

LYONS TALES



Is this the missing link in the evolution of Jaguar Sports cars?

VIRGINIA JAGUAR CLUB

VOLUME 15 NO. 4

APRIL, 2016

LYONS TALES

LYONS' ROAR

Contents

Welcoming a new family member

As described in February's Lyon's Tales, we sadly parted company with our original Jaguar, a 1999 XJ8L. Because it was getting intermittently eccentric, in late 2015 we started looking for a replacement. We wanted another XJL for long-distance driving, and Mary wanted an all-wheel drive feature. She was tired of my borrowing her X-Type Sports Wagon when I had 8 a.m. classes on snowy days. (My having retired in June 2015, this capability isn't quite as important now. The information we picked up at the Smoky Mountain Club's 2015 concours, however, suggested this was an excellent feature.)

That L + AWD combo seems to have appeared with the 2013 model year. Not many of these were on the pre-owned market in 2015. By early 2016, some were finally showing up, mostly in black of various shades. But, enough cars were being listed on Jaguar Dealers' websites that it was possible to work out a mileage-price relationship. Furthermore, a few additional colors appeared: BRG, red, purple, blue, and white. This was more promising, even though many of these cars were at somewhat distant dealerships.

See ROAR, p. 3



President Bill and 'The Swan.'

- 2 - LYONS ROAR
- 3 - MARCH MINUTES
- 4 - MEETING REPORT
- 6 - EDITOR'S LAPTOP
- 7 - JCNA NEWS
- 8 - JAGUAR HERITAGE
- 10 - MEMBER CORNER
- 11 - CONCOURS
- 14 - CALENDAR
- 15 - ETCETERA
- 16 - CLASSIFIEDS
- 17 - CLUB OFFICERS
- 18 - BODGER'S CORNER
- 19 - MEMBERSHIP FORM
- 20 - ANY ROAD UP

On the Cover:
This 1934 Walmsley SS1 made its first public appearance in decades at the Amelia Island Concours in March. (See Jaguar Heritage, page 8)

Roar

Continued from p. 2

Finally we spotted a 2013 XJL Portfolio in Rhodium Silver, an attractive very light grey, at Rosenthal's Tysons Corner Jaguar. Looked good enough on the internet for us to drive up one Saturday to check out the car. Looked much better in the flesh than in the online photographs, which had made the interior appear a sort of olive brown. In fact, it was deep blue, which complimented the exterior color. We now have The Swan as the newest family member.

It's quite a different car than our 2005 Sports Wagon let alone the 1999 XJ8L. Computer screens allow options that would have taken rows and rows of buttons and switches in the Good Old Days. The performance and comfort remain excellent. We're looking forward to entering The Swan in concours this summer. Maybe we'll even try the Championship Class.

Which brings me to the subject of Club members who have relatively new cars, the XFs, F-Types, and XJs of recent vintage together with the late editions of the XKs

and S-Types. The concours are not exclusively for the XK120-150 and E-Type vehicles from 1945-1975. New cars are very much welcome, and they are much easier to put into competitive condition for the Driven Class and even for the Championship Class. A good cleaning and a wax job can make them look spectacular. Furthermore, they are still rare enough that club members and visiting general public like to see them. While we were exploring for an XJ replacement, we had hoped to see some at the concours in which we participated last summer. No luck, except for one dealer's display. It would have simplified our search if we had been able to talk with current owners. So, come on out!

If you are a Club member with a new(ish) Jaguar, you are not merely welcome, you are encouraged to enter your car in our concours (and in those of other Jaguar Clubs). Cars can be entered for Display or in the judged categories of Driven or Championship. Help educate your fellow members and the general public about these wonderful vehicles!

Minutes of the 2016 VJC March Meeting

Minutes of the meeting, March 12, 2016

The meeting was held, courtesy of Mr. Patrick Duffeler, in the Library of Wedmore Place. Six members and three spouses were present. The meeting was called to order at 11 a.m. by Bill Sihler, VJC President

Mr. Duffeler, owner of Wedmore Place, joined the meeting to discuss ways to increase the presence of Jaguar and the VJC in the automotive community using the resources of the Williamsburg Winery and Wedmore Place. It was noted that it had to be broader than just Jaguars because that is too narrow an audience.

An idea that had resonance with the group was to explore initiating a mini-Amelia with one of the major automotive auction houses. This would attract many vintage very special cars in addition to those being auctioned.

The goal would be 50 to 60 cars in all. Perhaps the VJC concours could be conducted in connection with the event. This would not be a near-term event, probably no sooner than 2017. Mr. Duffeler will send David Glick some thoughts.

David Harrison elaborated on his discussion with JCNA President, George Camp, about issues that might arise at the Annual General Meeting. Because of the JCNA's secretary's

vacation, the agenda hasn't yet been circulated.

David indicated that the new JCNA administration has been under considerable difficulties in getting itself organized. Several initiatives of the previous administration had come off the rails and required major and urgent attention. It was suggested that the new website still lacks usefulness. There are software packages easily available to run forum chat rooms, for example. Ferrari enthusiasts have one such site open to the public as well as to members.

A major issue now is how to retain the "members at large" given memberships by the dealers when an individual buys a new Jaguar. JCNA has put out some suggestions (which David couldn't find), but each club has its own special circumstances. It was suggested that maybe a brief Survey Monkey of members could identify interests. (The last one pointed to social events as a major interest.)

David mentioned that the group in Northern Virginia formerly associated with the National Capital Club has registered itself as a Northern Virginia Jaguar Club but has not yet been recognized by JCNA as an affiliate. The sense of the group was to welcome these individuals to join the VJC.

See SCHEDULE, p. 15



The classic architecture at the Williamsburg Winery was the perfect backdrop for a “full house” of Jaguars and VJC members. (Photos by George Parker)

VJC members ‘March’ to Williamsburg Winery

By George Parker
LT Contributing Editor

On Saturday, March 12, there was a VJC gathering at the Williamsburg Winery, in the library of the wineries hotel, the Wedmore Place.

Nine of us gathered around the library’s fireplace to discuss future events this year (with part of the discussion looking into 2017 already - stand by!), as well as

topics of interest to be discussed at the JCNA AGM, coming up in Scottsdale, AZ.

Our annual calendar of events is filling up, so be sure to look for it here in Lyon’s Tales. It’s become clear that the majority of our members prefer a more social focus to the club, and events are being planned with that in mind.

Our annual concours is being planned (under the expert eye of David Glick) for October of this year. Several possible venues, and their respective preferences, were discussed. Mid-March should have been a decision point, so the “final” selection of venue may be included in this LT issue.

We’re hoping that more of you will be able to bring your Jaguars out for the enjoyment of the club, and the public, with any luck, we’ll get to see one or three which haven’t been seen in a while.

Following the meeting, an excellent lunch was enjoyed at the Gabriel Archer Tavern - worth the drive all by itself!



VJC MEMBER PROJECT

Time heals all wounds to a family heirloom

By George Parker
LT Contributing Editor

By the time you read this, 10 months will have passed since our house fire. A lot has happened in those months. Our old house was demolished, we bought a new house and continue to settle, we are receiving recovered possessions back and are attempting to find a place for them in our new house, and - Yay! - work has begun on refurbishing my Dad's old XK-120.

Fortunately, the damage to the car from the fire was only cosmetic, focusing on the paint and interior. A new interior kit has been ordered (and should be delivered soon), seats have been stripped to their bare wood frames and sent to BAS Jaguar Interiors (the Jaguar arm of Heritage Upholstery), and the car was stripped of its brightwork and made ready for the body shop.

As you can see in the photo, the old paint is now off of the car (this is a "mini-restoration," in that neither the body nor the engine will be removed) and primer is starting to

on to some of the panels. The work is being done by Bob Dillon ("Paint By Dillon") in Ashland, VA, and will be done to a very high standard (but not the highest - I still want to *drive* the car).

As such, I've also opted to collect the chrome bits and send them for inspection and replating, where necessary (no point putting old chrome onto new paint and interior!). By my estimation, about 1/2 to 2/3 of the parts will receive new plating.

When will the car be finished? Well, that remains to be seen. The paint shop expects to have the car until April, and then it goes to Bruce Woodson's shop for reassembly and a complete rewire (spending my Spitfire insurance settlement) - *with* a battery cutoff switch! If I've said it before, I'm saying it again - if you don't have a battery cutoff switch (especially in a vintage car!), get one.

Get it, love it, use it - just like the car!

Watch these pages - more updates will be coming.



VJC Member George Parker's XK120 down to the bare metal. (Photo by George Parker)

FROM THE EDITOR'S LAPTOP



Resplendent in its new paint, the AC-Buick heads off to drive a new owner crazy with its electrical system.

Confessions of a bodger, Part III: The AC-Buick

By Greg Glassner
L.T. Editor

The Saga of an AC-Buick

In last month's Editor's Laptop, I promised you that I would continue my Confessions of a Bodger by moving from my Sunbeam Alpine to my next British car, an A.C. Bristol-Buick. (It seems each British car I have owned has made such a strong impression on me that it

is a while before I muster the courage and wherewithal to purchase another.)

In doing so, I am skipping a decade of bodge jobs I was involved in with Italian, French, and American cars and several motorcycles. I may tell you about some of them at a later date.

The problem of disposing of a Sunbeam that had been flogged and bodged in a way that only college students are capable of was resolved by LBJ and Uncle Sam who caught wind of my graduation and drafted me. So I was off to Fort Dix, N.J. and left the woeful Alpine sitting adjacent to my parents' driveway. I assume they finally sold it but cannot recall them sending a check. My Dad may have deducted a storage fee.

Ten years later I was a sportswriter at the Ledger-Star in Norfolk, writing a weekly motorsports column and tooling around in a Fiat 128 and aging Ford Van that was perfect for twice-annual treks to Watkins Glen for the 6 Hour/Can-Am and Formula One weekends.

But I was a carefree bachelor with some coin in his pockets and I was looking for a car with some style and sizzle. (Most of you who read this know that feeling.) So I became the proud owner, for \$2,500, of a 15-year



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

See Laptop, p. 7

Laptop

Continued from p. 6

old AC Bristol that had lost its Bristol engine years before. In its place was an aluminum Buick V8.

I discovered this ersatz Cobra at a Saab dealership in Newport News operated by Glenn Bunch, who at that time was campaigning a V-12 XKE in IMSA racing. I don't recall if I looked up Bunch to do a story on him and discovered the AC or if I saw an ad for the AC and did a story on Bunch later. Doesn't matter. I had to have that hot rod AC.

The AC belonged to a young man named Fuzzy (or Curly) who ran errands and helped out around the garage. Bunch had helped him get it running and then they mutually agreed it was too much car for Fuzzy. (Or Fuzzy had too much invested in that bottomless pit and had to let it go.)

With the top down, I drove that AC back to Norfolk in beautiful sunshine and discovered that it had plenty of sizzle. Style? Maybe. When I stomped on the gas in first gear it hopped over what seemed a half lane before tearing down the road at a rapid clip.

Shortly after that I impressed the sports car gang at the Recovery Room, a local watering hole, I was tooling by the children's hospital when I heard a horrible noise and looked back to discover I was dragging the gas tank by the fuel line. Once over the shock, I got out, casually tossed the tank in the boot and continued on.

Seems Fuzzy had hung an Austin Healey Sprite gas tank below the trunk floor using something like Saab muffler hangers made out of rubber. The fumes had eaten away the rubber and the tank hit the pavement in one of the worst spots in Norfolk to have an explosion.

Closer inspection revealed that the engine and gas tank were not the only original AC Bristol parts that had been replaced by a long series of bodgers. I was told that the differential was from a Ford. I was not sure who made the four speed transmission, which actually worked OK, as did the engine. The V8 sported a hot cam, judging from the idle, which went, "thumpa, thumpa." Oversize Dayton wire wheels replaced the original wheels and the fenders had been flared slightly to accommodate them.

Seems this car had been souped up to the point that it was crazy fast and then gradually toned down to a more practical state. The Edelbrock two-carb manifold and jumbo speed shop magneto that I got in a box had been replaced with a two-barrel manifold and a Saab carb in an effort to tame the beast. The aluminum bodywork,

which appeared straight in the semidarkness of a Saab garage was, well, sort of lumpy in daylight.

Did I give up at this point?

No, sir. I decided to restore this fright pig.

Did I mention that I actually lived on my boat in a marina at that time? So I had no garage, no driveway -- not even a backyard for a car project.

Fortunately, a local dragstrip operator I knew on a first-name basis owned a bodyshop and was willing to let me keep the AC there and drag it out in the evening in order to strip the seven or eight coats of paint, all in different colors, dig out old Bondo, straighten the rumpled bodywork and repaint it. (Did I mention that I had never done anything like this before?)

A couple nights a week I would leave work, drop by the body shop with a pint of Bacardi rum, a libation of which the owner was quite fond, put on a dusty pair of jeans and sweatshirt and learned the art of bodywork.

Hank, a Lumbee Indian who stood about 5-2 and was almost that wide as well, hung around until 9 or 10 on these nights to listen for wrecker calls (and because he had five or six rambunctious kids at home). In return for the rum and companionship, he lent me his tools and gave me pointers.

I must have been a slow learner. I remember one night when Hank put his hands on his wide hips, shook his head, and exclaimed, "Glassner, you are the dumbest educated man I ever met."

What with pushing the AC out of the back and into a work bay and returning it later, I doubt I ever averaged more than two hours of work each night. But I also watched the shop if Hank headed out on a wrecker call. Sometimes I ended my "second shift" early and talked racing with Hank while we both sipped rum. It was a long process, that I may share with you some other time.

After what seemed like a year or more, the AC eventually sported a rich cream paint job and looked pretty good.

Which was when I discovered the one thing that was never changed and should have been. That was the Lucas electrical system and the antiquated wiring that ran throughout the car.

After repeated visits to the only electrical shop in town willing to work on an AC, I decided it was time to bail. I sold it for \$3,300, showing a profit -- on paper at least. Several years later I saw somebody had painted it red, labeled it "almost a Cobra," and was asking \$12,000.

I hope they fixed the electrical system.

JAGUAR HERITAGE



Jaguar is acutely aware of its rich motoring heritage and this one-off Walmsley SS1 was part of the corporate display at the 2016 Amelia Island Concours de Elegance. (Photo by Greg Glassner)

Swallow Sidecars co-founder built himself a sportscar

Jaguar's corporate display at the Amelia Island Concours in March held a very pleasant surprise, the 1934 SS "Walmsley Roadster," which played a significant role in Jaguar heritage.

It is regarded as the first "sports car" built by a company whose name would become synonymous with the sports car. Its style would set the standard for graceful, powerful sports cars for decades to come. Further, it brought SS Cars, soon to be Jaguar, into the modern age of aluminum bodies and all the benefits this material had to offer.

When Swallow Sidecars was formed in the 1920s it was said to consist of "two men and a boy," the boy being William Lyons, who guided Jaguar fortunes through WWII and beyond. In 1934, William Walmsley, one of the "men," was Chairman and Managing Director of SS Cars Ltd. Being a prudent sort, he was not entirely on board with the rapid growth of the company that Lyons championed.

Perhaps as a "parting gift," for he would soon turn over the reins to his young partner, Walmsley designed and had built a special SS for himself. It was built on a standard SS1 chassis (Number 247564), utilized the same car's 2.5 liter 6-cylinder side valve engine, but would be a true two-seater sports car with a disappearing convertible top and fold down wind screen.

This car was designed to provide the "wind-in-your-face" kind of driving that Walmsley cherished from his Motorcycle and Swallow Sidecar days. This sleek new SS version, finished in Walmsley's favorite color, Olive green with matching Olive green leather interior, was completed in March 1934. True to his roots, Walmsley designed the body to be built out of aluminum, as were his beloved Swallow Sidecars. While utilizing the chassis of the SS1, the body was styled to reflect his own unique blend

See Heritage, p. 9

Heritage

Continued from p. 8

of personal style and panache.

The Walmsley SS1 was cutting edge in many ways for 1934. It came from the factory with chrome wire wheels, a very upmarket Ekco CR75 car radio and an Andre Hartford adjustable shock absorber system, all rare options in this period. The aluminum bodied Walmsley Roadster laid down a set of design cues that would be incorporated into future company sports cars, the SS90, SS1 Drop Head Coupe, SS100 and the post war Jaguar XK120.

This stunningly beautiful car was likely one of Walmsley's last designs under the SS roof. In 1935, he accepted a buyout and retired as Chairman and Managing Director leaving William Lyons in charge.

Then the Walmsley SS1 essentially vanished from the public eye until much later. Walmsley eventually sold it

to a US Army officer who brought it to America in the spring of 1956 when his tour of duty in Europe was up. In 1959, the second owner sold it to a fellow officer.

Forty years later, in 1999, the third owner sold it to Brian Beni, and the Walmsley SS1 Roadster was rediscovered. Since most of those intervening years saw the car in storage in various stages of disassembly, it was still complete down to its original engine, ash frame, alloy body and English registration plate KV8011. This unique, one of a kind sports car was acquired and carefully restored by the Beni Family of Westchester County, New York.

The 1934 SS1 Walmsley Roadster made its first and only public appearance at the 2016 Amelia Island Concours. After Amelia, the Walmsley Roadster will return to the Beni Collection, one of the most comprehensive collections of pre-war SS and Jaguar cars in the world.

Membership

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

For more information please send an Email to Ron Mitchell, VJC Membership Chairman: rmitchelljag@cox.net and we will send you details on how to become a member or fill in and return the membership application on the following page.

Visit us online at: www.vajaguarclub.com

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

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



Current VJC Membership: 57

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, i.e.,
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)

VJC MEMBERS' CORNER

Spring is here, so put those tops down, VJC members!



VJC Past President David Harrison drove his E-Type out of the garage to remind us that open-top motoring season is here.

CONCOURS



Florida Jaguar Club President Juan Sierra and his wife Genie with their beautiful Jaguar XK150S.

Reflections on the 2016 Amelia Island Concours

By Greg Glassner
Lyons Tales Editor

I have been making the long haul to the Amelia Island Concours de Elegance every March since 2008. I probably would have gone this year anyway, but the 21st edition of the best car show east of the Rockies was one not to be missed, although Jaguars were a trifle scarce in the auctions and Sunday's Concours.

Porsches were not. At least 80 Porsches crossed the auction blocks there, endurance racing (and Porsche) legend Hans Joachim Stuck was this year's Honoree, there were special classes for early 356 coupes and soft-tops, and that other German marque, BMW, celebrated 100 years in business at Amelia this year.

Oh, did I mention that 16 of the cars at the Gooding Auction on Friday belonged to comedian and Porsche-enthusiast extraordinaire Jerry Seinfeld. (Shed no tears for Jerry, he owns an estimated 150 cars.)

Amelia always has some unusual categories and this year they accumulated 15 examples of the very rare Spanish Pegaso GT car from the early 1950s. Cords, BMWs, race winners paired with their trophies, Bizzarinis, Italian motorcycles and NASCAR racers also merited special displays. The British marques so honored were Bentley and Rolls-Royce with three separate categories!

Fortunately, for the sake of the Lyons Tales' editor, there were a few nice Jaguars at both the Gooding and RM Sothebys auctions and a nice selection at Saturday's Cars & Coffee event.

My trusty Mitsubishi Endeavor had a full load as we departed Caroline County Thursday morning with me, two fellow Porsche Club of America Shenandoah Region members Harry Kennison and Bates McLain, and Bates' 23-year-old Madison County car-guy neighbor Jonathan Fields. (Don't think we would have all fit in either Harry's

See Concours, p. 12

Virginia Jaguar Club



Heacock Classic Car Insurance sponsors the annual Cars & Coffee at Amelia and President Ford Heacock's XK120 greeted early arrivals on a foggy morning.

Concours

Continued from p. 11

Boxster S or Bates' 944 Turbo -- ditto with my XK8 or 944!)

Our first stop Friday was the Gooding Auction across the island which featured 29 Porsches of various vintages and price estimates as well as assorted Jaguars, Ferraris, Mercedes, etc. to drool over. (It was worth the extra \$30 to get a close look at these 80-plus very special cars.)

Gooding offered three very nice Jags this year, a 1952 XK120 roadster, a 1958 XK150 roadster, and a 1962 E-Type Series 1 3.8 liter roadster. There was also a 1959 MGA 1500 coupe in BRG Sebring racing livery, a 1962 MGA Mk II 1600 roadster, and a 1960 Bentley Continental.

We shuttled over to the Ritz-Carlton at midday to secure our tickets, check out the cars in Saturday's RM Sothebys auction, which featured several nice E-Types, and browse the displays in the lobby. We also took my heralded garage tour and once again were thwarted by security after a quick trip through the upper level. (Amelia organizer Bill Warner must read my annual concours dispatches and tries to stay one step ahead of me.)

Later in the afternoon we headed back to the Gooding auction to see the last dozen cars roll through. This included watching (and hearing) a well raced Porsche 908 fired up after much coughing and spitting. Roll over, Beethoven, vintage Porsches make music too.

We were up bright and early Saturday for the Heacock Cars and Coffee, which every year features 200-plus cars like you and I drive (well, maybe not me, but you, perhaps). There were a number of vintage Jaguars there, including Ford Heacock's personal XK120, so we know his heart is in the right place, don't we?

Noting a few folks with Jaguar gear on them, I asked to join them at a table whilst sipping hot coffee and enjoying a doughnut. They were members of the Florida Jaguar Club and I discovered that they also experienced a membership boom last year during Jaguar/Land Rover's dealer promotion. (And they also experienced a sharp fall-off in membership this year!)

Two of them, Juan and Genie Sierra, later showed me their very nice XK150S in Cotswold blue. Their car was actually built in 1958 but registered as a 1960 model, explained Juan, who is president of the Florida Jaguar Club. The "S" designation means triple carbs, he noted.

Nice folks, the Sierras.

Harry and I forked over another \$30 to attend the panel discussion of former BMW racing drivers, which included H.J. Stuck, David Hobbs, Brian Redman, Sam Posey, Boris Said, and John Fitzpatrick. They regaled an appreciative audience with racing stories and hilarious tales of post and pre-race hijinx, some of which I will retell when you are buying the beverages.

I used to enjoy Saturday afternoons at Amelia by watch-
See Concours, p. 13

Concours

Continued from p. 12

ing the early show cars drive onto the Concours field under their own power, a truly special spectacle. Last year they tossed almost everyone out but I eluded the gendarmes and witnessed the photo shoot involving Stirling Moss and many cars he drove.

This year they did a similar photo with Hans S. but I was persona non grata, apparently. they made a clean sweep of us commoners on the show field. I briefly contemplated hiding out in a porta-potty but it was fairly fragrant and it was a hot day. (Bill Warner, if you do read this, let us back in on Saturday afternoons, please.)

Fortunately, Bates and Jonathan had discovered a pleasant public beach and park, where we could relax on picnic tables and watch many of the concours cars unloaded from their gigantic tractor-trailer rigs. I asked one of the truck drivers if it was enjoyable work, or if the responsibility of carrying this precious cargo was overwhelming. He said he loved it.

We saw a matched pair of Hispano Suizas, a Voisin, several Ferraris, two Bizzarinis, several Porsches, a 1930s Bentley and a 1914 Mercedes G.P. car emerge from these behemoths.

All of these activities are equally exhausting and thrilling to true car guys and gals and I was dragging by sunset Saturday. We all hit the hay by 9:30 or 10 each night and we ate in the same restaurant each night (the convenient and incomparable Millhouse in Kingsland, GA.)

Sunday's concours sometimes seems like an anticlimax after all of the other Amelia events. We rose and set off before dawn and got there ready to charge in when the gates opened as rain was in the forecast.

I made a beeline for the display of cars Stuck drove during his career. These included four F-1 cars, a 1974 March-Cosworth, 1976 Brabham-Alfa Romeo V-12, 1977 Shadow DN8 and a Williams-BMW FW22; three BMW CSLs, a Porsche 935, five Porsche 962s, a Porsche 911



This stunning E-Type was in the RM Sothebys auction.

Turbo and several other interesting sports cars and sedans, including the tiny BMW 700 in which Stuck learned how to race as a teen.

Hans Joachim Stuck is the son of the late Hans Stuck, who won Grand Prix races in the 1930s for the rear-engined Auto Unions and won several races and hill climb championships in the 1940s and 1950s on up into his golden years.

Young Hans was driving on the Nurburgring at age 14, when his dad was a driving instructor there. He went on to be runner-up in F-2 and ran 81 Formula 1 races, posting two podiums and a dozen top six finishes. I saw him taking the pole at the U.S. Grand Prix in 1976 and leading eventual winner James Hunt in the rain at Watkins Glen.

I also saw Stuck lead a snarling pack of prototypes in a mid-1970s Glen 6 Hours race driving a BMW 3.5 CSL -- also in the rain.

Stuck made his mark on endurance racing winning the 24 Hours of LeMans in 1986 and '87 in a Porsche 962, the 24 Hours of the Nurburgring three times and the Sebring 12 Hours three times.

Stuck's last race was in 2011, at age 60, when he ran the Nurburgring 24 with his two sons in a Lamborghini.

Jaguar had a sign-and-drive booth on the Ritz-Carlton grounds and I heard many "sports" hitting the loud pedal in F-Types as soon as they turned out of the driveway.

The Jaguar display at the Concours touted the new crossovers and SUVs, as well as Jaguar shirts, jackets and accessories. But they also had a significant SS on display. (More of this on our Jaguar Heritage page in this newsletter.)

By shortly after noon we had seen just about every vehicle there, and with stormy weather and Daytona Bike Week traffic to buck, we hopped into my suddenly very mundane Mitsubishi and headed home to Virginia.

We arrived back in Caroline County before 11 p.m., completely satiated on cars after three days at Amelia Island.



These young ladies showed me the latest Jaguar clothing and accessories at the corporate booth.

CALENDAR

GRAB THE KEYS

MARCH 29-APRIL 8*
First Annual JCNA International Jaguar Festival
Scottsdale Plaza Resort

Scottsdale, AZ

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

Coming events of interest to Jaguar owners

East Coast and National Events of Interest:

March 29-April 8 -- First International Jaguar Festival, Scottsdale (AZ)

April 9 -- Williamsburg British Car Show.

April 9 -- Opening of Dominion Raceway in Thornburg (VA)

April 15-17 -- Kiawah Island Motoring Retreat (Concours) (S.C.)

April 16 -- VJC drive to Norfolk's Chrysler Museum.

April 23-24 -- HSR 39th "The Mitty" Vintage Races, Road Atlanta (GA).

April 30 -- Jaguars at Historical Society's Virginia House.

April 30 -- Pinehurst Concours d'Elegance (N.C.)

May 13-15 -- VRG Jefferson 500 Vintage Races at Summit Pt. (W.Va.)

May 16 -- VJC Garden Party at Harrisons.

May 27-29 -- HSR Historic Races at VIR, Danville (VA).

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

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

Williamsburg British Car Show April 9

The 17th Annual Williamsburg British Car Club British & European Car Show will take place in Chickahominy Riverfront Park, 1350 John Tyler Hwy (Route 5), near Chickahominy River Bridge, Williamsburg, VA 23185 on Saturday April 9, 2016. Show field opens at 9 a.m. Awards at 2 p.m.

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

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

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

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

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

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

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

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

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

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

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

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

Sept. 23-25 -- SVRA Heacock Classics at VIR (VA).

Oct. 1 -- IMSA/WeatherTech Series Petit LeMans, Road Atlanta (GA).

Jaguars at Historical Society Garden Party!

We have been asked to bring our Jaguars to the Virginia Historical Society annual Garden Party at Virginia House, 4301 Sulgrave Rd, in Richmond's Windsor Farms, on Saturday April 30, from 4-6 pm. This is quite an honour, and it will be an elegant afternoon. There will be music and food. Contact David Harrison for details.

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

ETCETERA



The ever-fashionable Harrisons with their vintage Swallow.

The Swallow flies again

By David Harrison
VJC Past President

The twenties seem to be fashionable these days. The Swallow was invited to several Downton Abbey themed events in the last few seasons. Una and I usually got invited too,

as the pic at last year's VHS event at the Jefferson shows.

Though the Downton saga has ended, we and the Swallow have now been invited to the Dooley Mansion's 90th anniversary celebration in Maymont Park, 12-5 on Sunday April 17. There will be a display of historic vehicles, carriages, Maymont fashions, food and music of the era. It should be a lot of fun.

Meeting Schedule

Continued from p. 3

They could be invited to an event in, say, Fredericksburg, that is in the planning stage.

David Glick reported on his negotiations with the Virginia Museum of Fine Arts, which were making some progress but still in the very preliminary stages. He thought that during the coming week it would become clear whether that site would be available. As an alternative, the group thought October would be a good time for a concours in Virginia Beach.

In addition, because the concours will be late this year, it was decided that the Judges' Training session should be moved to later than April.

Tentative Meeting/Events Schedule

The tentative meeting schedule was revised to the following:

April 16 Chrysler Museum in Norfolk. (See if Don Jackson will coordinate that.)

May 26* "Meet the Brits" Garden Party Chez Harrison

June 25 Visit to Gassman Restoration Shop in Waynesboro plus lunch (Sihlers to arrange)

July 23 Fredericksburg event to be arranged by George Parker and Greg Glassner. Maybe meet at Dominion Raceway, then scenic drive to lunch. We should reach out to the Northern Virginia group.

Aug 13 or 27 Judges' training session

Sept 18* CVBCC show at New Kent Winery

Oct 15 VJC concours.

Nov 5* Classic car show at Battersea Plantation, Petersburg

December TBA.

*Date is certain

MEMBER CLASSIFIEDS

Jaguar XJS for sale and spring has arrived

The time has come to sell one of my all time favorite cars, my 1994 4 litre XJS convertible. I picked up the car in Florida in April of last year [2014], and have probably put less than 3000 miles on it, if that. Everything works, the air con blows cold, and I've just had a new pump fitted for the top. The car won it's class in the JCNA South Florida region in December of 2013. I have tons of photos, PM if you'd like to see more, or to ask for my phone number. It's at least \$10,000 worth of car, but I need to make room for another one, so looking for \$7,500 and the price is firm. The car can be seen, driven, and bought in Staunton, VA."

Contact Scott at 540.255.4570 or scotmac2000@hotmail.com.



1989 V-12 XJS convertible

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

2009 Coachmen Prism RV For Sale

2009 Coachmen Prism (M230) with slide out and only 48,221 miles. This RV is 24' 11" in length, 3.0L Diesel 154 HP Mercedes Engine and can get 17-19 mpg, Freightliner/Mercedes 3500 chassis. 3.2kw Onan diesel generator, Power windows & locks, Patio awning, Large slide out with its own awning, electric/gas waterheater, exterior shower, 3.5k lb hitch, back-up camera, exterior entertainment center, 3 skylights, ducted roof ac system and 20" HD TV with cd/dvd player. Beautiful cherry cabinets. Mood lighting, full leather interior, 6 new tires, new Virginia inspection. Additional features include power steps, in-dash cd player, cruise control, tilt steering, power heated mirrors, dual airbags, led running lights, night shades, full kitchen including convection microwave, 3 burner propane range, hideaway sink with hot & cold water, 2 door refrigerator/freezer, full bath including glass door shower, designer sink, and the commode is in its own separate room. Plenty of "basement" storage and much much more. Must see and drive to appreciate. Looks and drives like new. Priced below market at \$55,000. Call Ken with any questions 804-840-1441 or Donnie at 804-928-5000.



CLUB OFFICERS & COMMITTEE CHAIRS

Who to contact about the Virginia Jaguar Club

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

Mailing Address:

Virginia Jaguar Club, Inc.

11724 Elmwood Ln.

Chester, VA 23831 USA

General Information: 804-748-4601

Email: davidmharrison2003@yahoo.com

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

Traveler Contact: David Harrison

Phone: 804-748-4601

Membership: Ron Mitchell

Phone: 757-877-1132

rmitchelljag@cox.net

Events Chair: David Harrison

Phone: 804-748-4601

Email: davidmharrison2003@yahoo.com

Concours Chair: David Glick

Phone: 804-327-0084

Email: dmgbcc@gmail.com

Chief Judge: Sherman Taffel

Phone: 410-302-3930

Email: staffel@comcast.net

Officers (and other humans with varying degrees of prominence)

President: Bill Sihler

Phone: 434-296-5354

Email: sihlerww@embarqmail.com

Vice President: Sherman Taffel

Phone: 410-302-3930

Email: staffel@comcast.net

Registrar & Secretary: Ron Mitchell

Phone: 757-877-1132

rmitchelljag@cox.net

Treasurer: Steve Bradley

Phone: 804-387-2783

Email: sBradley56@gmail.com

Past President: David Harrison

Phone: 804-748-4601

Email: davidmharrison2003@yahoo.com

Rally Master: Ron Mitchell

Phone: 757-877-1132

rmitchelljag@cox.net

Slalom Chair: Open

Webmaster: David Glick

Phone: 804-327-0084

Email: dmgbcc@gmail.com

Lyons Tales Editor: Greg Glassner

Phone: 804-349-6750

Email: glassgreg@hotmail.com

LT Contributing Editor: George Parker

540-287-2311

George@cantstopthinkingbig.com

LT Past Editor: Brad Purvis

2016 AGM Delegates:

Bill Sihler

David Harrison

BODGER'S CORNER



When the dog ate the AC knob, Nigel found a handy replacement at the hardware store.

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.



Reginald was tired of hearing his wife's Elvis CD, so...



Liam had gained weight and didn't use that belt anyway.

MEMBERSHIP INFORMATION

Virginia Jaguar Club - Membership

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

Virginia Jaguar Club, 116 Poseidon Drive, Newport News, VA 23602

Check One: New Renewal

Name: _____

Spouse or Significant Other Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: Home (_____) _____ Cell (_____) _____

E-Mail Address: _____

Jaguar #1: Year _____ Model _____ Body Style _____

Jaguar #2: Year _____ Model _____ Body Style _____

Jaguar #3: Year _____ Model _____ Body Style _____

I am interested and/or are willing to assist with (check all that apply):

Car Shows Rallies Racing Club Administration Newsletter Web Site

Type of Membership:

Annual Membership (January – December): \$52.00 ***

Half Year Membership (July – December): \$40.00 ***

Annual Young Enthusiast (25 Years or Less) Membership (January – December): \$35.00 ***

Half Year Young Enthusiast (25 Years or Less) Membership (July – December): \$28.00 ***

Club Membership for Active JCNA Member (Club Membership Only): \$30.00

*** Includes JCNA Membership

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

Signature: _____ Date: _____

Please, make checks payable to “Virginia Jaguar Club”

ANY ROAD TRAVELED

Disclaimer: Lyons Tales' purpose is to disseminate news, technical information and superfluous minutiae related to Jaguar automobiles.

Any maintenance technique, modification or bodge published in Lyons Tales should be weighed against conventional, traditional, and generally archaic maintenance practices and procedures established by The Knights Templar. LT is not the authority on maintaining or improving Jaguar automobiles.

The views expressed are those of the author of the article or person quoted and not necessarily that of the Editor, VJC, JCNA or JLR-NA or any of its parent organizations (although maybe they should be). Owners should consider possible techniques or modifications in light of common sense and compromises among economy, longevity, performance, reliability, drivability, legality, and resale value not to mention the affect on one's virtue, morality, integrity, dignity, honor, respectability, nobility, purity, ethics and good character.

Any modifications possibly affecting emissions or safety are just silly and should not be attempted.

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

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

-- The Editor



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