

LYONSTALES



VIRGINIA JAGUAR CLUB
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LYONS TALES

VJC EVENT



A variety of British machinery awaited our inspection.

Virginia Jaguar Club tour of Gassman shop in Waynesboro

By Greg Glassner
Lyons Tales Editor

On Saturday, June 18, members of the Virginia Jaguar Club, Richmond Triumph Register, and drivers of a few assorted Alfas, Porsches, and the odd Ferrari, Morgan, early 50s Sunbeam Alpine and a Mitsubishi SUV descended on Mike Gassman's restoration, upholstery and consignment shop in Waynesboro for an open house.

Gassman Automotive is located at 184 N. Bayard Ave. It's just off of US 250 on the east side of Waynesboro. Gassman was 13 years old when he began restoring his first Triumph on his own and, 37 years later, he is still at it. Gassman personally owns over 20 Triumphs as well as Jaguars, Austin Healeys

See Tour, p. 3

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VJC members on Waynesboro Tour.

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VJC EVENT



Mike Gassman's Jaguar collection took center stage at the Gassman Automotive Open House June 18.

Tour

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and Porsches and a wide variety of other interesting cars and car projects. Of particular interest to VJC members were his XK120, XK150 and an E-Type coupe and V-12 convertible. Gassman's own black and pink Austin Healey 100-4 has been written up in several magazines as was his restoration work on an early Ferrari coupe that was shown at Pebble Beach.

Out front of the facility there was an interesting selection of cars available for purchase, including another nicely restored E-Type and a regal Jaguar Mk. V. Other notable cars for sale that were above my pay grade were a Sunbeam Tiger, AC Bristol, MGTC, MGTF, Nash Metropolitan, a TVR



See Gassman, p. 4 This Mk. V will find a good home.

Virginia Jaguar Club



Pres. Bill Sihler and his wife Mary, center, and LT scribe Greg Glassner, left, smile for the camera after an agreeable repast in Waynesboro. (LT Photo by Jeffra Showalter.) (More photos on page 16)

Tour

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and a whole batch of assorted Triumph TRs and Spitfires.

The bodyshop and paint booth held a Porsche 911 Targa and Gassman's father's rakish old 30s Plymouth Roadster with rumble seat -- a real labor of love. A Studebaker Golden Hawk was being worked on in the upholstery shop.

Although a businessman, Gassman is also a "car guy" of long standing. Future personal projects out back included a matched pair of Jensen 541s, among the first to reach these shores. These fiberglass-bodied coupes sported 4-liter, 3-carb Austin Princess engines and came in between the earlier Jensens and the later Chrysler V8-engined Jensen Interceptors.

Gassman was a genial host, welcoming us with a spread of pastries and ham biscuits with coffee or ice cold soft drinks out of a vintage Coca-Cola cooler that still works.

Afterwards, about a dozen VJC members congregated at the Green Leaf Grill on Main Street for lunch and more socializing.



Host Mike Gassman, left, discusses which vintage sports cars he thinks are good investments.

VJC MEMBERS' CORNER

Lamenting the dishonest motoring press

By Wayne Estrada
VJC Co-founder

In this highly charged season, we hear various opinions from friends, pundits, and talking heads about dishonesty in journalism. Depending on what side of the spectrum you are on, there are plenty of stones to throw at the 'fill-in-the-blank here' of a certain news channels, websites, newspapers, or magazines that you find untrustworthy or dishonest.

But whatever your persuasion, I think we can all agree that there is extreme bias and distortion of the truth in the media. The bottom line is "Can we trust what is reported?" All in all, the goal of what is disseminated by the media is a concerted effort to persuade people to believe, think, and/or make decisions in a certain direction, also with the goal of driving up their ratings, profits, and readership.

Oh...I'm sorry. You thought I was talking about POLITICAL REPORTING? No! I'm talking about CAR MAGAZINES.

Automotive magazines perhaps more than most are guilty of (tire) spin-journalism (pun intended!). They plaster their covers with provocative shots of vehicles at enticing angles of color and light peppered with eye-catching titles and graphics.

Like a racy men's magazine, each page is colorfully laden with eye-popping action shots, fancy graphics, comparison charts, and crafted in a writing style that takes the reader into the fantasy world of what it feels like to pilot the latest hot car or truck and put it through its paces. At the end of an article, you can practically smell the leather, hear the sonorous growl of the exhaust, and the feel the push back in the seat as you speed down the road.

This battle for newsstand supremacy deftly employs a version of 'say and switch.' What was "cool" or a must read for the latest issue about a particular model or manufacturer today oftentimes becomes an Orwellian rewrite years down the road after the bright lights of previous models have faded into history.

Case in point; in the January 2002 issue of Motor Trend's "Car of the Year" issue, the then newly introduced Jaguar X-Type was highly praised for its (steadily improved) "quality, advanced wiring systems, structurally stiff chassis (making it) the most reliable, trouble-free car the company has ever produced." Regarding styling they went on to day that "Jaguar's new X-Type is a looker, successfully transcribing the elegant lines of the larger XJ sedans."

In that same issue they also ran a full two page spread praising the X-Type for its performance, style, comfort, and 'market significance.' Highlights included "Styling (almost) worthy of Her

Majesty (...that) can make you feel like a Rock Star. Hot: As in sexy, athletic, muscular, and curvaceous. Transitional handling of the suspension really shines (in a) 90-second shot of pure adrenaline."

Fast forward to the MT August 2015 issue and you get a completely different story. While they simultaneously praise the new XE, they throw the X-type onto the trash heap of automotive history by saying, "Jaguar once tried to step into the ring with the (BMW) 3 series and gave the world the comically inept and totally forgettable X-Type."

Really? From being consider one of their "10 Best" 13 years before as "quite the looker brimming with excellent build quality" to a relative of a Yugo?

I've never owned the X-Type but have driven several, and it was (and is) a nimble, enjoyable vehicle that was, while worthy of the Jaguar name; admittedly not exactly another E-Type, but nevertheless still a car I would not mind either owning, driving, or being seen in.

MT continues their diatribe with "The X-Type was a complete failure." However, comments like this are not limited to a single publication. Numerous car rags are also guilty of the same skewed journalism, including the likes of Automobile, Road & Track, Car & Driver and others. If you dig through your library of old car magazines, many similar examples like this can be found; not just with Jaguars, but other manufacturers and models as well.

Motor Trend finished their 2002 "10 Best" by crowning the Ford Thunderbird as the winner. No surprise that over a decade later, MT (along with others) have likewise thrown the T-Bird onto the automotive pyre along with other once considered brilliant models (in that same issue) such as the Lexus SC 430 (which Britain's "Top Gear" crowned the worst car ever!) as yet another failure, and retroactively tagged the T-Bird as Ford's automotive version of the proverbial flash in the pan.

Don't get me wrong! We all enjoy car magazines, but like the 'regular' media, you have to read these magazines with a grain of salt and simply enjoy them at the time for what they are. Keep in mind that for the publishers it is all about sales and viewership. So as the consumers of the automotive press, let us as the buyer—and reader—beware.

The car we read about in the automotive press today could possibly be the brunt of criticism tomorrow, but in the meantime we can at least enjoy the ride along the way.



FROM THE EDITOR'S LAPTOP

Adventures of a wannabe racer, Part II

By Greg Glassner
LT Editor

Although my less than successful venture into racing in 1967-68 with the doomed Alfa Romeo Guilietta hill climb car (LT June) should have been fresh in my memory in 1970, the 13 months I had spent in Southeast Asia apparently dimmed the downside and elevated the few highs to mythical status.

After re-entering civilian life, I bought a new 1969 Alfa Romeo 1750 Berlina as a road car and landed a job with the afternoon newspaper in Syracuse New York. (I don't remember which came first. A temperamental Italian car was a poor choice for the land of lake effect snow, so I am assuming I scored the Alfa before the job.)

Tony Scudato, my old partner in the hillclimb effort was still in the Air Force in Syracuse and was moonlighting at the newspaper. He had arranged my job interview and we created a quasi-legal "attic apartment" for me in the building where he rented a second floor apartment.

Soon our thoughts turned again to racing although they may have been fueled by vodka gimlets and Drambuie.

For the princely sum of \$150 I purchased a very abused NASCAR Mini Stock car. It was a Fiat 1200 sedan of late fifties vintage. When you think race car, the upright four-door Fiat businessman's cruiser doesn't come to mind.

The seller had put a lot of effort into getting as much performance out of the Fiat engine, including a hot cam, bigger carb and stub exhausts. It also had a rudimentary



The stock Fiat 1200, on which my NASCAR Mini Stock was based was no one's idea of the ideal platform for winning races.

rollage and sported Corvair rims on the left side and Chrysler Imperial rim on the right side for weight transfer.

After a couple of seasons as an also ran, the seller was moving up to a hotter setup. It seems the Austin Americas with 1275 Mini Cooper engines, Saabs and Volvo Amazons and PV544s could run rings around the Fiat.

But it was hard to buy a proven podium finisher for 150 bucks, even in 1970.

Tony put his mechanical skills on getting the Fiat four-banger running smoothly while I applied the local hardware store's finest red enamel to the bodywork with a brush. From a distance, it looked pretty spiffy, especially when flat towed behind the red Alfa Berlina.

Both Tony and I had helmets from our motorcycling days and he had a treated drivers suit from his lone hill climb back in 1968. I ordered one in my size from a local speed shop which unfortunately went bankrupt before delivery.

The solution was a pair of mechanic coveralls from K-Mart that I soaked overnight in a baking soda and water solution. I managed to persuade the scrutineer at Utica-Rome Speedway that the Syracuse Fire Department "had flame proofed them."

Each time we went to the track, I'd pay for "welders' insurance," which entitled us to unlimited repairs from on-track contact. Thus covered, one of us would run a slow lap in practice, bring it into the pits and turn the rusty Fiat over to the welder with a laundry list of needed repairs. He even converted the differential into a locked rear end for us.



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

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Laptop

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With this racing team worthy of Lake Wobegon, Tony and I alternated drives for several events, with neither of us looking like we were about to put Richard Petty or David Pearson out of a ride.

I drew honors behind the wheel for our final race of the season, while Tony manned the pits and his girlfriend Alice watched from the grandstand.

Qualifying put me in our usual spot at the rear of the grid for the Mini Stock feature. I held my own until mid-race when the Fiat appeared to pick up speed and the handling improved. Suddenly I was passing cars on the outside and picking up places like never before.

“This is more like it!” I thought.

It was an illusion of course.

I was passing cars because they had slowed down for the yellow flag, which had been thrown because I’d lost my right rear wheel rim and tire.

I was so excited about finally picking up spots so easily that I was the only one on track who failed to see the yellow flag and flashing yellow lights. And I swear that Fiat

actually handled better on three wheels.

Back in the paddock we discovered that the welds on the big 15-inch Chrysler rims had separated from the original Fiat wheel centers. The track welder fixed us up for the long tow home.

On the way home Alice reported that the track announcer had a ball with my display, yelling, “That fool don’t know the yellow flag’s for him!” and, “I believe he does run faster on three wheels!”

About three blocks from our apartment, when I made a right turn, the tow bar brackets broke off the rusty Fiat frame and the Fiat continued on straight. Luckily it coasted to a stop without hitting anything.

I gave up on owning a racing team after that and took a six-week trip to Europe. On my return I sold the Fiat Mini Stock. I do not recall what I got for it.

However, I did take a few brief flings at racing after that, albeit in other people’s cars.

I may share them with you some day when I come up short of copy for the Lyons Tales.

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: <https://www.facebook.com/groups/904051982964621/>

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

Current VJC Membership: 62

Submissions

We encourage our members to submit articles, stories and pictures for publication in Lyons Tales. We kindly ask you follow the specifications listed

below. To submit an article, please send to glassgreg@hotmail.com.

Make sure you reference

Lyons Tales somewhere in the subject line.

SUBMISSION DEADLINE

15th of the month preceding the issue month.

SUBMISSION SPECIFICATIONS

Text: any Regular Hoefler, Arial,

Calibri or New Times Roman

Font Size: 10-12 pt

Format: Word, Pages or Text file



Jaguars in Pop Culture



A villainous “Mr. Hinx” drives an orange Jaguar C-X75 in a high-speed chase with James Bond’s Aston Martin through the streets of Rome in the 2015 movie, *Spectre*. This product placement may also have inspired Jaguar’s “It’s good to be bad,” advertising campaign. (Jaguar photo)

Jaguars can be spotted in many movies

By Greg Glassner
Lyons Tales Editor

I was channel surfing one night awhile back and spotted a movie called *The Fast and the Furious* on Turner Classic Movies.

Sound familiar?

Except this was a 1954 movie starring John Ireland and Dorothy Malone -- and a Jaguar XK120 roadster.

That movie reminded me of a soccer movie on DVD I had taken out of my local library that featured a Jaguar XK8 in many of the scenes.

And about four years ago, I stopped for gas in Bennington, Vermont at the restored gasoline station/gift shop operated by Hemmings Motor News. They still pump gas there and the young man who pumped my gas commented, “Did you

know your car was in a James Bond movie?”

All of these incidents started me thinking about other movies in which Jaguars played a significant role. Turns out there have been a bunch of them.

In some, a particular model of Jaguar had a starring role as the hero or villain’s ride of preference. In others, our favorite British marque had a mere walk-on, or more properly “drive on” role.

I do not know how many movies featured Jaguars, or how high Jaguars rank as popular movie rides.

Fortunately for me, other people have wondered about the same thing, so I didn’t have to spend a few years with eyes glued to TCM and other movie channels to amass a list.

Here are just some of the movies featuring Jaguars I man-
See Movies, p. 9



Who can forget Austin Powers' XKE?

Movies

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aged to stumble upon. (Perhaps our readers can add a few.)

The Fast and the Furious

At the end of the TCM screening of that original *The Fast and the Furious*, veteran producer Roger Corman was interviewed about this long forgotten car flick.

It was Corman's second movie and he wrote and produced it on a \$50,000 budget. Stock footage from sports car races at Pebble Beach were used to lower costs. Fortunately they found some with a white Jag XK120 in it, or maybe that's why they selected that Jaguar for Ireland and Malone to drive. Who knows?

The plot of this movie is a bit contrived. Ireland plays a truck driver unjustly accused of murder. He escapes from jail and hijacks the sports car and abducts its driver (Malone), who was on her way to run a road race from California to Mexico.

Turns out the truck driver has a flair for wheeling a Jaguar

around at a good clip and eventually wins the heart of the gal, who offers to help him prove his innocence.

As I indicated, this was not a candidate for any Academy Awards, but the XK120 and the old race footage makes it worth watching. I spotted an Allard, several MGs, and even a Jowett Jupiter in the race scenes.

Corman also made a few bucks by selling rights to the name to the producers of the modern versions of *The Fast and the Furious*.

Die Another Day

Unlike the two other movies mentioned, *Die Another Day*, played to larger audiences although the Jaguar XK8 is driven by the villain "Zao" in memorable scenes shot on a frozen lake. The 2002 film is the 20th in the series of movies featuring MI6 agent James Bond. Bond (Pierce Brosnan) of course drives an Aston Martin Vanquish and saves the girl, NSA operative "Jinx" Johnson, played by Halle Berry.

Austin Powers Spy Trilogy

Three movies that might otherwise be forgettable are Mike Myers' Austin Powers spy spoofs, *Austin Powers: International Man of Mystery* (1997), *Austin Powers: The Spy Who Shagged Me* (1999) and *Austin Powers in Goldmember*, which feature a 1970 Jaguar XKE 4.2 and Jaguar XK8 convertible, both with memorable Union Jack paint schemes. One of the XK-8 movie cars has been at

See Movies, p. 10



"Die Another Day" villain Zao in his well-equipped XK8.

Virginia Jaguar Club



Actor-Director Clint Eastwood wheels a Jaguar XK 150 in *Play Misty for Me*.

Movies

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several of our Virginia Jaguar Club concours.

Play Misty for Me

I had forgotten about this Clint Eastwood classic. Eastwood drives a beautiful Jaguar XK150 drophead coupe in the 1971 psychological thriller that marked the veteran actor's directorial debut. Eastwood set the movie in and around Carmel, California, the town where he lived and later served as Mayor. Jessica Walters plays a deadly stalker who frequently requests that Eastwood, a late-night disc jockey, play the haunting jazz classic that inspired the



Jaguars spell "money" in *The Wolf of Wall Street*.

movie title. Eastwood was one of a long string of actors who were car enthusiasts and may well have used his own Jaguar in the making of the movie, which was produced on a modest budget and became a box-office hit.

Vertigo, A 1958 Alfred Hitchcock classic starring James Stewart and Kim Novack.

Spectre

Spectre, James Bond's 24th adventure (2015) features a



A Jaguar sedan in Hitchcock's *Vertigo*.

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Sexy sleuth Catherine Zeta-Jones hops out of an XK8 in a scene from *Entrapment*.

Movies

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Jaguar that got as much, if not more attention than 007's iconic Aston Martin (a DB10, this time around). In the film, a villainous henchman, called "Mr. Hinx," drives an orange Jaguar C-X75 and engages in a high-speed chase with Bond's Aston through the streets of Rome.

A Shot at Glory

The soccer movie I remembered was *A Shot at Glory* (2000), in which Robert DuVall plays an aging coach of a second tier soccer team that never brought a championship home to its Scottish town.

The team owner blows a chunk of money on a spoiled star who arrives in a tan Jaguar XK8 convertible. The star

causes DuVall all sorts of problems and has such a chip on his shoulder that he follows the team bus in his XK8 rather than ride with the team, so the Jag gets a lot of scenes.

The coddled star eventually comes around, woos the coach's daughter and the soccer team wins the title.

Harold & Maude -- That Jaguar XKE hearse that was at the 2016 AGM and appeared in the April issue of *Lyons Tales*.

The Blues Brothers -- Twiggy drives a Jaguar in a cameo role.

Vanishing Point -- In this 1971 thriller, the hero "Kowalski" is nearly run off the road by a jerk in an XKE. Kowalski catches up in his Hemi Cuda and causes the E to crash.

Mona Lisa -- Bob Hoskins drives a Jaguar Mk 2

A Fish Called Wanda -- Series III E-Type

Car Trouble -- A love triangle involving a man, a woman, a Jaguar XKE and another man. A man facing a mid-life crisis buys a Jaguar XKE coupe, which he loves. His wife (Julie Walters) falls in love with the Jaguar salesman.



Scene from *Shawn of the Dead*.

See *Movies*, p. 12

Restoration

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Casino Royale -- The original version features an E-Type and stars David Niven.

Parasoma -- Villain Byron Volpe drives a Jaguar Mk. IX

The Greatest Show on Earth -- Cornell Wilde drives an XK120 in this circus movie.

Zero Effect (1998) -- Stars Ben Stiller, who drives an XK8 in this movie which also stars Ryan O'Neal.

Entrapment -- A Jaguar XKR has a role in this movie starring Sean Connery as a suave art thief. Catherine Zeta-Jones plays an investigator who tries to trap Connery by pretending to be a thief herself. It gets complicated.

Kiss Me Deadly -- an XK120 roadster.

Robbery -- Jaguar Mk. IIs are driven by the cops and the robbers.

The Italian Job -- In the original version, everybody remembers the Minis, but an E-Type is also in this box office hit.

The Wolf of Wall Street -- When the principals in a stock trading scheme strike it rich, they run out and buy Jaguars.

Cujo -- An XKE has a role in this Stephen King psychological thriller in which a rabid St. Bernard runs amok. A Ford Pinto has a bigger role, however.

Inspector Morse -- Although a BBC TV series, not a



An XK8 does a burnout in *Memento*.



Mangled E-Type in poster for *Car Trouble*.

feature film, it is worthy of note for its Jaguar Mk. II

Other movies notable for the appearances of Jaguars in them are:

Silver Streak, a comedy starring Gene Wilder and Richard Pryor.

Doomsday 2033.

Shawn of the Dead.

Like Father, Like Son.

Memento.

Whew! That's a lot of them, but I am sure there are others. Can you think of any? Send an email to glassgreg@hotmail.com. Put Jaguar Movies in the subject block.

VJC EVENT



Peter Showalter, left, checks out David's pre-war MG.



David shows off his E-Type.

Memorial Day 'Twinning Event' at the Harrisons

By David Harrison
VJC Past President

It rained Memorial Day, so our "meet the Brits" garden party and classic car show with the Twinning groups turned into a house party and garage tour, we all had a good time

despite the traditional British weather. I was too busy hosting to get pics, but Glenn Larson sent these.

Just catching up after returning from UK, didn't make the Waynesboro event, hope folks had fun and a good attendance.



It would not be a sports car collection without a Bugeye Sprite, would it?



A Triumph Spitfire in BRG with raindrops on it made the perfect "photo op."

CALENDAR

Virginia Jaguar Club's Coming Events

VJC Member George Parker is busily working on a tour of Dominion Raceway in Thornburg, Virginia for late July or early August. Look for an e-mail blast with details as soon as they are finalized.

I was able to take a similar tour with the Richmond Region of the Antique Automobile Club of America and I know VJC members and spouses will thoroughly enjoy the experience.

Work is still underway on some facet of the 160-acre project, but what has been done was done right and the amenities are posh.



Coming events of interest to Jaguar owners

East Coast and National Events of Interest:

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

July 4 -- 17th Annual 4th of July Car & Motorcycle Show in Downtown Culpeper from 10 a.m. to 3 p.m. Admission free. The 2016 Show features classic imports built before 1976. Contact crievents@culpeperdowntown.com

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. 24 -- 2016 VJC Concours, Virginia Beach (VA)

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

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

VJC Concours

Concours Update

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 to this calendar? Let us know.)

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 California 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 \$118,000 (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.)

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

MEMBER SNAPSHOPS



More Photos from our tour of Mike Gassman's shops in Waynesboro: At top left, an early 1950s Sunbeam Alpine and a Jaguar XK8 Coupe. At left, this classic Plymouth roadster with rumble seat has been in Gassman's family since he was a boy. Above, Gassman's black and pink Austin Healey 100-5 has been a show stopper for years. (Photos by Greg Glassner)

Ads

Continued from p. 15

1987 XJ6 for sale

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 belonged 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 sitting and not started since 2009. The body has some rust but the frame and running gear are okay. The engine was totally rebuilt from the bottom up back in 2006 or 2007 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

1997 XJ6L for sale



1997 Jaguar XJ6L for sale. 130,000 miles. \$2,000.00. Call Helen Lynch at 301-765-6043 or Cell 301-646-9520. Vehicle has been owned by me since 2002-all maintenance records available. Great car for Jag enthusiast. Needs some body work.

CLUB OFFICERS & COMMITTEE CHAIRS

Who to contact about the Virginia Jaguar Club

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

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Concours Chair: David Glick

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Chief Judge: Sherman Taffel

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Officers (and other humans with varying degrees of prominence)

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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

Bodgers also find clever ways to carry larger loads than their vehicles' designers intended, as these photos demonstrate.

If you have any bodge jobs or techniques that you

would like to share, please send them in along with a picture or two.



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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