Una is hoping to attend with my daughter Sara and her S Type. The VJC command post should be at the DoG Street Pub in the square. I am hoping that there will be a good quorum at the show and there will be time to discuss some VJC issues as well as have some fun. Topics could include a quick review of our September Concours, membership, activities for 2015 and upcoming officer elections, etc.



I am still planning to take the Swallow to the Hilton Head International Concours, assuming Una's recovery continues on track. It's a bit of a race against time as the rebuild of the Swallow's Austin Seven engine was held up for parts from England, but it should be ready a few days ahead of time. I bought a nice 16 ft Covenant trailer to replace my old wooden Noah's Ark. The Covenant needed some work, the two axles electric brakes had to be rebuilt and the trailer had to be inspected and tie downs installed (see story below). I need to find a spare wheel for the long journey too.

I've attached some of my Watkins Glen pics at the 60th Collier Cup Anniversary, as this was a great experience for me and my ex-Collier 1933 MG L2. It would have been better if Una could have attended. I have to confess that MGs were my first love in the UK as ownership of a Jaguar was way beyond my reach as a student and newbie engineer. I could have bought an SS100 for a hundred pounds but kept on driving my ratty 1933 MG L1 until leaping into the postwar era with a forty pound 1947 Triumph 1800 Roadster.

UNHAPPY TRAILS

This is a cautionary tale for those of us who use a trailer to take our classic cars to distant events. In my case, I took my 1933 MG L2 to the SVRA vintage race weekend in Watkins Glen, NY, a trip of about 450 miles over a lot of PA Mountains. I used my recently acquired 1993 F-150 pickup as a tow vehicle as it has a 302 V-8, A/T, A/C and a lot more comfort than the venerable 1983 Ford Window Van that I took to the Glen 5 years ago. My trailer is rather venerable too; it's a 1990 Texas Bragg with a heavy homebuilt wood body on a two axle open trailer chassis. I spent a few days getting the trailer inspected, checking lights, brakes, breakaway system etc., and then driving to Moss in Petersburg to pick up the MG from Moss' showroom. Everything seemed in order for the big trip.

I drove the rig to the house of my good friend Hugh Burruss, who was taking his 1962 Sebring MGA to race at the Glen. We set off mid morning, planning to make an easy trip by overnighting in Harrisburg, PA. It was a super hot day as we merged onto I-95 north of Richmond. One thing was immediately apparent. I wanted to drive at an easy 55-60 mph, but the 18-wheelers wanted to do 75 or more, and we soon had a disgruntled line of



trucks behind us in the slow lane and felt the need to speed up. After about 20 miles of this, the F-150 started to feel sluggish, there was an ominous clutch smell and I noticed the engine revving too high. I pulled off at the Doswell exit into the big truck stop and checked the transmission oil level, it was OK, actually a bit high but the oil pan was smoking hot. The Burruss' and I took a break in the cafeteria to let me and the A/T cool down. However the A/T was stuck in 2nd gear with 45 mph max speed, so I said farewell to the Burruss' and crept home down Rt1. Driving home, I was about to throw in the towel despite committing to take my ex-Collier MG to the 60th anniversary of the Collier Cup but suddenly remembered Una's trusty 31-year old Ford E-350 Window Van. It had been sitting for a year. I hooked it up after quick oil and water level check and a frenzied reload. To cut a long story short, the old E-350 van took us to the Glen and back without missing a beat.

So why did the 1993 F-150 transmission fail? It appears that Ford had a recall of the 1993 trucks due to a mislabeled dash. The transmission actually had an overdrive gear and the dash indicator should have said 1-2-D-Overdrive, but only said 1-2-D. I should have towed with the indicator in 2, which would have actually have been 3rd gear. Towing in the O/D 4th gear was not permissible. Its probably too late to take it back in to the dealer.

Here comes the technical stuff. Maybe I should have read the driver's handbook showing the allowable gross combined weight rating (GCWR), defined as the maximum weight of vehicle, passengers, cargo and loaded trailer. The door sticker did not give the GCWR, but did give the GVWR, the gross vehicle weight rating (no trailer) as 6250 lbs., and the max GAWR, front and rear axle rating. The F-150 empty weight of 3800 lbs. was on the DMV registration, so the "bare" 150 could be loaded with a maximum of about 2000 lbs. of people and stuff, but would then have no spare capacity for a trailer. Going online I found the max allowable trailer weight is 6700 lbs. The MG weighs about 1700 lbs., so if the trailer was over 5000 lbs. I would be legally overweight. I have no idea what the homebuilt trailer with its superstructure weighs, but be aware that being overweight is an offense if you get pulled over and weighed at a scale. They can make you unhook and impound the tow vehicle. The E-350 had a GVWR of 9000 lbs. by comparison, almost 3000 lbs. more. So a combination of towing an un-aerodynamic heavy trailer in O/D a hot day and trying to keep up with the 18-wheelers cost me a burnt out transmission. Despite the fun of the Glen, I was an unhappy trailer. Also I had to think how I would take my Austin-Swallow down to Hilton Head for the November Concours.

After asking around what a rebuilt F-150 tranny costs, I expected to pay about \$2500. I was advised to avoid the franchise transmission shops, and recommended to our Chester Greyline Auto store. They have an experienced guy who does rebuilds in the back of the store, and of course they have all the parts. Greyline gave me a quote of \$1500 contingent on the extent of the damage. They found that the discs were fused together; the job took 4 days and cost \$1480 including a new transmission cooler. Now all I have to do is to get the bloke in England to send me the camshaft gears so I can get the Swallow engine rebuilt in time.

Jaguarian Salutations
David Harrison
VJC President



David H's MG Magna cum Loud



VEEP VIEWS



It just seems almost unbelievable that when this issue of LT appears, it will be November. You see, November is my birth month and it always seems 'Far Far Away', during the 'regular year', like a 'One Day I'll---'".

It's been a hectic but very productive and satisfying year when you include the AGM in Boston and the creation of Virginia Jaguar Club, Inc., (due in no small part to Bill Sihler's Herculean efforts). Throw in all the preparation for the VJC Concours, a complex XJ-S V-12 tuneup, forestry care activities at Camp Camellia, two cross-country airplane trips (Oshkosh & Dayton), along with commuting too and fro, home projects, etc., etc., and it becomes quite a busy annum.

Next year doesn't appear to be any less hectic.

So now it really is Fall. I've gone up on the Columbia roof several times already to blow leaves out of the valleys as well as all around the house. I also started the wood-stoves on a few chilly nights and as a result I am now splitting firewood.

Mowing at the Tree Farm has become much less frequent and I've been able to return to work on the E-Type, the XJ12C and the Jensen Interceptor top replacement as well as the CCOV; however, at a 'slower pace' due to 'certain limitations'.

That said, we are looking forward to the November 2nd Williamsburg Jaguar Gathering at Merchants Square in Williamsburg, and the cruise down in, YES! the XJ-S on hopefully on less hectic roads. We hope to reunite with you there and hopefully Una Harrison will feel up to joining in.

Happy Motoring!
Sherman Taffel
VJC Vice-President





OUT ON A LIMB



Well, here it is seven days until the LT deadline and I am just now putting pen to paper, or finger to keyboard if you like. Sherman T. and David H. already submitted their columns and Greg G., George P. and Bill S. provided a couple of great tomes, and yet I'm here sucking hind teat. I do have a lame excuse though. Avril and I have been on vacation for two weeks and I decided to divorce myself from anything to do with anything other than eating, sleeping, swimming in the ocean and/or the pool, laying in the sun or partaking of an adult beverage or two (or three, but who's counting?). For some reason known only to the gods, I actually took my computer with me; however, turning it on only once to check my awarded November flying schedule (don't ask).

Free from Ebola and ISIS for a few days, life was pretty serene, although I did catch the stock market meltdown and the ensuing hysteria. Thank goodness that crisis passed the very next week when corporations began showing record quarterly earnings. Go figure.

But enough about reality and onto bigger and better things, like our vacation. Frankly, I'm so fed up with airplanes, airports and people by the time we go on holiday, I'm not about to get back on another plane as a "pax", so we drove, as is our want. Sometimes we are forced onto the Interstates due to time constraints, but mostly we like to stick to the back roads. I personally find it less stressful. People seem to pay more attention to their driving when they are forced to confront curves, small towns and oncoming traffic, as opposed to the oblivious and usually distracted expressway dweller. The same holds true for me as I stay more engaged with the art of driving. Plus you get to see really neat things like baby alligators, *Rock City* or an ice-cream stand which began serving when the XK120 was factory fresh. As an aside, did you know that Mr. Softee ice-cream was actually developed by a British company called *J. Lyons & Co.*? How cool is that?

We also paid visit to Big Daddy Don Garlits Museum of Drag Racing on Rte 484 outside of Ocala. Although I've never been a big fan of drag racing, Big Daddy was one of the icons we all heard about growing up* and the museum has one of the largest collections of early Ford V8's, of which I am a BIG fan.

The other really cool thing is the old cars and motorcycles you run past while on a State Route, not to mention the architecture of the dead and dying small American towns and, of course, flea markets, junkyards, antique stores and restaurants. I saw my (ex) brother-in-law's 1973 Honda CB350 for sale along Hwy 17 in Palatka, FL. It was the same (type of) bike on which I was almost killed when a maniac forcibly ran me off the road, into a ditch and through a farmer's fence when I was but a young lad of 18 in Ohio. Oh, the old memories refreshed by back-road cruising.

Unfortunately, we did not take the Jag on the trip, but the Merc *light sport utility vehicle*. Apparently, the XF's *Grace, Space and Pace* isn't suitable for our vacation motoring, but then it's Avril's vacation too and you never know when you might need to strap a spare Adirondack chair or cement garden statue on the top of the car at some point during the excursion. As it was we had to haul home my great-grandpa Beal who was unceremoniously kicked out of the cabin in which he resided for the past 20-odd years by my (altogether different) ex-brother-in-law and sent to hang with my sister in Tampa. I could swear I kept hearing voices from the back seat whispering he'd been framed. The other reason we did not take the XF being, why would I want to subject our Jaguar to all that Florida sunshine and salt-spray and dead bugs? *No-brainer!*

By the time you read this the Williamsburg Jaguar Gathering may have come and gone, so I hope we all had a good time of it. It's coming into the busy holiday period and although we don't have anything on the horizon until possibly February, there is no reason we can't have an impromptu get-together in the sprit of the season.

Remember, if you don't know where you're going, any road will get you there. - Ed.

**(OK, maybe not ALL of us, but those of you who were motorheads and grew up in the '60s & '70s.)*



GRAB THE KEYS

Nov 1

Touring Jora 2014
 Catawba Meadows, NC
 David Deal 828-433-4477
ddeal@gmail.com
<http://touringjoara.org>

Nov 2

The Williamsburg Jaguar
 Gathering (Event)
 Merchants Square,
 Williamsburg, VA
 Larry Emmons
larry@virginiamotoring.com

Nov 9

Dan Ligas Memorial Jag Fest
 Sun-Coast Jaguar Club
 St. Petersburg, FL
<http://www.suncoastjaguarclub.com>

Dec ??? (TBD)

VJC Holiday Party
 (Event)
 TBD

Feb 2015 (TBD)

Brett Breckenridge
 Restoration Shop Visit
 (Event)
 New Kent, VA
 David Harrison
davidmharrison2003@yahoo.com

Mar 12-15 2015

Amelia Island Concours
 d'Elegance
 Amelia Island, FL
<https://www.ameliaconcours.org>

Mar 20-21 2015*

JCNA 2014 AGM
 Philadelphia, PA
www.jcna.com/agm/

May 23, 2015*

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

Sep 17-20, 2015* (Tentative)

2015 Challenge
 Championship
 Elkhart Lake, Wisconsin
[Mike Korneli](mailto:Mike.Korneli)



* = JCNA Sanctioned Event

Dates marked with (Event) are the VJC event(s) of the month. Please forward any event information, including date, location and contact, to bradpurvis@mac.com for inclusion on this list.



JAGUAR HERITAGE DRIVING EXPERIENCE

Forget your typical arrive-and-drive performance driving school. Jaguar is launching a Heritage Driving Experience that will allow participants to get behind the wheel of classics like the C-Type, D-Type, and E-Type. The program, which launches in November, offers three unique driving experiences with the most basic starting at around \$150. All drives take place at Jaguar's 200-acre testing facility in Warwickshire, England. Many of the available cars were recently purchased from a private collector and will be driven for the first time by the public. Buyers can choose the Jaguar Experience, which ranges in price from around \$152 to \$400. Participants can sit in the passenger seat or drive alongside a professional in a wide variety of heritage models like the XK150, Mark 2 saloon, or Series 1 and 3 E-Type. The heritage cars can be taken out on the course with their modern counterparts like the F-Type. The Le Mans Experience, which starts at around \$1200, is a half-day experience that allows drivers to head out in historic racing cars like the C-Type, D-Type, XKSS, and F-Type R. Those who want a full day of action on the course will want to opt for the \$3200 Grace and Pace event where they can drive the full gamut of vehicles from post-war racers to classic Jag sedans to creations from Jaguar's Special Operations division. Jaguar is particularly gung-ho when it comes to heritage vehicles, as evidenced in 2010 during the brand's 75th anniversary. A convoy of 75 heritage Jags made a 70-mile trek from London as part of one of the many celebrations of the historic milestone. Many of the same models will be at the driving school. <http://jaguarheritagedriving.com> - Courtesy: Jaguar





CARS OF SEPTEMBER

September is a great month for car watching. Summer is on the way out and the cooler temperatures of autumn slowly move in. For the past five years I have tried to take in either the Lime Rock Historics, which is always held over Labor Day weekend, or the Watkins Glen Vintage Grand Prix Festival, which is held the following weekend. Both events combine a car show with vintage sports car racing. Add in the Virginia Jaguar Club's annual concours Sept. 13, the New Kent Classics on the Green show Sept. 14, and a trip to the Gold Cup at Virginia International Raceway Sept. 23 and it made for a very car-centric four weeks. (All of these events stress European sports and racing cars so Duesenbergs and Packards are rare.)

This year I decided to spend one day each at Lime Rock and Watkins Glen. New England appears pretty small on maps so I miscalculated a bit when I decided to drive from central New Hampshire to northwestern Connecticut and back in one day. That and an unanticipated traffic jam getting into Lime Rock Park had me muttering about this strategy.

Lime Rock Concours

One of the features at Lime Rock this year was the cars of fashion maven Ralph Lauren. There is money to be made sewing little polo ponies on clothing, apparently, and Ralph has reinvested a portion of his billions in exquisite rolling stock.

On display were his stunning 1929 "Blower" Bentley, which legendary "Bentley Boy" Tim Birkin drove to second in the 1930 French Grand Prix and also ran the 1930 Le Mans 24 hour event. Similarly pedigreed was Lauren's 1959 Porsche RSK 718, which Count Wolfgang von Trips drove to second place in the season ending Tourist Trophy race at Goodwood. Stirling Moss won that race in an Aston Martin and the Porsche's finish ahead of the third place Ferrari, handed the 1959 World Championship to Aston Martin. Also on display were Lauren's 1956 Jaguar XKSS, his 1964 Ferrari 250 LM, which won 13 of the 19 Australian races it entered, including the Surfers Paradise 12 hours with Jackie Stewart sharing the driving chores. Lauren's fifth car at Lime Rock was a nice but somewhat pedestrian 1953 Morgan Plus Four. (The first car Lauren ever bought was a Morgan, thus this car's inclusion in the rarefied atmosphere.) Lauren's XKSS was originally bodied as a D Jaguar and rebodied by the factory as an XKSS for potential homologation as a production sports car. Since I own at least one sweater, scarf and wallet with Lauren's brand on it, I thought he might have left me the keys to the XKSS for a spin around Lime Rock Park. Alas, there must have been some sort of misunderstanding. In addition to Lauren's car, there were five more classic Bentleys on display, ranging from a 1928 4.5 Liter Le Mans a 1929 Sped Six and a 1962 S2 Continental. A number of other interesting Jaguars were also on hand. My eye was also drawn to the special array of eight Fiat Abarths from 1956-1962 and a gaggle of Formula Junior racers from the late 50s and early 60s, including one Gemini. (I once owned an Abarth and a Gemini, thus my interest in these displays.)



Ralph Lauren's 1956 Jaguar XKSS

Watkins Glen

Both Lime Rock and Watkins Glen have tacked on car shows to their end-o-summer vintage race weekends. For me, the car shows now take precedence over the racing at the track. So I arrived at The Glen early Friday morning and secured a parking space a block off Franklin Street, which closes to thru traffic for the afternoon and where all the action takes place. It kicked off with a mock Tech Inspection at Smiley's Garage, just like they used to do in the 1950s. Next up was the concours at the entrance to the State Park. In 2014 the featured marquee was MG, so I put up my folding chair near Virginia Jaguar Club President David Harrison's very original MG 1.2 Magna, which was a class-winning factory team car in the 1933 Alpine Trials and raced with distinction at Brooklands. The car was brought to these shores in 1935 by Baron Collier, who, with his brothers, founded the pre-war AACA and post-war SCCA. David deputized me to keep an eye on his car, which was nestled between two other very nice 1933 MGs. This allowed me to play "friend of the owner," and field inquiries from



interested spectators. David later took a lap of the old 7-mile course and received a judges' award based on his car's patina and history. As the concours wound down, car clubs drove through town, offering a mobile car show of more modern marques. In late afternoon, many of the vintage racers parked on Franklin Street for collective oohs and aahs and also ran two laps of the old Grand Prix course, which ran through town. While everything else was going on, a variety of souvenir and memorabilia stands and food and beverage concessions attracted strolling spectators. My very first race at Watkins Glen was in the early 1960s and this annual September event harkens back to that more informal style of road racing.

If you have never been to the Friday festival at the Glen, make room on your calendar some year.



VJC President David Harrison's 1933 MG 1.2 Magna at The Glen

Classics on the Green

Next up was the Virginia Jaguar Club's annual Concours at Virginia Crossings resort in Glen Allen, which preceded, by a day, the annual Classics on the Green Show at New Kent Winery. A "light mist" made the Jaguars appear very British indeed and the serious entries to be judged were tucked away under cover while the rest of our show cars braved the elements. Early arrivals for the New Kent show filtered in during the day so we had a nice mix of Ferraris and Jags. I was feeling a bit flat by the time Sunday rolled around so I did not give Classics on the Green my full-court press, but it was well worth trundling down I-64 to attend. The classic Ferraris (pre-1980) were a treat and there was a nice array of Jaguars, Porsches, MGs, Triumphs and Healeys, as always. The well-turned out Mercedes-Benz.300 SL replica was interesting. If your name is not Lauren, Seinfeld or Leno, you could not afford the real thing, so a replica with modern running gear makes sense. You could drive it around the block without fear of being T-boned by some pickup truck. More thorough reportage on this show is available elsewhere so I will leave it to them.

VIR Gold Cup

I have been going to VIR's big vintage race weekend since 2007, when they went all out and drew cars like birdcage Maseratis, Scarabs, etc. That was the peak, unfortunately, but there is always an interesting array of vintage racers on hand and this event is worth the 3-hour drive from Central Va. This year I met a motley crew of enthusiasts at Zions Crossroad and we picked up a few more in Palmyra on the way down to Route 58. The enthusiasts car show on Saturday is a nice complement to the on-track action and I saw my first-ever Evante there. (No, not Avanti – look it up.) We missed the morning races and did not stick around for Sunday's SCCA Trans Am race, which must have been fun. Still, a leisurely stroll through the paddock and sitting among friends above turns 4-5 and watching a pair of Lola T-70s duke it out is a great way to spend a sunny Saturday in early autumn -- and a well-driven Porsche 944 won its race! The next day I had volunteered my 16-year-old XK8 convertible for the parade at the Virginia State Fair. When only three open-cockpit cars showed up, including VJC member George Parker's XK120, I got to carry Courtney Garrett, the reigning Miss Virginia (and runner-up to Miss America) around the one-mile fair loop.



Greg & Miss Virginia (You old dog you!)

September was indeed a great month for the avid car-watcher.
- Greg Glassner



"On Sunday, September 28, I drove "Old Blue" in the State Fair parade, chauffeuring Caroline County Board of Supervisors member, Jeff Sili. I was joined by friends Matt Boyd (Ferrari 308 owner) and Greg Glassner (VJC member and Jag XK-8 owner). Matt had Miss Virginia State Fair riding in his Ferrari, while Greg was "tasked" with driving Miss Virginia in his Jag (clearly I'm doing something wrong!). The weather was perfect, the parade was well attended, and the cars were a big hit with the parade organizers, the crowd lining the parade route, and the young ladies who got to ride in them (and Jeff....). There were three other young ladies who wound up riding in other "normal" cars (one of them in the back of a pick-up truck!), so if there is more interest next year, maybe we can have all of them riding in our fun cars." *-Geo. Parker*



George sucking up to Supervisor Jeff Sili

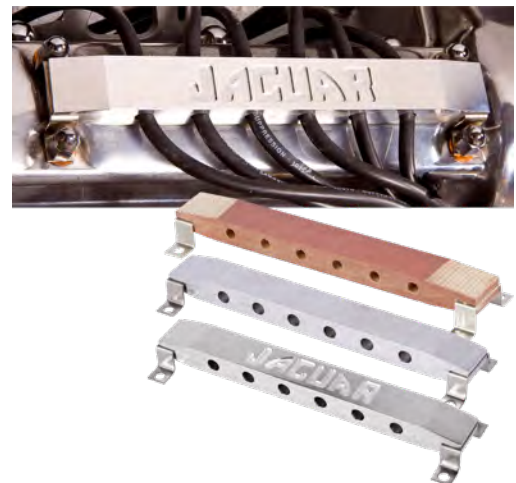
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Western States 2014 Concours: Wheels and Wings

The 2014 Western States Concours was a bit removed from Charlottesville, being held in Colorado Springs, Colorado, spearheaded by the Jaguar Club of Southern Colorado. About 1,600 miles removed, in fact. For a variety of reasons, Mary and I decided to enter our 2005 Jaguar Sports Wagon. This gave us the excuse to visit a couple of National Parks we had missed in the past, attend to family business on the way, and fly a round trip from Denver to Portland, OR, for more family business.

In addition, Jack Humphrey, who coordinated the event and former JCSC President, had come to the VJC's Championship Concours last year (on his motorcycle!). It seemed appropriate to return the favor.

The drive out was a bit longer than 1,600 miles, running about 3,600 as we zigged and zagged on our various errands. We did manage to spend time again in Monument Valley, AZ, as we headed to Arches National Park. The day and a half spent at Arches gave us the chance to see what it looked like in the early morning and late afternoon. Then on to the North Rim of the Grand Canyon. We had driven in to the North Rim on a couple of occasions but never stayed overnight. Finally, it was off to Capitol Reef National Park, by which time the Sports Wagon was showing a bit of the grime it had picked up.



Despite a very, very heavy thunderstorm in western Kansas one late afternoon and a couple more overnight at the North Rim, there was no hail. There was some sleet from one of the North Rim storms, but that doesn't cause the same damage hail would have. During the rest of the trip, the weather cooperated beautifully. Despite having been warned about the high temperatures at that time of year, the temperatures were very comfortable. The storms must have been part of a cold front that endured.

Arrived in Colorado Springs on the evening of Tuesday, September 2. The event was held at the Cheyenne Mountain Resort, on the southern edge of Colorado Springs not far from the Broadmoor except in price. The view of mountains from the hotel was lovely.

Wednesday was the "Rallye," although there were many other sites and tours noted for those who did not want to do the drive. It was also possible to follow the Rallye plan just as a scenic drive, which it indeed was. It lasted about three hours, ending in Cripple Creek, a gold mining town that had managed to survive (and, indeed, is a center of gold mining even today). The destination was the Wildwood Casino, one of about twenty casinos in that small town.



One exciting part of the trip was Skyline Drive, a three mile, one-lane road along the crest of a ridge with 180 degree turn-backs. There was evidence that it was once a commercial venture, but the road seems to have been

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abandoned and fallen into disrepair. It makes the local Skyline Drive look quite tame, but the views are equally striking.

Lunch was on one's own at the Wildwood Casino, where one was welcome to help support the local economy. We elected to eat leisurely and enjoy the company of the other participants and then go to see the town. Unfortunately, the main drag was trenched up in a big way putting in a new sewer and water system. But, the ambiance of the location was attractive. At an elevation of 9500 feet, however, one moved circumspectly.



Dinner at the Casino was part of the event, and it was very well done in a private room. There was both a generous hors d'oeuvre buffet and then a dinner buffet followed by presentation of the Rallye awards. The dinner was early to allow participants to drive back out of the mountains before it got too dark.

Thursday was the slalom, won as usual by Dick Maury. I believe he won in two classes and also had the low score, all of which was accomplished in borrowed cars.

We didn't compete in the slalom because we had to get the Sports Wagon into competitive shape. Jack Humphrey had kindly suggested a detailer not too far from the hotel. I contacted the shop in advance and had no problems booking a time. The boss and his crew did a superb job in about four hours. I could never have

accomplished the same even at home.

The dinner that evening was at the National Museum of World War II Aviation, which is closely affiliated with an outfit that restores WWII airplanes to flying condition and then maintains them. (That is a hobby for those with really deep pockets!) The featured display at the moment was a B-25 bomber which had been flown recently to an annual private-plane gathering in Oshkosh, WI (which Sherm Taffel also attended). Those who wanted to appear in WWII costume were encouraged to do so. Slalom awards were passed out.



Friday was the Big Day for the concours, which dawned wet and chilly. Fortunately, the rain stopped about the time the judging was due to begin. The authorities decided to postpone the judging until after lunch to give participants time to dry off their cars (or to get them out of the trailers). It was also announced that the judges would be understanding about water spots but they still expected cleanliness.

Continued next page.



The field of about 40 cars was quite diverse. The oldest car there was a very handsome and well maintained 1940 Mark IV, which won the Most Popular award as well as, of course, its class. It sported an interesting Leaper. There were a number of the XK series, such as the two maroon DHC and OTS shown bookending a cherry red FHC. A lovely Mark II and a 420 were entered. Behind the Mark II is Steve Kennedy's recently restored Mark IX.



There were several XJs entered from the 300, 308, and 350 series and one XJ-S. There were several XK and XF cars, including a special XK limited-edition model with extra firepower for racing. Finally, there was our Sports Wagon with the S-Types in the background against which it was competing. Immediately behind our wagon was the only F-Type entered.



Continued next page.



At the banquet that evening, we were surprised to learn we had won first in our class that totaled four cars. The awards were various sculptures by Michael Garman, a noted local artist, as they had been at the other events. The awards were signed on the base by the artist and accompanied by a suitably marked stand on which to place the award. The first place awards were "Young Airman." We also won the Longest Trip award, beating a Texas couple by about 500 miles.

Unfortunately, we could not spare the time to stay over for the Rocky Mountain (Denver) Jaguar Club's Pikes Peak Concours d'Elegance on Saturday. We learned that because Jaguar clubs are so far apart in the West that having two concours on adjacent days helps justify entrants coming long distances. We had to head back to Charlottesville to get ready for the VJC Concours the next weekend. We logged 600 miles the first day, 500 the second, and 524 the third. Simple directions: get on I-70 at Denver and drive until you run into I-64 and continue to Exit 124. A bit wearing for those of our advanced age, but it was well worth the effort.

- Bill Sihler

FLAWLESS MALE LOGIC

Woman: Do you drink beer?

Man: Yes.

Woman: How many beers a day?

Man: Usually about 3.

Woman: How much do you pay per beer?

Man: \$5.00 which includes a tip.

Woman: And how long have you been drinking?

Man: About 20 years, I suppose.

Woman: So a beer costs \$5 and you have 3 beers a day which puts your spending each month at \$450. In one year, it would be approximately \$5400 correct?

Man: Correct.

Woman: If in 1 year you spend \$5400, not accounting for inflation, the past 20 years puts your spending at \$108,000, correct?

Man: Correct.

Woman: Do you know that if you didn't drink so much beer, that money could have been put in a step-up interest savings account and after accounting for compound interest for the past 20 years, you could have now bought a new Jaguar F-Type R?

Man: Do you drink beer?

Woman: No.

Man: Where's your Jaguar?



DUNCAN HAMILTON

Duncan Hamilton typified the early post WWII drivers who are generally regarded as 'larger than life'. He was the type of rugged individual, who on the surface, embraced life then took it by the scruff of the neck and shook all he could out of it. Known as one of the most keen competitors of his era, his driving style may not have been technically precise, comprised of lots of speed, tail sliding and frequent spins, but he could be counted on to prevail under the most adverse conditions.

Duncan was fortunate to participate in European motorsport's greatest, albeit deadly, era. He was born in Ireland in 1920, growing up in a rather well-to-do family. The family moved to England during or shortly after the Irish Civil War. Duncan attended Brighton College and began his racing career in Austin Sevens competing at Brooklands prior to WWII. With the event of the war Duncan entered the Fleet Air Arm and served in an operational flight test and evaluation capacity in various locations on land and sea flight testing and preparing aircraft for both combat and support roles.



At the conclusion of the war, Duncan opened a motorcar garage, obstinately to support his racing habit, and used the business to re-enter racing as well as a means to acquire and modify his competition cars. A gradual improvement in driving abilities and a few successes brought Duncan to the attention of the likes of Lofty England, Jaguar's racing team manager.



Duncan cruising to victory at Le Mans 1953

however, the advantage returned to the Italian squad and its powerful V12 engined 375 and the Argentinian and the Frenchman were able to cling to a narrow win.

A dedicated bon vivant, Duncan's ample size was matched by incredible stamina which made him the perfect sportscar driver, albeit far too bulky by today's standards. That said, he achieved a stunning victory at Le Mans in 1953 with his driving partner and close friend Tony Rolt in a works Jaguar C-Type. They were fourth on their first drive there in 1950 in a Healey, and sixth the following year. They came within two miles of victory in a D-Type in 1954, with Duncan driving an amazing race in the closing stages to negate the lead of the works Ferrari of Froilan Gonzalez and Maurice Trintignant as the track was awash following a rain storm. When the course began to dry out;

As evidenced above, in the wet Duncan Hamilton had few peers. In his Grand Prix Lago Talbot he eclipsed even the legendary Juan Manuel Fangio at the awash International Trophy race at Silverstone in 1951, when he finished second to Reg Parnell but a long way ahead of the *(continued next page)*



Argentinian who would go on to clinch that year's World Championship. Later Duncan would literally lose that very car. Onerous UK customs and duty taxes obliged him to leave it in a Belgian cellar rather than ship it home from Spa. When he returned to pick it up, he discovered that the cellar's former owner had moved without telling Duncan, or informing the new home's owner of the car's existence. When Duncan approached the new resident about the car and its location, he was initially met with the front door being slammed in his face. By the time they found the Lago Talbot, Duncan found it had been buried in the cellar in which they left it under tons of coal.



Duncan's Jaguar meets Portuguese power-pole pole

anesthesiologist was at the very race in which Duncan had his shunt, and as the surgeon leaned over him, Hamilton was spellbound by the increasing length of ash from a cigarette illuminated only by a flashlight as it hovered above the wound to which the doctor was attending. It seemed there was no electrical power in the hospital as Hamilton's crash also took out the power-pole supplying electricity to the building.

It was after sustaining severe injuries in an accident at Le Mans in 1958, while contesting the lead in a Jaguar, closely followed by the death of his good friend and newly christened World Champion Mike Hawthorn in early 1959, Duncan Hamilton finally decided to hang up his helmet and gloves in and concentrate on his garage business while turning his competitive nature to yacht racing.

Hamilton nevertheless remained close to the sport until his death in Sherborne, Dorset on 13 May 1994. After 65 years his garage, Duncan Hamilton & Company, Ltd., continues in operation today in Hook, Hampshire, UK overseen by Duncan's son Adrian. - Ed.

(Sources: Touch Wood; Jaguar, The Complete Story; The Independent; Road & Track; Wiki and various sources.)



JAGUAR

**VJC Concours d'Elegance 2014 - Results**

Class	Name/Club	JCNA#	Year/Model/Colour	Score
C01B	Julien & Pat Brosseau MAL*	XX98-37977	1950 Mark V DHC, Green	99.84
C05	David & Robin Levy The Jaguar Club of Ohio	NC28-39730	1962 E-Type Coupé, Bronze	100.00
C07	Thomas Inwood The Jaguar Club of Ohio	NC28-42891	1973 E-Type OTS, Azure Blue	99.82
C17	Brad & Melanie Hauck MAL*	XX98-48413	2005 S-Type R Sedan, Ebony	99.97
D01	Gerald & Naoma Ellison Carolina Jaguar Club	SE21-35014	1956 XK140 OTS, British Racing Green	9.985
D01	George Parker Virginia Jaguar Club	SE12-52152	1954 XK120 SE OTS, Cotswold Blue	9.909
D04	John & Kathy Schindler The Jaguar Club of Ohio	NC28-48554	1971 E-Type 2+2 Regency Red	9.981
D04	Brett Breckenridge Virginia Jaguar Club	SE12-51864	1973 E-Type OTS Azure Blue	9.112
D05	Don E. Jackson Virginia Jaguar Club	SE12-32573	1961 MK IX Sedan Green	9.997
D11	Peter Schowalter Virginia Jaguar Club	SE12-46158	2005 S-Type R Sedan Platinum	9.997
D11	William Sihler Virginia Jaguar Club	SE12-42749	2005 X-Type Sport Wagon Quartz Metallic	9.997
D11	Alfred J. W. Dowden II Jaguar Club of Greater Las Vegas	SW36-42903	2006 S-Type R Sedan Radiance	9.982
D12	Mike & Cindy Perlburg Nation's Captial Jaguar Club	NE40-32765	2013 XF Sedan Indigo Metallic	9.984
DISP	Sherman Taffel Virginia Jaguar Club	SE12-31380	1989 XJ-S Convertible Metallic Beige (sic)	NS
DISP	Greg Glassner Virginia Jaguar Club	SE12-48747	1998 XK8 Convertible Sapphire Metallic	NS
S03	David Glick Virginia Jaguar Club	SE12-48917	1970 E-Type OTS Silver	9.981

* = Member at Large



BODGER'S CORNER

Noun

bodge job (plural **bodge jobs**)

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

Synonyms

- **botch job**



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

Use an old sneaker as a cup holder.



Use a mesh bungee on the car's ceiling for extra storage.





Join us on the Web at: <http://www.vajaguarclub.com>

MEMBERSHIP

Membership in the VJC is open to any Jaguar enthusiast regardless whether you own a Jaguar or not. For more information please send an Email to Ron Mitchell, VJC Membership Chairman: rmitchelljag@cox.net and we will send you details on how to become a member or fill in and return the membership application on the following page.

Visit us online at: www.vajaguarclub.com

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

www.jcna.com

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SUBMISSIONS

We encourage our members to submit articles, stories and pictures for publication in *Lyons Tales*. We kindly ask you follow the specifications listed below. To submit an article, please send to bradpurvis@mac.com. Make sure you reference *Lyons Tales* somewhere in the subject line.

SUBMISSION DEADLINE

15th of the month preceding the issue month, i.e.:
December issue: 15 November
January issue: 15 December

SUBMISSION SPECIFICATIONS

Text: any Regular Hoefler, Arial, Calibri or New Times Roman

Font Size: 10-12 pt

Format: Word, Pages or Text file

Photos: max size 1MB, jpeg or gif
(min 800 x 800 pixels)

Member Count: 88

New Members: Mark Foster - Midlothian, Jeanshay Wright - Ft. Lee, Paul Schaffer - Williamsburg, Mitchell Harris - Henrico, Brian Mallon - Gordonsville



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"



JCNA NEWS

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

2015 Challenge Championship
Thursday September 17th - Sunday
September 20th
Elkhart Lake, Wisconsin

Gary Cobble has been appointed head of the Concours Committee to replace Pat Harmon who recently resigned. Gary's contact e-mail is glc100850@aol.com if you have any Concours sanctioning or general Concours questions.





JAGUAR FOUNDATION

Tom Krefetz, founder of Classic Showcase in San Diego, California, is pleased to announce his support for the recently established Jaguar Foundation. The Foundation has been created by passionate Jaguar people who donate their time, resources, and services with the goal of better serving the Jaguar Heritage and preserving the marque for future generations. We aim to leave a legacy for our children's children so that they will be able to appreciate and continue on with the work which we started. Tom now serves as a director of the Foundation.

The foundation is anticipating opening two museums, one for each coast, where Jaguar cars, books, memorabilia, and related material will be housed and viewed by the public. We are requesting that JCNA members donate any classic Jaguar related items they can to help form these new museums.

The Jaguar Foundation will give back to the Jaguar community in many ways:

- Provide annual scholarships for students interested in Jaguar Automotive Restoration to help cover the cost of tuition and training.
- Be a resource for historical information related to the heritage and restoration of Jaguar cars.
- Providing a forum for the exchange of information and ideas for Jaguar enthusiasts.
- A specialty tool loan program, with specialty tools available on loan.
- Promote the hobby and encourage people of all ages to become involved with Jaguars.

All donations are tax deductible, as the foundation is set up as a 501c3 non-profit, and we encourage all Jaguar enthusiasts to donate what they can to get the wonderful Jaguar Foundation museums filled with vintage Jaguar items. The Jaguar Foundation will accept donations such as Jaguar: cars, parts, tools, books, memorabilia, as well as financial donations. Financial donations can be made online through the Foundations website, or by check. With any Jaguar donation you will receive a receipt for your tax records.

We encourage all Jaguar enthusiasts to become a Patron of the Jaguar Foundation. There are multiple levels to meet your needs:

- \$30 for a Patron
- \$250 for a Bronze Level Patron
- \$500 for a Silver Level Patron
- \$1,000 to \$2,500 for a Gold level Patron
- \$2,500 and above for a Platinum Patron

There will also be 2 levels available for Corporate Patrons - \$3,500-\$5,000 and \$5,000 and above.

If you have any questions please contact:

East Coast

George Camp (803) 760-9460
SCJag@Juno.com

West Coast

Tom Krefetz (760) 758-6100
TKrefetz@Classicshowcase.com

<http://www.jaguarfoundation.org>





Lyons Tales is the official publication of The Virginia Jaguar Club

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ANY ROAD UP



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P.S. There is nothing better than driving around with the windows open or the top down when so many things are going through your head. It serves as a great substitute to procrastination.
- Editor

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