



# LYONS TALES

**HAPPY BODHI DAY**  
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**HAPPY SOYALUNA**  
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**HAPPY MÔDRANIHT**  
 ---  
*(UK version)*  
**HAPPY CHRISTMAS**  
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*(US version)*  
**MERRY CHRISTMAS**  
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**HAPPY PANCHA  
 GANAPATHI**  
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**HAPPY NEW YEAR**  
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**HAPPY KWANZZA**  
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**HAPPY HANUKKA**  
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**HAPPY MAWLID AL-  
 NABI**  
*I think I got them all!*



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# JAGUAR



## LYON'S ROAR

First, a Happy Holiday to all VJC Jaguarians. Be safe, now winter has arrived Its OK to leave the Jag in the garage or under the cover and use the Detroit iron, my old F-150 can be neglected for weeks and still start up. I did get to enjoy one end-of-season Jaguar experience by taking the Swallow south to the Hilton Head Concours as described elsewhere. I hear from First Lady Una and First Daughter Sara that you had a good time at the all-Jaguar show in Williamsburg's Merchant Square the first weekend in November. I talked to Larry Emmons after the show and he was very happy with the event. We may partner with Larry in the 'burg next year for our VJC Concours, he mentioned several locations near the historic area that would be suitable.



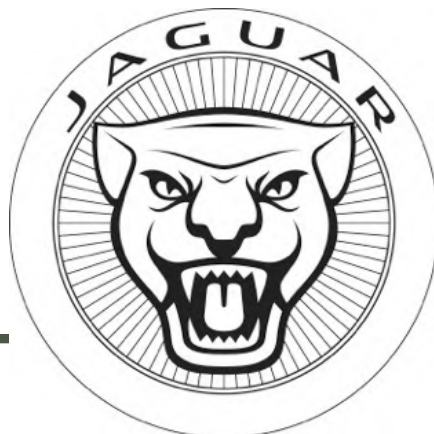
We are taking a club recess over the holiday season, but please put the 2015 kickoff meeting on your calendar. Bruce and Marian Murff have kindly volunteered to host the always-popular garage tour and VJC kickoff at their home in Mechanicsville on Saturday, January 17. Official meeting start time is 11 am but tire kicking and viewing of Bruce's E type resto, his XJ-SC cabrio and Double Twelve etc will no doubt start earlier. The Murff address is 6281 Boundary Run Drive, Mechanicsville, VA 23111. Please try to attend as we have some important club news to discuss including our new VJC bylaws, plans for 2015 VJC events, and officer elections. We will convoy to lunch at a local eatery following the meeting. In fact your hard working officers have put in a lot of time in 2014 on VJC infrastructure. We are now legally incorporated, thanks to Bill Sihler, who also updated our old VJC bylaws. We have a New Lyons Tales thanks to Brad Purvis, and we have a new website thanks to David Glick.

Have a Happy New Year.

Jaguarian Salutations,

David Harrison

<http://www.vajaguarclub.com>





## VEEP VIEWS



November was an active interesting month for VJC and for Camellia & I. It started with a Jaguar - VJC - WJC adventure, appropriate in retrospect:

The Williamsburg Jaguar Gathering was a wonderful event,, and too early an introduction to a brill (brisk chill) Fall Season. I admit I am not good with 'Timeliness', and with the clock time change, thinking from a wrong email info – that I needed to set the clock 1 hour ahead, i.e., 'lose an hours sleep' and with driving down to Goldvein the night before the Williamsburg event, I made sure I set both the dumbphone's & the tablet's 'Clock' for 7AM as well as change the clock readout on the Range in the kitchen. So the alarms go off and after my shower, I see the clock on the stove says 8AM, not 7AM. I then realized that by not turning the cellphone off, it never reset to EST. I wanted to be in Williamsburg by 9AM, as requested, not 10 show start. So I crank up the XJS, (after charging the new 8/14 battery overnight (Why ALWAYS A LUCAS problem?)

and headed 'with Jaguar capabilities' down the road. Well of course the crazy weather with the freeze and the incredibly strong winds was not the mild November Virginia weather that I expected. On I-95, an 18 wheeler had overturned and even at what I thought was 9:15 had backed up traffic for miles. Finally past the delay, it started raining with the wind gusts, so people were "driving at the posted speed". So I-95, I-295, I-64 and heavy rain and wind but finally I get to Williamsburg, thinking its now 9:52, and the GPS takes me to the Historic Colonial Williamsburg district, and a parking lot, see one of the restaurants we talked about having lunch in, but NO one is there, & not a single Jaguar, in the parking lot. I call David Glick and he says "Come one more block". Ok There's our motley crew - and I find out I am exactly on time at 9:12 AM. So we park as directed and then we go for coffee: David G, Brad P, the Sihlers, the Showalters and 'me, myself & I' all feeling the biting cold. And the William & Mary Bookstore Starbucks didn't accept the Corporate Gold card. The wind was still biting and its still raining a cold true Fall/Winter rain, and our Jaguars are needing 'a road spray wipe'.

So during the next few hours everyone arrives and we had a Great display of Historic to current production Jaguars, including Don Jackson's Magnificent MK9, Several E-Types, my XJS, and modern S's, XJ's and even two New F Type Coupes. We all gathered for Lunch at (Beret's Restaurant and as asked by President David, I conducted a brief meeting. Our First Lady Una Harrison also participated and in her usual elegant style.

Reports on the updates to the Website, the Lyons Tales, & the VJC, Inc. By-Laws, Incorporation status, and non-profit logistics were given to the participating members by the responsible officers (David Glick, Brad Purvis & Bill Sihler). On cue, the members present then discussed a Holiday Gathering. Eventually, the decision

was made to postpone the 'holiday celebration' till January due to timing, location, costs & and associated logistics, Since this turnout was so grand. Several members from the far reaches of the commonwealth shared appropriate Jaguar Tech and mutual appreciation of 'improvements' to our Classics and several new proposals for 2015 events were made - from the usual Richmond & Williamsburg areas to a Cars & Coffee in Virginia Beach and another 'Southern' - Northern Virginia event (maybe Fredericksburg). Bottom line: and we all had a great time in the Colonial Williamsburg environs.

I was very pleased that the XJS, now closer to 98,000 miles after the Summer V12 tuneup, ran flawlessly and the heater/ fan mod worked well for the 4 hours of the trip from & back to Goldvein. See you in January!

- Sherman Taffel, VJC V.P.





## OUT ON A LIMB



I've always been a "car guy", which is inevitable I guess when you start out as a "car kid." My father was a naval officer and whenever he went on a cruise, upon his return he would always bring me a toy Matchbox car. The very first one I remember was a British Racing Green (BRG) Jaguar racing D-Type. That could very well have been the initial spark igniting what was to become a life-long on again, off again love affair with Jaguar automobiles. It didn't hurt that my maternal grandfather was English. The Britishness of it all seemed perfectly connected in the mind of a five-year old.

I cannot tell you when I saw my first Jaguar. Was it an E-Type? C-Type? S-Type? Mark VII? I really can't say. I do remember my first ride in the marque, or at least the first series of rides. When I was but eight years old we lived in Arlington, next door to a retired US Army Colonel. "The Colonel," I don't recall if I ever knew his real name, owned a BRG XK-120 and upon occasion he would take me fishing or into DC to the Smithsonian or to see other sights in our nation's capitol or just for a cruise about the beautiful northern Virginia countryside. To this day I can see the smile on his bespectacled face as we journeyed about. Although I was smitten with cars before then, it was those experiences that made me a life-long fan of the Jaguar marque.

The ensuing years saw a move to Spain where I took a fancy to model building. Cars, airplanes and battleships, but mostly cars were my favorite. The routine was every Saturday morning my father and I would make a trip to the Navy Exchange, the Commissary and then to the Hobby Shop, where they had on-hand a plethora of plastic Revell, Testor and AMT kits along with the assorted paints and glue required for assembly. Needless to say I purchased a lot of Testor's forest green paint for my Jags, Triumphs and MGs.

Eventually, we returned stateside and by then as a young teen I was sports car mad. Jimmy Clark was my hero and every time I would gather together a little spending money I would make the trek to the A&P to buy the latest copy of Car and Driver, Sports Car Graphic and the crème de la crème, Road & Track. Alas, Jimmy died in 1968 and in 1971 when I finally received my license I did not have that coveted TR-4, XK-E, Lotus or even MGB to drive, but a well worn 1964 VW Beetle. At least it was British Racing Green.

Although I would never have that elusive E-Type, when I was 17 my good friend Dave managed to buy a 1963 XK-E Coupé for a whopping \$800. It was opalescent dark blue and was as basic and well worn as you would expect of a car at that price-point. It was also the first Jaguar I ever had the chance to drive, and boy did I. My first time out as the driver was a solo event after Dave and I went to pick up his parent's station wagon from the body shop (that's a story in itself). Anyway, Dave took off like a bat-out-of-hell and once I figured out what was what, I took off after him. Racing through the gears and pedal to the metal the first thing I noticed is how fast I was closing on him. The next thing I knew I was blasting by him on this two-lane country road and I just happened to notice the speedometer arcing through 120 MPH. What wasn't so obvious was the impending T-intersection and its accompanying stop sign. All at once I was on the binders and shifting down through the gears and stopped with the nose of the Jag just past the stop sign. Damn fine splendid if you ask me. I truly don't know what terminal velocity I reached before initiating emergency stop procedures; however I'm pretty sure the needle at least bounced off the 130 MPH tick. The rest of the drive home to Dave's house was relatively sedate, but the personal land speed record I set that day stood for quite some time. - *If you don't know where you are going, any road will take you there.* - Ed.



# GRAB THE KEYS

**Jan 17**

VJC 2015 KICKOFF  
(Event)  
11:00 AM till...  
The Murff's  
6281 Boundry Run Dr.  
Mechanicsville, VA 23111

**Feb 2015 (TBD)**

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

**Mar 12-15 2015**

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

**Mar 18-21 2015\***

JCNA 2014 AGM  
Philadelphia, PA  
[www.jcna.com/agm/](http://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 16-20, 2015\***

2015 Challenge  
Championship  
Elkhart Lake, Wisconsin  
[Mike Korneli](http://www.mikekorneli.com)



\* = JCNA Sanctioned Event

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



Now I know what you're think'n. Did I tighten six head-bolts or only five? Seeing that this is a 160 horsepower dual-overhead-cam six and will blow the head clean off, I gotta ask myself, do I feel lucky today? Well do ya Clint?

<http://www.vajaguarclub.com>



## SWALLOWS AT THE HILTON

The Hilton Head Island Motoring Festival Concours is an invitational only event, so I was honoured to be invited. Actually my 1929 Austin-Swallow was invited, but I had to be included. I received the invitation back in January from David Kirkman of the Georgia Jaguar Club. The Concours committee had chosen Jaguar as featured marquee and David was asked to provide some significant historic Jaguars for display or to compete for awards. Our very own VJC ex-Prez Dr Ron Gaertner was also invited with his 100 point XK 120 coupe and XK 150 roadster.

There were a few challenges. My engine had developed a rattle and probably had not been rebuilt since the sixties, Still, it's only a simple little engine and I had plenty of time to get it rebuilt before the Concours on November 2, right? In May I took the car over to my good friend Jin Cox, who is a far better mechanic than I, and he took the engine apart. The good news was that the engine was in reasonable condition, the bores were standard size and good, the crank looked like it just needed a minor skim, and nothing had broken. The initial bad news was that the white metal in two of the big ends was breaking up and the cam lobes were worn. Although the crank looked good, a two bearing crank gets a lot of whipping stresses, so I decided to get it crack tested at Ballos Precision Machine in Richmond. More bad news, there were cracks at the journals at each end of the crank. After a lot of research into sources in the UK and a personal recommendation from my friend Roger Daniell in England (Roger races two very original MGA Twin Cams). I contacted Tony Betts of Twin County



Austins and got a quote for his recommended rebuild parts. These included a new Phoenix crank 750, new Phoenix rods with white metal inserts 675, new pistons and rings 160, new crank bearings 175, a good used cam 80 etc. It all added up to about 2000 (pounds). By the time Tony had accumulated everything it was late August and the parcel did not arrive until mid September, leaving Jim 6 weeks to finish the rebuild.

Meanwhile my F-150 transmission had been rebuilt by Greyline in Chester, it had burnt out enroute to Watkins Glen vintage race weekend in early September while dragging my ancient heavy trailer and 1933 MG racer up I-95. I decided that hauling a valuable car in a \$750 trailer did not make much sense, and found a nice 16 x 8 Covenant enclosed trailer just a few blocks away. It was just the right size for the Swallow and the MG, it had been sitting a few years, the electric brakes needed work and one tire was bad. I replaced the tire, bought two complete spare wheels and tires from Agri Supply in Petersburg and had the trailer inspected. I and the rig were ready, but was the Swallow ready?

To cut a very long story short, Jim finished rebuilding the engine and installed it in the car on Thursday October 30, the day before my deadline for driving the 450 miles to Hilton Head for the Sunday Concours. At 10 pm on Thursday night Jim called me in a panic and said the engine would not run. I went over at 6 am the next day and we found a bad coil. Fortunately the local NAPA had a 6V



coil , I put it in, started the engine, drove the car round the yard a couple to times and loaded the rig. At noon I was on I-95 heading South. Una was still recovering from her back surgery, so it was a long 9 hour solo drive fighting the 18 wheelers , potholes and rain to the Westin at Hilton Head Island. I got there too late for the fancy reception. Makes you wonder why we do it sometimes.

Saturday morning at the Westin started off badly. An unseasonal cold front had come through and it was cold and windy all day. Back at the trailer, the two original tires were almost flat, so I had to install my two new spares in the hotel parking lot, leaving no spares for the trip back. Clearly I should have replaced all 4 of the old tires, even though they had plenty of tread. I went to the Concours rig drop-off point, unhitched the trailer and called the local Walmart, who miraculously had new trailer tires.

IT WAS ABOUT TIME TO HAVE SOME FUN. Back at the car show Jaguar had a fleet of test drive cars and some interesting blokes to coach you round a road course. I snagged the Shaguar lookalike and had an exhilarating drive, good job the cops had the sense to stay away. I did make the evening reception this time. Sunday was the big Concours day and the weather was wonderful. I pushed the Swallow out of the trailer as the engine was cold and reluctant to start. I drove it around the grassy rig lot a few times to warm her up then headed out on the 6 lane highway for the 5 mile trip back to the Westin. That's when I found that 3<sup>rd</sup> gear had gone AWOL during the rebuild. I had to rev up in 2<sup>nd</sup> then jump straight to top, quite a big gap especially with a crash box. I had to continually manipulate the choke in and out to keep power, so something in the carb was not right. Fortunately

Hilton Head is flat and there wasn't much traffic early on a Sunday morning.

It was a relief to arrive at the Concours field. I was placed in a historic cavalcade of Jaguars , but not first in line . That honour was rightly given to an even rarer Swallow, an unrestored 1926 Swallow Sidecar. I don't know of another in the US, there is one being restored in Australia, and no doubt some in the UK. Owner Jack Wells found the sidecar in a barn in California, the previous owner had planned to hook it up to an antique BMW which would have been sacrilege. Jack bought both BMW and Swallow to save it. The sidecar was definitely unrestored if not to say pretty rough, but that's the trend these days. It did make my somewhat unrestored Austin-Swallow look better. However on the other side was a pristine SS90 belonging to Rufus Coburn. What a gorgeous restoration. Rufus found the car in Wales, and had it restored over a eventful 7 year period in England. He and his wife had trailered it 1000 miles from Austin Texas, putting my meager 450 mile drive to shame. Next in line was an SS100, then a prewar SS saloon, a



MK4 drophead, some XK 120, 140 and 150s, and some gorgeous E types. At the other end of the field were the American antiques and classics going back to a 1907 Homan and a 1909 International Harvester, really only farm buggies with a one cylinder engine chuffing away underneath.

I was honoured with a visit from Kin McCullough, JaguarLandRover NA's marketing VP. She said to give her a call if I ever decided to sell the Swallow. Maybe one day. After a while the official judge team came round, I had entered my car as display only, but they



spent a lot of time looking at Rufus' SS90 and at Ron's 120 and 150. Come the impressive awards ceremony, Rufus won first in class as did Ron.

Jin did not have time to hook up the headlights, so I negotiated an early exit to drive the Swallow back to the trailer during daylight. After putting her away, I returned to the Westin for a most pleasant dinner with the Coburns. The next morning I drove the F-150 back to the drop-off field, hooked up, said goodbye to the other owners doing the same, and had an uneventful and much less stressful drive home in perfect weather. It sounds like a lot of work, but it was a lot of fun too. The setting is gorgeous, the Westin was really impressive, right on the beach, so I must take Una back sans Swallow. Hilton Head Concours is in the same league as Amelia Island and well worth a return trip.

*- David Harrison, VJC President*







## Eight Tips for Classic Car Restoration



Many of us dream of owning a classic car, but we don't always consider the potential difficulties associated with restoring it back to its former glory. Without careful planning or specialist expertise, your restoration dream could turn into more of a nightmare, so we've compiled a list of 'must dos' for ensuring that your restoration project doesn't get stuck in its tracks.

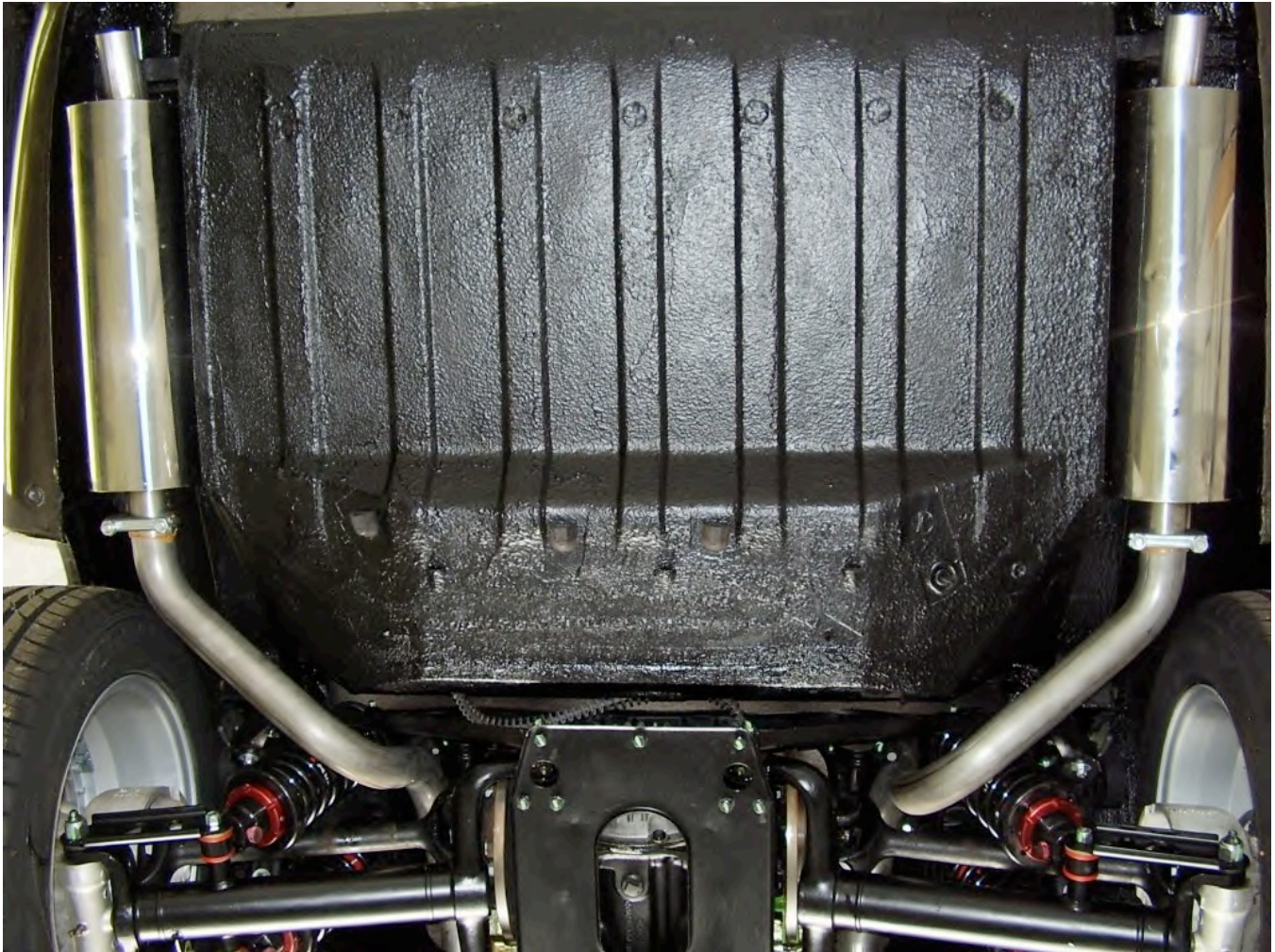
### Choose a classic car that will retain its value

You are likely to spend rather a lot of time and money on your restoration project, so if you're buying a classic car to restore, it's worth purchasing a model that will retain its value for years to come. Certain makes and models, such as the Jaguar XJS, are becoming highly sought after, meaning that they are likely to fetch a higher price if you choose to sell up. Of course, for many people it's all about the passion they have for a particular marque, and the financial value is a secondary factor.

### Inspect your vehicle top to bottom

Before commencing your restoration, inspect the vehicle very carefully, top to bottom, inside and out to assess the kind of repairs needed to restore your car to its former glory. Don't know what you're looking for? A classic car specialist will be able to thoroughly examine the classic car, to assess whether the project is viable and worth your time and money.

*Continued next page.*



### Work towards a budget

It can be difficult to forecast the exact cost of your restoration but it's worth estimating the likely expense of your project before getting work underway. A specialist in classic cars will be able to assess the condition of your vehicle, estimating an approximate overall cost and schedule for the restoration. Based on this advice, you can decide whether the restoration is feasible given your budget, and then plan your project accordingly. Like any major project, it's useful to earmark some contingency funds for unanticipated upgrades. A specialist will also be able to guide you on the wisdom of restoring certain examples that because of poor general condition will continue to be a money-pit.

### The right parts are key

It's all well and good purchasing your dream classic car, but your project may stall if you can't obtain the right replacement parts. Before undergoing your restoration project, spend some time researching whether the parts for your chosen vehicle are easy to come by. If your car is particularly rare, aftermarket replacement parts may not be readily available, meaning that expensive custom parts will have to be purchased as an alternative. We have the necessary contacts and knowledge to source the correct parts as part of our classic car restoration service.

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### Check for rust

Dealing with rust can be one of the most expensive and time-consuming aspects of your restoration project, especially if a full re-paint is needed. If your vehicle has a history of being kept in cold, damp and wintry conditions, the chassis is likely to have rusted. This creates obvious safety issues, as the vehicle's structure can become unstable and MoTs will be failed. Sandblasting can remove surface rust, but other parts in poor condition might need to be replaced completely or repaired with sheet metal and welding. Someone who knows your car marque inside out will know where to look for rust, and which parts and structures are particularly vulnerable to rusting. Having an expert who is very familiar with your car model inspect the state of the rust during the condition assessment will save you a lot of time and hassle and improve the chances of a successful restoration.



### What's inside counts too

Restoration isn't just about the exterior appearance of your classic car; it also includes what's inside and, perhaps most importantly, the engine. A full restoration project can include replacing many parts with a modern equivalent, which will outperform the original part and result in a better driving experience. Using an interior design and car parts that are in keeping with the vehicle's age can ensure that your classic car retains its authentic looks.

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The engine is often the most difficult part of any classic car restoration. In larger scale projects, the engine may need to be completely dismantled and then rebuilt – having an expert do this will result in a better, longer-lasting result.

### Don't forget the after care

Having spent a significant amount of money on restoring your dream car, it is vital that a good specialist is contracted to maintain it in top condition. Regularly driving the car is also important – alongside expert maintenance it will ensure that your vehicle remains supple and responsive.

### Seek specialist help

This is your own personal project and probably something you'd like to complete independently, but without consulting the professionals you could end up spending more time and money than necessary. Professional guidance will help you to keep to your budget and schedule, produce a better outcome, avoiding any disasters along the way.

*- Shamelessly reprinted from KWE Classic Cars ([www.kwe.com](http://www.kwe.com))*



© Jaguar Cars Ltd

Green may have been a popular color choice for the classic Jaguar E-Type, but even in Lightweight form (pictured above), it was hardly what you'd call environmentally friendly. Not by today's standards, anyway, with six-, eight- and twelve-cylinder engines displacing between 3.8 and 5.3 liters. But Jaguar looks to be preparing to revive the nameplate – or at least one similar – with a new electric vehicle in the works.

According to the latest intel, Jaguar has applied both in the US and in Europe to trademark the name EV-Type. The implication that it's developing an electric vehicle is clear, as is the reference to its iconic sports car of yore. But more than that, we don't know. We could be looking at an electric version of the current F-Type, a project to convert original E-Types to electric power or a different model altogether.

It wouldn't be the first time, of course, that we'd see Jaguar toying with the idea of electric propulsion. A couple of years ago, the British automaker demonstrated a plug-in hybrid XJ\_e prototype, and showcased both the C-X16 and C-X75 concepts with advanced hybrid power trains. But it has yet to put any such system into production, relying instead on the small diesels it sells in Europe to keep its carbon footprint small.

Sister company Land Rover has similarly toyed with an array of hybrid and electric power trains, but to date has only done diesel hybrid versions of the Range Rover and Range Rover Sport that it doesn't offer in the US. The electric power train apparently being developed for the EV-Type would likely be shared with a Land Rover model as well.

*- Courtesy Noah Joseph, [AutoBlog.com](http://AutoBlog.com) & [AutoGuide.com](http://AutoGuide.com)*



## SIR STIRLING MOSS



Sir Stirling Moss OBE is arguably the greatest all-round racing driver of all time and a true icon of the motor racing world. Known during his career as 'Mr Motor Racing' he became a professional driver in 1948, at the age of 18, racing a Cooper 500.

His early career was meteoric, with works drives for both Jaguar and HWM. His first major international race victory came on the eve of his 21st birthday at the wheel of a borrowed Jaguar XK120 in the 1950 RAC Tourist Trophy on the Dundrod circuit in Northern Ireland. He went on to win the race six more times.

In 1952 Stirling tackled the Mille Miglia with co-pilot Norman Dewis and the new Dunlop disc-brake equipped C-type. Sadly, they crashed while leading just prior to the finish and were thus classified as DNF. At La Sarthe in 1953 Stirling drove one of three new special lightweight Jaguar C-types specifically developed for the event. These C-types were fitted with Weber carburetors rather than SUs and with transmission driven servo assistance for the disc brakes. The improved Dunlop disc brakes fitted to his C-type meant as Stirling recalls *"that we were in another league from most of the opposition when it came to slowing for the tricky corners that abound at the Sarthe circuit"*.

Despite the fact that Mercedes Benz were not competing on this occasion, the entry list was one of the strongest that Stirling can ever recall for Le Mans. He shared his car with Peter Walker and led in the early stages until, after only about 20 laps of the 8.38 mile circuit, the engine began running roughly and not pulling properly. Stirling came into the pits, where the Jaguar team mechanics changed the spark plugs, unfortunately this did not seem to make much difference as he discovered to his cost on the out lap from the pit stop.

The problem was only solved after he came in a second time, and following a consultation with Lofty England, the team manager, on the pit wall, the mechanics changed what turned out to be a blocked fuel filter. From then on the C type never missed a beat, although as Stirling recalls *"We had lost too much time to get back on terms with Tony Rolt and Duncan Hamilton, who won the race at a record speed"*. Stirling and Peter Walker went onto finish second, four laps down, some 29 miles behind the winning pair in their Jaguar C-type, racing a total distance of 2,540.2 miles at an average race speed of 104.63mph. Stirling would return to Le Mans in the following years, however the 1953 race would be the closest that he would ever get to outright victory.

1955 was a seminal year; he was signed by Mercedes-Benz, the famed "Silver Arrows", to partner the legendary World Champion Juan Manuel Fangio. That year saw Stirling shadow the great Argentine in most Grands Prix, famously beating him to win the British Grand Prix at Aintree racing the Mercedes-Benz W196 Monoposto. In that same year, he also won the epic 1,000 mile Mille Miglia road race in the Mercedes-Benz 300 SLR at an astonishing average speed of 97.96mph on public roads, the Targa Florio road race, again in the 300 SLR, and the Tourist Trophy at Dundrod.

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For four years he would finish runner-up in the Formula 1 Drivers World Championship, his sportsmanship at the Portuguese GP allowing Mike Hawthorn to win the 1958 Championship title by half a point at his expense.

After Mercedes-Benz retired from motor racing following the 1955 Le Mans tragedy, Stirling led the Maserati and Vanwall teams. He raced 107 different types of car, across all classes of motor sport, during his remarkable career.

In the late 1950s and early 1960s, he led the changeover to rear engined Formula 1 cars with the Cooper-Climax, achieving the first victory for such a car at the 1958 Argentine Grand Prix, and was in a class of his own during this period. His victory in the 1961 Monaco Grand Prix, racing a Lotus 18 against the more powerful Ferrari's, was his third Formula 1 victory around Principality and is still regarded as one of the best Formula 1 races ever.

Between 1954, his first year with what Stirling considered a proper Formula 1 car, the Maserati 250F, and 1962, he took part in 318 races of all types, finished in 225 of them, and bear in mind cars were not reliable in those days, and won 134.

He drove a Ferrari on 14 occasions, winning 12 of the races entered and taking 10 fastest laps. Of the remaining two races, he was disqualified at Sebring because the mechanics put in fuel when in fact the car had come in for brake linings, and in the 1961 Le Mans the radiator hose was cut by a fan blade when he was third overall and leading the GT Class.

Stirling drove for Rob Walker from 1958 to 1962, taking part in 93 races, finishing 70 of them with 46 first places, and also drove a Maserati in 72 races, finishing in 50 with 25 first places and 31 lap records. Out of the 375 competitive races in which he finished during his professional racing career, he won an astonishing 212, which is more than one win in two! A near-fatal accident at Goodwood in 1962 ended it all.

Once the decision to retire from professional motoring racing was made, Stirling expanded his commercial interests with the same vigor that he employed when racing, chief amongst these being his property business, which he runs to this day with his family. He also designed his home in Mayfair which incorporated home comforts and gadgets which were ahead of their time in the 1960s, including an automated system for running a bath at a pre-set temperature, which could be triggered by pushing a button on one of many control panels located around the house. He continued to race in historic racing, his familiar White patey helmet and Blue light weight race suit being a regular feature at historic races across the globe.

Stirling is well known for his love of design and the latest gadget. In 2009 the Stirling Moss brand was created, see above, which has led to the brand being licensed. During qualifying for 2011 Le Mans Legends race Stirling made the decision to retire from competitive racing. He continues to demonstrate the cars he raced and take part in car rallies.

One of the original jet-setters, he remains in huge demand around the world to this day and serves as a brand ambassador for Jaguar - a true British legend.

*- Courtesy [stirlingmoss.com](http://stirlingmoss.com) and various sources.*



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**JAGUAR**

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# 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**

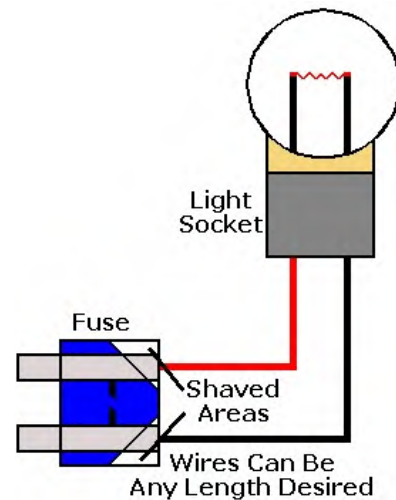


If you have any bodge jobs or techniques that you would like to share, please send them in along with a picture or two.

If you have a small dent on one of your car panels you can use a plunger to try and get it out. When pulled back the suction of the plunger also pulls the dented part of the panel forward and back into place. Good luck with this one.



Make your own circuit tester.



<http://www.vajaguarclub.com>



**For Sale**



Classic!! 1993 Jaguar XJS Convertible 6-cyl. Automatic transmission. Tan Leather interior. With 140k original miles on the odometer. New top and new black paint in 2013. Vehicle inspection good until Aug 2015. New Battery Sept 2014. Garage kept and runs well. This car was owned by the late Jimmy Hargrove, USMC and Congressional Gold Medal recipient for his service to our country as a Montford Point Marine. Call or text 910-546-0182. \$8900.00 OBO. Offered by Curt Clarke on behalf of Jimmy Hargrove's widow.



*The late Jimmy Hargrove, USMC, Semper Fi Jimmy!*





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

**MEMBERSHIP**

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

Visit us online at: [www.vajaguarclub.com](http://www.vajaguarclub.com)

The Virginia Jaguar Club is affiliated with  
**The Jaguar Clubs of North America**  
[www.jcna.com](http://www.jcna.com)  
[www.facebook.com/jaguarclubs.na](http://www.facebook.com/jaguarclubs.na)



**SUBMISSIONS**

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

**SUBMISSION DEADLINE**

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

**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: 95**  
**New Members:**  
Charles Williams, Wilmer Odom, Alexander Kay, Diana Grandy,  
Darlene Rotella, David Gauman, Howard Faunce, Pamela Lane, Stephen Utley



## Virginia Jaguar Club - Membership

Please complete this form and present it at a meeting or mail to:  
**Virginia Jaguar Club**, 116 Poseidon Drive, Newport News, VA 23602

Check One: [ ] New [ ] Renewal

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

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

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

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

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

E-Mail Address: \_\_\_\_\_

Jaguar #1: Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_

Jaguar #2: Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_

Jaguar #3: Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_

**I am interested and/or are willing to assist with (check all that apply):**  
[ ] Car Shows [ ] Rallies [ ] Racing [ ] Club Administration [ ] Newsletter [ ] Web Site

- Type of Membership:**
- [ ] Annual Membership (January – December): \$52.00 \*\*\*
  - [ ] Half Year Membership (July – December): \$40.00 \*\*\*
  - [ ] Annual Young Enthusiast (25 Years or Less) Membership (January – December): \$35.00 \*\*\*
  - [ ] Half Year Young Enthusiast (25 Years or Less) Membership (July – December): \$28.00 \*\*\*
  - [ ] Club Membership for Active JCNA Member (Club Membership Only): \$30.00

\*\*\* Includes JCNA Membership

*(Memberships Include Spouse/S.O. All Memberships Expire on December 31<sup>st</sup>)*

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

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

<http://www.vajuarclub.com>



## JCNA NEWS

### 2015 Annual General Meeting Friday March 18th through Saturday March 21st. Philadelphia, PA

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

#### AJCNA Concours, Rally and Slalom Award Processing Instructions

After December 31st, AND NOT BEFORE, the entire file is finalized and 1st, 2nd and 3rd place winners are calculated.

Trophies will begin being processed after the first of the year.

After January 1st, AND NOT BEFORE, members who place 1st, 2nd or 3rd, must go to the JCNA web site to confirm their information, and yes, there were a number of addresses and other items that were out of date from those on record.

After January 1st, to Confirm, not Claim, your award information, please go to [JCNA.com](http://JCNA.com) Click Standings Click 2014 Results and Final (right now it says Provisional) Standings, Click Concours (North American), or Rally or Slalom. You may return and access each of these files.

Scroll down to your name

Click on your score

The software automatically returns to the top of the page Scroll back down to your name You should see a -- click here to confirm data for your award order -- Be sure to fill in all of the information. If you do not have a fax, that is fine, but do enter your email address. Email is the only way we have to contact you so it is very important that you include your email address. If you are filling the information out for a club member that does not do email, we still need an email contact. Click the Submit button at the bottom.

A list of those who have sent in their confirmation information will be posted as a link from the AGM page, --2014 JCNA Award Confirmations--.

You will receive a verification email within 48 hours once your information has been received and posted. Note: This is a manual and not automated process.

Any question please contact Steve Kennedy at: [skennedy@jcna.com](mailto:skennedy@jcna.com)



**Don't forget your JCNA regalia items for Christmas. Visit [jcna.com/shop](http://jcna.com/shop) to purchase.**



## 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](mailto:SCJag@Juno.com)

West Coast

Tom Krefetz (760) 758-6100  
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<http://www.jaguarfoundation.org>





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

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<http://www.vajaguarclub.com>





## ANY ROAD UP



DISCLAIMER: *Lyons Tales'* purpose is to disseminate news, technical information and superfluous minutiae related to **Jaguar** automobiles. Any maintenance technique, modification or *bodge* published in *Lyons Tales* should be weighed against conventional, traditional, and generally archaic maintenance practices and procedures established by *The Kama Sutra*. *Lyons Tales* is not the authority on maintaining or improving **Jaguar** automobiles and the views

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*P.S. I not only use the brains I have, but all that I can borrow. I'm very deep in debt.*  
- Editor

<http://www.vajaguarclub.com>

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