

LYONS TALES



VIRGINIA JAGUAR CLUB

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LYONS TALES

LYONS' ROAR

Reflections on 2016 JCNA AGM

By **Bill Sihler**
VJC President

Because we're heading out on Saturday for 35 Days, I thought I'd try to draft a communication for this Lyons Tales about the AGM.

David Harrison and I attended the April JCNA Annual General Meeting in Scottsdale, AZ as the VJC's delegates. Although there was an advanced set of committee reports totaling 84 pages, there were relatively few items to be decided. Most of the reports raised no significant issues but indicated the JCNA was making progress on an even keel. Its financial position is improving, with the emergency fund now nearly \$200,000. This is an important reserve because JLR is curtailing somewhat its support.

Perhaps as a result of this, it appears the JCNA officers are changing the way support is provided for club activities. Rather than a simple pro-rata distribution of available funds based on total requests, consideration will be given to the importance of the event in furthering JCNA's objectives.

See Roar, p. 3



President Bill and 'The Swan.'

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ON THE COVER:
Jaguars pounce on The Mitty at Road Atlanta.

(Cover photo: Greg Glassner.)
See story, pg. 11.

EDITOR'S NOTE: This month's theme could be "on the road again." Bill Sihler talks about the AGM, I visit The Mitty in Georgia, and Wayne Estrada takes a nostalgic trip out west. What have the rest of you been up to?



Would you be caught dead in this custom bodied XKE? (Did Elvis own an E-Type?) This was on display at the JCNA AGM.

Roar

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There was also discussion of why the JCNA membership fee would be \$30 regardless of when during a year the a member signs up. In part, this reflects the fixed cost of processing the membership registration. It was estimated this was about \$14, which makes even a half-year break difficult to justify.

Each club could offer partial-year adjustments for its own fees, but the club would have to remit \$30 to JCNA.

The issue of uniformity in judging standards was discussed further. This is a very touchy issue for a handful of members, apparently those who compete in the valuable and pricy classic car Championship classes.

Having an award in this area naturally enhances the value of the car when put on the auction block, plus it is a reward for having spent loving care and dollars on the car. Too many cars with perfect scores dilute the meaning and value of these cars. There was a guess that there are typically about ten cars a year whose owners are not certain which car is the best.

The proposed solution for selecting The Best Car (that

looks like it had just come out of the factory) is to set up an invitational concours and to do away with the present North American Championship arrangement. The regional

See Roar, p. 4



Kim McCollough gives the AGM VIP address.



Much classier than the E-Type hearse was this Mk. V Cabrio, also shown at the AGM.

Roar

Continued from p. 3

competitions and champions would remain. It was not clear whether Driven cars would be invited or whether only Championship cars would participate.

The details of how this new process would work were not clear. There was what appeared to be a turf war going on between the Concours Committee, asked to come up with recommendations for the Invitational, and the Judging Rule Committee, that makes judging rules. After discussion, the AGM delegates voted to ask the two committees to work out a consensus proposal. There did not seem to be a commitment to approve the proposal, but the proposal was not rejected out of hand.

The only judging rule that was changed was to allow clear bras, a device or treatment designed to minimize the effects of stone chips, to be affixed to cars in Driven class in front of the A pillar. These would be judged, as any other part of a car, based on cleanliness but would not be marked down as unauthorized modifications.

The chairs of two committees noted that additional members are needed and invited volunteers. The committees

are the Business Committee (Gary Vaughan, sc01@jcna.com) and the Special Awards Committee (Bob Matejek, nc01@jcna.com). The former committee analyzes JCNA's business-related issues such as financial health, contracts with personnel and purveyors, insurance, and the JCNA shop. The latter sets criteria for and selects winners of such awards as Jaguar dealership of the year, the top club website, and newsletter articles. Its work tends to be heavy between December and February.

Members who would like to help on these committees can contact the chairs at the jcna e-mail addresses listed after their names in the paragraph above.



For additional reports from the AGM, see next month's Lyons Tales.

JAGUAR HERITAGE



XKSS. Photos courtesy Jaguar Land Rover.

Jaguar finishes production of 'lost' XKSS cars

On February 12, 1957, a fire began in a tire storage area of Jaguar's Browns Lane plant in Coventry, England, consuming much of the assembly area before being brought under control. Among the cars destroyed by the conflagration were nine XKSS (for XK Super Sport) models, the road-going variant of the legendary Jaguar D-Type, along with the assembly jigs needed to build the cars. Now, nearly

six decades later, Jaguar Classic will finish production of the XKSS, completing nine continuation cars for a "select group of established collectors and customers."

In late 1956, Jaguar temporarily suspended its factory racing efforts, leaving the company with an inventory of 25 D-Types. Looking for a way to take the car racing in SCCA competition, it was American Briggs Cunningham

who approached Jaguar with the idea of turning the remaining D-Types (plus 25 more needed to reach the minimum homologation quantity of 50) into road-going automobiles, and the XKSS was born.

To convert the D-Type into the XKSS, Jaguar's staff added a taller wind-screen with a chrome frame, chrome bumpers, a



See XKSS, p. 6

XKSS

Continued from p. 5

passenger door, turn signals, side windows, larger taillamps, and a crude folding top, and some examples were even fitted with a chrome luggage rack. Workers also removed the chassis brace between driver and passenger seat, along with the dorsal fin that ran down the driver's side aft of the cockpit. The D-Type's 3.4-liter inline-six, rated at 250 horsepower and mated to a fully synchronized four-speed transmission, carried over intact, giving the XKSS a 0-60 time of 4.7 seconds and a top speed of 146 MPH. Thankfully for owners, the D-Types disc brakes were retained as well.

Jaguar XKSS

Shown for the first time at the 1957 New York Auto Show (held in December 1956), the XKSS carried a price tag of \$7,000, making it comparable in price to an Aston Martin DB 2/4 (or, as much as a pair of Chevrolet Corvettes). Despite this, the factory quickly booked orders for the 25 initial cars.

At the time of the Browns Lane fire, Jaguar had completed 16 XKSS models, and two D-Types would later be sent to Coventry for conversion into XKSS models. Construction of XKSS models may have resumed had the damage to the Brown's Lane factory not been so extensive, but with production of its mainstay cars at stake, Jaguar had no choice but to turn its back on a sideline project.

Today, however, the automaker can afford to build boutique continuation cars at its Jaguar Classic Experimental Shop in Warwick, England. The facility is the same one that

finished the production of six Lightweight E-types after a five-decade delay, so its craftsmen are well-versed in the art of hand-building automobiles.

The XKSS occupies a unique place in Jaguar's history and is a car coveted by collectors the world over for its exclusivity and unmistakable design. Jaguar Classic's highly skilled team of engineers and technicians will draw on decades of knowledge to ensure each of the nine cars is completely authentic and crafted to the highest quality. Our continuation XKSS reaffirms our commitment to nurture the passion and enthusiasm for Jaguar's illustrious past by offering exceptional cars, services, parts and experiences.

Each of the nine continuation models will be constructed to the exact specifications as the originals, and while a final price was not listed, Jaguar expects each car to cost "in excess of" £1,000,000, roughly \$1.41 million at current exchange rates. Deliveries are expected to begin in early 2017.

Jaguar Classic Banner

The XKSS continuation project will be the first completed under the new Jaguar Classic banner. The group, previously known as Jaguar Heritage, announced the name change on March 17, and sister brand Land Rover has also followed suit. The revision, according to the company, better reflects Jaguar Land Rover's capabilities and expertise.



FROM THE EDITOR'S LAPTOP

Is there a 12-step program for the mechanically inept?

By Greg Glassner
LT Editor

I am mechanically inept.

I admit it.

This is no great secret to anyone who knows me well.

But the point was driven home (yet again) when I purchased a Bissell vacuum cleaner that promised to do a better job on bare floors than my other three vacuum cleaners.

It had only three major components that had to be snapped together and came with a little booklet that would assist anyone with a sixth grade education in assembling the device.

Yet I, a 71-year-old man with a Master's Degree managed to get one of the three components 180 degrees out of synch, rendering the device useless. I required the help of a neighbor to remedy the situation.

I am a dolt, when it comes to even simple mechanical devices.

It took me until my early sixties to memorize "righty tighty and lefty loosey, yet I still have to pause and think, "Now, do they mean from my vantage point looking down at the bolt or from the bolt's vantage point looking up?"

Maybe there is something existential about this.

I recently Googled "mechanical ineptitude syndrome" to see if educators or psychologists have come around to diagnosing my particular malady and are working on remedies for it.

I guess not. But it did lead me to several blogs written by people like me who suffer from the yet-to-be-recognized malady. I know that I am not alone.

My father discovered this shortcoming about his only son

by the time I was a teenager. He was an industrial engineer and wanted me to go into engineering. So he at least tolerated my passion for sports and racing cars and encouraged my various "fix-it" projects.

Yet at one point he stepped back after inspecting some project I was attempting to complete in his basement workshop and said, "Son, you have the mechanical ingenuity of a chipmunk."

This sounds incredibly cruel when you read it in print. Unfortunately it was 100 percent accurate.

I think my dad hoped my mechanical ineptitude was something I would snap out of in much the same way some people today think you can cure "gayness." He was in denial and so was I -- for decades.

I fought it for a while. I tore into an old lawnmower engine and wrapped each part in color-coded leftover Christmas wrapping paper, labeled what I thought it was, and drew a careful diagram detailing its disassembly.

And I never got it together again.

Then I bought a Harley Davidson motorcycle, tore it apart, and painted the frame, fenders and tank J.I. Case "plow green," a can of which my father had brought home from the factory several years before. Then I "put it back together" again.

It never ran under my ownership.

About this time I enrolled in the local campus of Penn State and declared my major to be engineering.

They gave me an aptitude test which basically told me I was I was completely different from 95 percent of the world's engineers. The only careers I had some aptitude for were (a) farmer and (2) labor negotiator.

I have long pondered what those two professions had in common. I have concluded it must be patience and an endless supply of hope.

Since I could not ride my non-operational Harley to the campus, I decided to trade it in on a car.

Logic would dictate that I get something common and reliable like a used Ford or Chevy -- or even the odd, but relatively simple single cylinder BMW Isetta that I could have purchased for \$100. (Have you noticed what an Isetta brings at auction today?)

Sorry. Logic does not have a place in this convoluted saga. Perversity, maybe.

I bought a used, race-prepared 1959 Fiat-Abarth 750 Derivarione, just about the most complicated and cantankerous choice I could have made within my limited budget. (The custom-bodied Alvis four-seat convertible was too expensive.)



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

ON THE ROAD AGAIN



Hoover Dam is an inspiring sight, however you get there.

Wayne Estrada Reports: Returning to the Jaguar Road

By **Wayne Estrada**
VJC Founder

There is nothing greater than a road trip, and one of the best ever was a trek across the U.S. in my 1989 Vanden Plas from Richmond to California back in 2001. If you have never driven all the way across the country, put it on your bucket list to do it at least once. This was my second

of three transcontinental trips, but that second trip was memorable for one particular stretch of road in Arizona that I had longed to see again someday.

Fortunately I had that opportunity by happenstance last fall when I was a speaker at the annual IBM convention in Las Vegas. I brought my lovely bride along with me, and we stretched out the time there into a mini vacation, staying on a few extra days to experience Sin City and enjoy the vastness of the Nevada desert. But first, let me share a humorous and frustrating sidebar about the anticipated driving experience in Vegas.

In my job I travel a LOT, and arriving at various cities and renting a car is a frequent occurrence. I've been a long time Hertz President's Club member and over the years have accumulated almost 20,000 points, but never seem to have an occasion to use them all, save the occasional trip to see family out west. But what piqued my interest is arriving at certain airports (like Miami) where Hertz offers some pretty exotic vehicles like 911's, Range Rovers, and even



Wayne's Jaguar on original trip to Jaguar Road.

See Road, p. 9

Road

Continued from p. 8

Lamborghinis and Ferraris. Sure beats the heck out of my usual Toyota or Chevy rental!

So I had the bright idea to blow a zillion Hertz points renting an exotic for just one day in Vegas, and live a fantasy that I had always wanted. Here's how the dream goes...I'd take my Hollywood-esque wife (dressed to kill-- me in a white dinner jacket) and we'd pull up to the Bellagio or Cesar's in a Ferrari, hand the bellman a fifty, go play some Roulette with a Martini in hand (shaken not stirred of course), get back into the car with a throng of admiring people drooling around us, and go cruise the strip in style.

Well, to make it short...NOT!

So yes, Hertz does rent exotics, but I was in for one bewildering and sad surprise. First, they do not rent any high end exotics in Vegas. Really?!? They do in Tampa, Ft. Lauderdale and Atlanta airports...but not Vegas?? Second, even if they did, the next shocker is that they don't rent exotics using points. Of course there are companies in Vegas that do rent super cars, but at \$1,200+ for eight hours (and a hundred mile limit) that was out of the question.



Jeanne in Kingman, AZ,

Hertz used to rent Jags years ago, but the best I could do on this trip was to use points to upgrade to "the enemy"... a Mercedes C-Class. In short, it was a disappointment; uninspiring looks, a very plain interior, and while it had some decent get-up-and-go, it did not have as good a ride as some Buicks I've driven.

So now the actual story begins of our driving trek: The plan was to visit Hoover Dam, which is always interesting an experience. It had been several years since I was there, and the road to the dam had been significantly upgraded; so well improved in fact that we missed the exit to the dam and zipped across the incredibly new high bridge over the Colorado. Oh well...we were now flying down the highway, enjoying the gorgeous desert landscape zipping along at 85-95 MPH when I saw a sign for Kingman, Arizona -- a short 60 miles away, and near that special memory in my heart.

Once there, a coveted road I had transversed and longed to see again was a short jaunt away; a bypass of the Interstate on a section of the old Route 66. Even through the fog of memory, that road was magical—a patch of pre-war black pebble stone asphalt twisting through a mountain pass of moon-scape rock formations. But the best part was a road



Wayne arrives at Jaguar Road a second time.

See Road, p. 10



The rustic main street of Oatman.

Road

Continued from p. 9

sign I happened to catch on the stretch before the mountain pass that said simply “Jaguar Road.” It was a highlight of that iconic trip, and one I had wanted to re-visit again.

Fast forward fifteen years and there I was again at this same dirt road lane, standing under this iconic road sign along old Route 66 and reliving a special memory. Sadly it was not arriving there in a creation of Coventry, but nevertheless a chance to relive a cherished memory.

If you continue on this rather forgotten stretch of highway, the road goes on to pass through the old rustic western town of Oatman, known for its many wild burros wandering up and down the street. After a little sightseeing, we hit the road, eventually winding back out on the vast empty backroads of the Arizona, Nevada (and for a while California) desert driving at insanely fast speeds. I didn’t realize a Mercedes could go 135 miles per hour...high speed is always a sweet treat, especially when the fear of getting caught is off the table. Too bad we don’t have roads like that out here in the east.

Later that night we did cruise the strip and take under the glitzy glow of Vegas, but no one really noticed the Merc. Certainly if it was a new F-Type convertible, it would have been a different story.



No, not a Jag, but the rented Benz got the Estradas to their destination.

COMPETITION



This beautiful XKE lightweight coupe rounds a sweeping turn at Road Atlanta. (Photos by Greg Glassner)

Jaguars pounce on The Mitty at Road Atlanta

By Greg Glassner
LT Editor

As I have mentioned in other dispatches, I am cognizant that I am on the downhill side of life, so I seek out “two-fers” when I venture far from Caroline County, Virginia.

Consequently, when I invited my sister to a week in the Smoky Mountains of Tennessee as a birthday present, I was aware that “The Mitty” would be taking place when we capped off our trip at her daughter’s house in Greenville, S.C.

While “the girls” bonded, I headed off for Road Atlanta for a day of vintage sports car racing. If you are not familiar, The Mitty (a tribute to James Thurber’s “The Secret Life of Walter Mitty”) is one of the nation’s oldest vintage racing events and always draws a strong and interesting field.

Like its namesake, The Mitty is a chance for men and women, many of them with white hair like me, to indulge themselves in their fantasies and drive old cars fast -- or watch them do it.

Once again, I was on the look out for Jaguars and Porsches and there were plenty of both to see, along with Lola, Royale,

and Lotus sports racers, Ford GT40s, Corvettes, Mustangs, Morgans, etc., along with a few choice surviving Can-Am and F-1 cars and NASCAR stock cars.

See *The Mitty*, p. 12



Howard Turner gamely duked it out against 21st Century machinery like an Audi R8 and Grand Am Daytona Prototype in his ex-Bob Tullius Jaguar IMSA car.



An E-Type coupe brakes for a corner.

The Mitty

Continued from p. 11

A featured race, and crowd pleaser, was for Historic Can-Am Association racers and 20 HCAA cars answered the bell. Dave Handy driving a UOP Shadow Tribute DN4 won, with Toby Bean in his rapid Lola T70 MK-IIIB was second overall followed by William Thumel in a Lola 111B.

Back in the day, Can-Am cars were faster than either F-1 or Indy cars and taming 1,000 horsepower in a dated chassis can be a dangerous hobby. A perennial favorite, Craig Bennett, crashed his Shadow DN4 in Saturday morning practice and will be recovering from serious injuries for weeks.

The HCAA will celebrate the 50th anniversary of the Can-Am this year with “When Excess was Barely Adequate,” a series of four races with as many as 80 McLaren, Chaparral, Lola, Porsche, Ferrari, McKee, Genie, Lotus-Ford, BRM, and Shadow race cars participating. Remaining events are July 7-10 at Circuit Mont-Tremblant, July 14-17 at Road America and August 18-21 at Mazda Raceway Laguna Seca.

I witnessed the fourth-ever Can-Am at Laguna Seca in 1966 when stationed at Ft. Ord, and will never forget the high-winged Chaparrals coming down the corkscrew. I took in several Can-Ams at Watkins Glen and was at the Road Atlanta Can-Am in 1974 when Jackie Oliver and

George Follmer finished 1-2 in Shadow DN4s.

So I was disappointed that both DN4 Tribute cars did not get to duke it out beyond practice and qualifying.

See The Mitty, p. 13



1974 Shadow Can-Am car with, ahem, some eye candy of a different sort.



A stunning XKE roadster races on to the finishing line.

The Mitty

Continued from p. 12

Other races involved a gaggle of Porsche 356s, 911s and 914s. “Vintage” is in the eyes of the beholder (and sanctioning body) and an ex-Flying Lizard GT3 acquitted itself well in a race for more modern machinery.

One of the races later in the afternoon pitted at least a half-dozen Jaguar XKEs in several configurations including roadsters, 2+2 coupes and a lightweight hardtop coupe.

It was also a treat to see an ex-Bob Tullius Gp. 44 V-12



This XKE driver avoids a spinning Series 1 Miata in Turn 11.



Craig Bennett in Shadow 101 leads the sister car before his costly crash.

IMSA car on track running against much more modern cars like an Audi R8 Le Mans racer and Grand-Am Daytona Prototype.

A few retired professional drivers like Doc Bundy and Elliott Forbes-Robinson were on track to keep the wealthy gentlemen drivers on their toes and the infield midway had attractions as well.

All-in-all, it was a good outing and I was happy I made the detour in my trip.

CALENDAR

Virginia Jaguar Club drive to Bowling Green

GRAB THE KEYS

Join the VJC for a scenic drive on Sunday May 22 , starting in downtown Ashland, and ending at George and Lee Parker’s Open House event in Bowling Green.

We will meet at 10 am for coffee at the parking lot adjacent to the Ashland Museum , the lot is behind the row of shops that face the rail tracks. Close to the Iron horse pub.

After coffee and maybe a quick browse of the neat little hobby shop and antique shops etc in the area, we will then take the scenic drive to Rte. 2/301, ending at the George and Lee’s “new digs” at 205 Roper Dr, Bowling Green, VA 22427. George and Lee are generously providing snacks. Their E type should be there at the entrance. You should bring your own adult beverages.

Coming events of interest to Jaguar owners

East Coast and National Events of Interest:

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

May 22 -- VJC drive from Ashland to Bowling Green VA.

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

May 28 -- VJC Garden Party at the Harrisons in Chester, VA.

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

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

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

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

June 18 -- VJC Tour to Waynesboro for Open House at Gassman Automotive, car restoration shop.

June 18 -- Richmond Region AACA Car Show at Richmond International Raceway.

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 -- Elkhart Lake Vintage Festival (WI).

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

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

Sept. 24 -- VJC Concours. Details coming.

Sept. 24 -- Wings, Wheels & Keels show in Topping, VA.

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

VJC Garden Party

The VJC Garden Party and car show event will be at Past VJC President David Harrison’s home in Chester on May 28, from 4 p.m. to ? It is an opportunity for VJC folk to “Meet the Brits” who are over here a part of the twinning of Chesterfield County and Gravesham in England, the burial place of Pocohontas. Next year is the 400th anniversary of her death as she was returning to Jamestown and major events are planned on both sides of the pond. It will be informal, just bring a British car at 3 p.m., park on the lawn, no judging or anything like that. BYOB of course.

VJC Concours

Please put Saturday Sept 24 on your calendar for the 2016 VJC Concours.

Concours Chair David Glick is still finalizing this, so its a bit of a “heads-up.”

The general outline is that the event will be at the Air Museum in Pungo, near VA Beach, and will be “twinned” with a big regional AACA show at the museum.

The VJC event will include a Friday driving tour, a Friday dinner, the show will be on Saturday 9/23 and the awards ceremony will immediately follow. The museum is well worth a visit anytime.

Details will be advised as soon as the Concours is finalized.

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

ETCETERA

England produced best cars in the world - Say the Brits

Day continues to follow night, grass remains green, and the inhabitants of one car-producing country maintain that their car industry has produced the best cars in the world.

The most recent such declaration came toward the end of the recent London Classic Car Show, where visitors voted Great Britain to the top of the show's Classic Six Nations Cup.

The competition – intended to settle the question of which country turned out most of the world's greatest cars over the decades – included Japan, France, Germany, Italy, the United States, and Great Britain in a series of three matchups for each country over the show's three days.

Show organizers selected 10 cars to represent each country, and the matchups consisted of debates over the countries' respective pros and cons while representative cars paraded down the indoor show's Grand Avenue.

Represented by a 1915 Ford Model T, a 1942 Willys MB

Jeep, a 1955 Ford Thunderbird, a 1957 Chevrolet Corvette, a 1959 Cadillac DeVille, a 1965 Shelby G.T. 350, a 1967 Ford GT40, a 1967 Chevrolet Camaro, a 1968 Dodge Charger, and a 1968 Chevrolet Corvette, the United States finished third in the competition, behind Italy in second place.

“Hopefully the result will settle a few arguments,” event director Bas Bungish said in a press release. “When it comes to the best cars in the world, no-one can touch Great Britain.”

Show organizers selected a 1922 Rolls Royce Ghost, a 1925 Bentley 3-Litre, a 1935 Austin 7, a 1948 Land Rover Series 1, a 1964 Mini Cooper S, a 1964 Aston Martin DB5, a 1964 Jaguar E-Type Series 1, a 1970 Lotus 49, a 1976 Lotus Esprit, and a 1993 McLaren F1 GTR to represent Great Britain.

To see the entire lineup of representative cars, visit TheLondonClassicCarShow.co.uk.

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)

MEMBER CLASSIFIEDS

Jaguar XKE for sale



For Sale: VJC Member George Parker's Dad's XKE1965 4.2 Liter Jaguar E-Type FHC, matching numbers. Rust free black plate CA car. Same owner for the past 22 years. Original owner was the Honorable Charles H. Older, the judge at the Manson trial in 1970. Judge Older purchased it in Santa Monica, CA in Dec. 1965. Purchased by the present owner in 1994 with 76K miles and in need of restoration. Original color was opalescent blue. Suffered a re-spray white in 1975. Disassembled and all body parts stripped to bare metal and repainted silver. Many mechanicals removed and rebuilt including engine and IRS. Interior refreshed with new dash top, carpets, and headliner. About 1,000 miles on new 185R15 radial tires. Upgrades for modern driving include a T5 gearbox with 0.73:1 fifth gear, modern electric fan, coolant recovery tank, and others. The original gearbox and other parts are included with the car. Completely reliable driver that can be driven anywhere in today's traffic. Driven 20K miles since restoration with never a

failure. Competitive in JCNA Driven Division. Won Best of Show, Driven Division, at the 2005 JANE Jaguar Festival. Photos, video, Heritage Certificate, and provenance details available. "Condition 2" car (per Hagerty online valuation tool) offered at \$128,900 (below the Condition 2 value). Contact George Parker, (540) 287-2311.

1989 V-12 XJS convertible

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

(Additional Classified Ad on page 18)

1977 XJS Coupe



This 1977 XJS garage-kept jaguar with only 24,000 miles is in good running condition. It has cold A/C, new tires, interior is in good shape with original paint job. The car has been appraised at \$19,500. My asking price is only \$14,000. Call Tony at 757-650-5378

CLUB OFFICERS & COMMITTEE CHAIRS

Who to contact about the Virginia Jaguar Club

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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

- 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.



Famous last words: "My brother-in-law borrowed the jackstands and never returned them and the 4-by-4s were close by."

More Ads

Continued from p. 16



My Name is Floyd Wieburg, and I live in Hampton, Va. I have a 1987 XJ6 Jaguar which I am trying to find a home for. The vehicle had belong to my wife, but she passed away recently. Her one wish was that I try to find the vehicle a home with someone who liked Jaguars and might be able to make use of it. I must say that the car has been setting up and not started since 2009. The body has some rust but the frame and running gear are okay. The engine was total rebuilt from the bottom up back in 2006 or 7 and has very few miles on it. If the vehicle is not restored it has many new and good parts that can be reused. Contact: Floyd Wieburg, 321 Bromsgrove Drive, Hampton, VA 23666 (757) 827-1353. floyd.wieburg@gmail.com

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



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