

# LYONS TALES



VIRGINIA JAGUAR CLUB  
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# LYONS TALES

## VJC EVENT



Participants stopped at the Stonewall Jackson Shrine in Guinea Station.

## Dominion Raceway drive was an enjoyable outing

By **Greg Glassner**  
*Lyons Tales Editor*

Kudos to VJC member George Parker, who put on an enjoyable drive over interesting roads in Spotsylvania and Caroline County July 23.

Despite predictions of triple digit temps and humidity to match, about 15 hardy souls and 8 vehicles answered the call from the combined Virginia Jaguar Club and Central Virginia British Car Club membership. It looked to me like the CVBCC provided the bulk of the turnout, but with dual memberships and all, who's counting? George, Peter and Jeffra Showalter, and yr. hmbl. scribe flew the VJC colors proudly, although none of us brought our Jags, opting for reliability and cold AC. Our assemblage featured a Triumph TR6, a two-place BMW droptop, an XK8, and  
See Tour, p. 3

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### ON THE COVER:

VJC members Tour Dominion Raceway in Thornburg.

Story, pg. 2-4.

### SAVE THE DATE:

September 17  
Annual VJC Concours at Virginia Crossings Resort. (See pg. 13)





Our convoy arrives at the racetrack.

## Tour

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an intriguing early '50s Riley resto-mod with a humping Chevy V8 nestled in where a modest 2.5 liter 4 cyl. once lived, along with more pedestrian machinery.

In his wife's red VW Bug, George led us on an interesting set of narrow, winding country roads which we also shared with a number of quite intrepid cyclists doing their Saturday morning Tour de France thing, which kept us alert behind the wheel.

As we arrived at the \$16 million, 160-acre Dominion Raceway and entertainment complex in Thornburg, NASA (the National Auto Sport Association) was running on the road course with 250-plus cars registered, so we got to see some cars on track, This negated a ceremonial lap of the track, but got us a good taste of the facility's potential.

Our tour guide, Sales Manager David West, led us through the 85% completed three-story multi-purpose building at the heart of the raceway, with stops restaurant and cocktail lounge on the second floor and race control, hospitality area

and classroom on the third level.

We also clambered up on the roof which offered a bird's-eye view of the .4-mile banked asphalt oval and the 2-mile road course, as well as the unfinished dragstrip. The steel roof-top spotter's stand came to Dominion via Daytona International Speedway when that track dismantled its back-straight grandstand, due to flagging attendance figures. Many of the concrete barriers lining the road course were once used at the defunct downtown Baltimore Grand Prix street course.

After clearing a variety of hurdles involved in getting approval of a new racetrack in the busy I-95/U.S. 1 corridor, owners Steve Britt and Jerry Evans had to battle one of the wettest summers in memory last year. They persevered and the hard work is beginning to pay off.

Rather than depend on two or three major events each year, Dominion is planned to have a great many events going on through the spring, summer and fall, sometimes

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The roof of the three story building allows a panoramic view of the facility.

## Tour

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simultaneously.

The track has been holding Saturday night stock car racing since April and there will be a go-kart track in the infield of the oval track. The 20-by-50-foot video screen can be used for race information as well as double as an outdoor movie screen for drive-in movies and grandstand seating.

A venue for outdoor music concerts is also part of the plan, as are facilities for off-site corporate training, product launches and team-building retreats.

The oval track features NASCAR-sanctioned stock car races and a variety of car and motorcycle clubs and sanctioning bodies will hold road course events. Individuals who want a lot of track time can join the Driver's Club.

A major question on a "field of dreams" facility of this sort has to be, "If you build it, will they come?"

With an estimated 120,000 vehicles a day passing the Thornburg exit on I-95, Dominion Raceway and Entertainment will be one of the most accessible venues of this type on the East Coast. Modern hotels, several restaurants and a shopping center are located within five minutes of the track

After our tour, George led us to the Stonewall Jackson Shrine historic site and then over some more winding (and

shady) roads to the Timbers Restaurant in Ladysmith for lunch and camaraderie.

For more information on Dominion Raceway and Entertainment, go to [www.dominionraceway.com](http://www.dominionraceway.com) or call (703) 361-RACE.



One of the NASA cars circulates.

## VJC MEMBERS' CORNER

# George Parker's first 'Jaguar Experience'

By **George Parker**  
*LT Contributing Editor*

Many who know me think that Dad's light blue XK-120 is my first Jaguar. It's not my first really "cool" car though, having had my Spitfire, a Ferrari 308, and our Mazdaspeed Miata (178 turbo-charged horsepower in that little pocket-rocket!). But I also don't really consider it my first Jaguar.

When I was about 4 years old, Dad bought one of the very first 4.2L FHC E-Types to come into this country. It was maroon with black interior. Even as a four-year-old, I was enamored with the car's lines, with its row of toggle switches on the dash, and with the rear door, which opens sideways.

At that time, we lived on the north shore of Boston, while much of our family (Mom's parents, and her sister and family) all lived in Central New York. This was a 5 or 6-hour drive away.

My sister was not quite 6 yet, so we travelled in that E-Type that whole distance. My parents put a foam mattress down in the back of the E-Type and sister Liz and I laid there in the back with our books and toys for the whole trip. I look at it now in amazement that we actually **fit** back there!

Dad had a few interesting experiences in "my" first Jag.

Being a car guy of the first order, he always parked far away in parking lots – but still got the driver's door dented in by someone who just couldn't stay away.

Another time, Dad was giving my Mom's sister (my Aunt Helen) a ride along Route 128 outside of Boston (the Boston "beltway") when along side came some young kids in some American "hot rod." Dad looked at Aunt Helen and said, "Watch this!" He dropped into third gear, put his foot to the floor and unleashed all 265 horses – leaving the young kids far behind.

Finally, shortly before Dad parted ways with that E-Type, his job required him to dissolve a department, including his own job. For the first and only time in his life, he was collecting unemployment – going to the unemployment office in the Jag. Needless to say, he again parked far away and walked to the office!

Ever since then, the E-Type has been my all-time favorite car – and this remains true to this day. I've been fortunate in recent months to have enjoyed my Dad's most recent E-Type, before it was sold, but only time will tell if I cross ownership paths with another.

I can only hope.



A very young George Parker and his sister Elizabeth with their Dad's XKE.

## FROM THE EDITOR'S LAPTOP

# The First Asian Highway Motor Rally

By Greg Glassner  
LT Editor

During the last month of 1968 and all of 1969, I pulled duty with the 519 Transportation Battalion of the 9th Logistical Command, spending most of that time as Executive Officer of the 569th Transportation Company in Northeastern Thailand.

We were pretty much cut off from the rest of the world during that time, save for the occasional copy of Stars & Stripes, the Army Times, the English-language Bangkok World Post and copies of American car magazines that eventually found their way to my APO address.

I was also cut off from events like the Moon Landing, Woodstock, and F-1 and Can-Am races at Watkins Glen. Not much motorsports activity in Southeast Asia in 1969 either.

### Asian Highway Rally

But there was one event and I was determined to not miss it.

It turned out that the First Asian Highway Motor Rally would pass right by Camp Khon, albeit in the middle of the night.

This sports car rally was a rather curious affair that was organized by the United Nations as a way of calling attention to improved road conditions in that part of the world. The fact that there was a war raging in North and South Vietnam at that time and that it had spilled over into Laos and Cambodia seems to have escaped the UN's attention.



Old, but good, this prewar Lagonda finished the 1,807-mile rally. (Photos by Greg Glassner)

To get a better view of the cars and drivers after they crossed the Mekong River by ferry and reassembled in Nong Khai, Thailand for the next leg of the rally, I organized an extracurricular jaunt up to the border, some 90 kilometers north of our Army camp. (Rank does have its privileges, especially when you are in a remote outpost.)

My Jeep was otherwise engaged in official business (the war, remember?). So I located a driver who liked car racing and we ran for the border in a bobtail 5-ton tractor, sans trailer.

### Curiouser and curiouser

As said, this entire event was a curious affair. It started in Vientiane, the capital of Laos, scampered through the entirety of Thailand, crossed into Malaysia and finished in Singapore five days and 1,807 miles later.

Some of the teams participating were quasi-factory efforts and others were more casual arrangements of adventure-seeking sportsmen out for a lark. Several cars were driven by members of the Laotian Royal Family.

The starting grid consisted of 152 cars, 2 buses and a lorry. At Nong Khai, I spotted a Porsche 911, Toyota Corollas and Coronas, Isuzus, Volvos, Saabs, Opels, and at least one Lancia. The British Commonwealth of Nations was well represented with drivers from Australia, Hong Kong, Singapore and elsewhere. They drove several Ford Cortinas,



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

See Laptop, p. 7

# Laptop

Continued from p. 6

Minis, and at least one Austin America, Austin-Healey 100-4, Triumph TR-4, and my favorite, a racy-looking pre-war Lagonda roadster. (I am sure there was a Jaguar in there somewhere, though I cannot spot one in my photos).

Not wanting to linger too long we headed back South in the bobtail. I later got up in the middle of the night to see the cars refuel at a gas station near Khon Kaen.

Of the 152 cars, two buses and a lorry that started the event, 136 cars and one bus straggled into Singapore to complete the event.

A story in the Straits Times of Singapore that I found online recently, reported that the preliminary results left something to be desired:

“Pandemonium broke out at the finish of the Asian Highway Rally at Empress Palace tonight as hundreds of participants protested against penalty points awarded against them.”

There also may have been some political hijinks involved in this rally that was promoted as a way of fostering greater understanding between nations, as an executive of a Malaysian bus company was declared the winner in his Volvo 144S.

## New winner proclaimed

A later report in the same publication declared Staff Sgt. Joseph Minto and navigator David Appleyard, both members of the Singapore Forces Driving Club to be the winner of the \$6,000 prize driving an Opel Commodore.

He was quoted as saying it was “A moonlight drive, in



**A number of teams from Australia and Malaysia preferred British machinery, including this Rover.**

fact the only obstacles we encountered were some cows and elephants on the road.”

Second and third were taken by a Toyota-sponsored team from Bangkok.

The bus company executive was demoted to fourth.

## Some drinking involved

Commenting years later, the co-driver, navigator of the Austin Healey 100/4 confessed, “I was under the influence of alcohol when I said I would co-drive, otherwise I would have thought twice about doing 1,800 miles in that thing.”

They did hold a Second Asian Highway Rally in 1970. It ran 6,800 kilometers through Iran, Afghanistan, Pakistan, India and East Pakistan.

## Postscript:

Thanks to some help from the Aussie journalist who was paid by the U.N. to cover the entire event, I was able to write a story that was printed in the American publication Competition Press, the ancestor of Autoweek.

I still have that clipping but I had preserved it with adhesive-backed acetate and the print bled through from the other side, making it virtually unintelligible.

Later in 1969, I went back to Nong Khai with our Thai interpreter, “John,” to pay a claim and he said they were still talking about some U.S. Army maneuvers that had happened there in April. I guess our lone 5-Ton tractor had multiplied into a major military effort on the border as the story got retold.

In true Sgt. Shultz form I replied, “I know nothing.”



**This Mini was another rally participant.**

## JAGUARS IN COMPETITION



Greg Pickett's ageless XKR in 2016. (Photo by Chris Clark)

# Trans-Am vet keeps Jaguar name alive in racing

By Greg Glassner  
LT Editor

I have editorialized before upon the need for a factory-backed or at least factory encouraged professional racing effort by Jaguar.

Oh, I know, Jaguar has announced it will back a Formula E effort next season. Unfortunately, these all-electric powered open wheelers just don't do it for me, even though you see famous names like Prost, Senna and Andretti involved in the teams and F-E provides jobs for washed up F-1 drivers. But the "whir-click" slot car sounds don't compare to the music of race-prepped 4, 6, 8, 10 and 12-cylinder internal combustion engines.

Race series come and go and I predict Formula E will soon fade away.

Unlike the Trans-Am Series, that refuses to go away.

Started by the Sports Car Club of America (SCCA) in the 1960s, the Trans-Am roared to the top of professional road racing with drivers like Dan Gurney, Mark Donohue, Parnelli Jones, Sam Posey and others competing in popular Pony Cars like Mustangs, Cougars, Camaros, Challengers

and AMC Javelins. That early Trans-Am also featured an Under-2-liter series for Porsche 911s, Alfa GTAs, Lotus Cortinas, etc.

The Trans-Am series faded, then came back in the late 1970s and early '80s with Mercurys, Datsun Zs, Corvettes, Camaros and Mustangs. I remember one race in the early 80s where David Hobbs and Paul Newman shared the podium.

And, like a cat with 9 lives, the Trans-Am Series is back again, featuring the new generation of retro-look Pony Cars and sometimes sharing the weekend racing card with the Indycar Series

So, when the CBS Sports channel broadcast a month-old Trans-Am race in Detroit over the rainy Independence Day weekend, I caught some of it.

And there was a Jaguar running. (You just knew there would be a Jaguar somewhere in this rambling account, didn't you?)

And not just any Jaguar, mind you. But a 2002 XKR, similar to the 1998 XK8 I own.

See Pickett p. 9



# Pickett

Continued from p. 8

This XKR was run by 68-year-old gentleman driver Greg Pickett, who raced many times in the Trans-Am series in a career that now spans six decades.

Pickett's team initially competed in a few races in the IMSA GT and SCCA Trans-Am series on a part time level. While the team collected some podium finishes in its first few years of existence, its 1978 season in the Trans-Am Series was a breakout one. Pickett picked up his first wins and went on to give his team its first major Championship. The team spent another successful five years racing in the Trans-Am Series, after which Pickett decided to call it quits, turning his attention to his career as a businessman. After spending a good part of the 1980s driving for Jack Roush and Bob Riley amongst others, Greg Pickett brought his Pickett Racing team back to life in 1991, returning to his role of owner/driver in the Trans-Am Series. The team would spend the next seven seasons in that series, with Pickett taking another hiatus in 1998 to start up his family business, CytoSport, which produces the Muscle Milk energy drink. In addition to the Trans-Am, Pickett campaigned a Lola AER, a Lola Judd in the 24-hours of LeMans, a Porsche RS Spyder, and Lola Aston Martin P1 Coupe.

The Aston Martin lasted but a single season and for 2012 it was the arrival of an HPD that would herald a breakthrough season, it all came together for Pickett Racing in 2012 as they picked up their first ALMS P1 Championship. Along the way, they set a Series record by scoring five consecutive overall wins, finished on the podium in all 10 races, started on pole seven times and took a total of six victories with its HPD ARX-03a. In 2013, the team repeated their success with their HPD and captured a second consecutive ALMS Team and Driver



Pickett's XKR circa 2002.

Championship. Along the way, they won eight consecutive races with one second place finish in 10 starts. Their eight wins tied an ALMS record held by Audi and Penske Racing for the most overall race wins in a single season. Pickett Racing closed out their 'stint' in the American Le Mans Series with 45 race starts, 39 podium finishes, including 21 wins, not to mention two Team and Driver Championships. 2014 saw a brave new world, and another new car for the team, with a Oreca Nissan P2 in the new Tudor United Sports car Championship. Pickett took occasional drives in these super-quick racers, but let younger pros do most of the driving.

And now he's back, at 68, in the Trans-Am's Silver Anniversary Series, driving a 14-year-old Jaguar in the "silhouette" class, which allows a great deal of flexibility underneath the skin.

From the looks of it, Pickett's Jaguar looks the same as the one he campaigned in the 2002 Trans-Am season, when he returned to Trans-Am competition up until the series faded in 2005. That final year was a remarkable one for Pickett Racing. The team, with Pickett behind the wheel of its Jaguar XKR registered seven podium finishes in eight races, including one win on the streets of Edmonton.

I looked at a Jaguar XK8 Trans-Am car at VIR several years ago and asked its owner/driver about it since I saw nothing familiar under the bonnet. He had replaced the 4-liter Jag unit with a Ford Cleveland V-8. (Well, Jaguar was in the Ford family back then.)

He went on to joke that he thought the only original XK8 parts on the car were the taillights!

Nonetheless, if Pickett brings his XKR to the VIR Trans-Am race in the fall, I hope to be there to cheer him on.

An old car driven by an even older man strikes a responsive chord with me.



Pickett's XKR circa 2016.

## VJC MEMBER PROJECT

# Belting up an XJ6 proves easier said than done

By David Harrison

VJC Past President

After the alternator belt on Una's 1995 XJ6 started squeaking, I was shocked to see how badly it had deteriorated. The ridges were crumbling away and the whole belt was dried out and heavily cracked.

Of course to replace the alternator belt, you have first to replace the outer a/c belt, where a typical Jaguar challenge lurks. It's a good idea to use PB or other penetrants on the obvious places ahead of time, and work with a cold engine.

The a/c belt is tensioned by a plastic pulley which can be adjusted up and down, moving down decreases belt tension. Accessing the pulley adjustment rod under the car is part of the challenge, this is really a hoist job as I don't recommend getting under a heavy Jag on jacks. It was just possible for skinny me to get sufficiently under the unjacked car to access the end of the adjuster.

For some crazy reason Jaguar decided to put an 3/8 inch square on the adjuster rod end rather than a sensibly sized hex. Jaguar mechanics probably have a specialized tool, I had to improvise with an upside down 3/8 inch socket extension with a socket and a large allen wrench to fit the socket at the other end.

The next surprise was that turning the adjustment had absolutely no effect on the belt tension, that is UNTIL I loosened the 10 mm bolt that retains the plastic pulley on its shaft. Turning the adjusting rod clockwise will now lower the pulley and release the a/c belt. You will want to replace both belts,

regardless of condition while you are at it, in my case the a/c belt was micro-cracked.

To remove the alternator belt, I took a slimline 9/16 inch open-end wrench and turned down the inner nut on the alternator adjuster rod. You need about 1/2 inch of slack to get the alternator belt over the flange on the alternator pulley. The alternator pivot was stiff, so I used the outer 9/16 inch nut to jack the alternator body in.

It was quite tedious as I could only turn the nuts one flat at a time, at least with my open-end wrench. A crows-foot wrench and ratchet might be quicker if you can get access. Eventually, enough slack allowed the old belt to slip over the flange.

I took advantage of the improved access to clean up the front of the engine a bit. I got new Power-Series Micro-V belts from NAPA, the a/c belt was 040400, the alternator belt was 050385. For some reason NAPA called the alternator/water pump belt the alternator/fan belt.

Installation was the reverse of the above, as they say. You will need three hands or some luck to get the new a/c belt over all the pulleys. More adjustment was needed to get the new alternator belt over its flange. Avoid the use of screwdrivers or other brutal means of persuasion to remove or install the belts.

Don't forget to retighten the 10 mm pulley nut after tensioning the a/c belt. Judging how tight the belts need to be is tricky, but the car will let you know if they slip. I idled the car for a few minutes after installing the belts to warm them up and break them in, then retightened as needed. It took me most of an afternoon and a couple of skinned knuckles.



There are a lot of XJ6s out there for a very reasonable cost. Knowing how to maintain one yourself would be an asset.

## VJC MEMBER TRAVELS



David Harrison, left, and his wife Una, right, with Norman Dewis.

# A very pleasant lunch with Norman Dewis

By David Harrison  
VJC Past President

Norman Dewis is a legend by any standard. He is almost the last man standing from Jaguar's glory days of the fifties and sixties, the days of the C, D and E types and Jaguar's triumphs at Le Mans and other tracks.

Norm was both engineer, developer and test driver in those days for the racing program and for Jaguar's fast and stylish road cars which sold at half the price of their competitors.

Since "retirement" he has been a tireless ambassador for Jaguar. His services to the sport and his country were recognised recently when he was honoured with an OBE (Order of the British Empire).

Una and I met Norm at the JCNA AGM in Pittsburgh where he was VIP guest, and struck up a friendship. The next time we visited the UK, we visited him at his home, which is crammed with memorabilia. He has kept his old racing suits and helmets, trophies, posters, historic photos, models, you name it.

We were privileged to see his own paintings, and for me the holy grail was to see his meticulously kept notebooks. This was after we took Norm out for lunch at his local pub, so maybe a pint or two helped.

All this led up to my inviting Norm to be our VIP guest when the VJC hosted the 2012 AGM and XKExperience. We were thrilled when Norm accepted, a great honour as he was much in demand for the E type 50th anniversary celebrations all over the UK and Europe.

The VJC, and in particular Dr. Ron Gaertner, pulled out all the stops to make this a great event and show we could run with the big boys. Norm added so much to the event, was charming and accessible to all, signed his books and any other thing people wanted signing, and personally shook hands with the drivers of the Saturday rally cars organized by Bruce Woodson. He still remembers the E-types covered with snow on Sunday morning after an unseasonable overnight storm.

See Dewis, p. 12

# Dewis

Continued from p. 11

We have kept in touch, and Una and I visited him again in his Midlands cottage a few weeks ago. I hope I look as good at 95!

Norm had his left wrist in a bandage, the result of tripping at his home. He got a lot of ribbing from his racing buddies about this, as Norm was famous for walking away from so many crashes without a scratch.

Norm proudly showed us his mounted OBE award and commemorative pictures and described his investiture at the Palace, resplendent in a brand new Saville Row bespoke

tailored suit. Prince Charles personally pinned on his OBE and chatted for a while.

We got to meet Norm's son Graeme, who took the photograph of Una and I with Norm, then we all went out to lunch.

Norm is visiting Arizona this fall for the traditional C and D rally organized by Terry Larson. These days he drives in comfort as honoured guest in an air conditioned Jaguar. In contrast, the valiant C and D owners drive their open cars from searing heat in Phoenix to occasional overnight snow and frost at the Grand Canyon.

I'm hoping we will see Norm again at a VJC event. Maybe the folks in Mahwah will recognize Norm's contribution to Jaguar history and bring him over, is there an Order of the American Empire?

## Cars and Coffee offers wide variety of vehicles

By David Harrison  
VJC Past President

A couple of weeks ago I attended "Cars and Coffee," held every other Saturday in the parking lot at Regency Mall, just off North Parham in Richmond.

I was amazed to see several hundred interesting cars, plenty of Corvettes, Mustangs and other muscle cars, but also a smattering of classics and Brits.

I drove my MGA 1600, it was the second MGA there, Mike Alexander's MGA V8, with a Rover V8 engine beauti-

fully squeezed under the bonnet attracted a lot of attention. There was a beautiful black on black XK8 roadster, I didn't meet the owner but left my VJC card under the wiper, and he contacted me after the show.

It's an informal event, just turn up, the mall is air conditioned and open for coffee or sodas if it's hot. The next dates are July 30, then August 13 and 27.

We don't drive our Jaguars enough, so I hope you will start attending and hope to see you there in the future.

### Membership

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

For more information please send an email to Ron Mitchell, VJC Membership Chairman: [rmitchelljag@cox.net](mailto:rmitchelljag@cox.net) and we will send you details on how to become a member or fill in and return the

membership application on the following page.

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

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

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

### 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](mailto: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

# CALENDAR

## VJC's Concours coming Sept. 17

By David Glick  
VJC Concours Chairman

This year's VJC Concours returns to the Wyndham Virginia Crossings Resort Saturday, Sept. 17, and is featured as one of the pre-show features of Classics on the Green car show and wine festival.

The resort is a fantastic location that hosted our successful AGM and Challenge Championship. It serves as a great venue featuring a colonial theme and several dining options.

The Concours itself will be poolside Saturday morning. We moved the schedule up and hour so that the formal judging will be over in time for participant to enjoy the planned scenic drive (another COTG pre-show activity) or simply enjoy viewing the display of Nash Automobiles from the 20th century as the Grand NASHional car show is also taking place at the resort.

Please join us for a poolside reception and awards ceremony in the afternoon. One of the best features of the 2014 Concours was the Classics on the Green Banquet Saturday evening.

This year, the Kings of Swing Band returns to make for a really fun night as the attendees of COTG, the Jaguar Concours, and the Grand NASHional all celebrate together.

If one day is not enough, you are also invited to attend the 32nd annual Classics on the Green at the nearby New Kent Winery Sunday, Sept. 18th.



Scene from the Challenge Championship.

Watch the club website [www.vajagaurclub.com](http://www.vajagaurclub.com) for details! Registration is at <http://vjc2016.eventbrite.com> or link on the Concours page of the website.

## Coming events of interest to Jaguar owners

### East Coast and National Events of Interest:

Aug. 6 -- Jaguar Club of Ohio Concours at Ursuline College. (OH)

Aug. 13 -- Jaguar Association of New England Concours, Sturbridge, Mass.

Aug. 20 -- Jaguar Association of Central New York Concours, DeWitt, N.Y.

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 11 -- Jaguar Drivers Club of Long Island Concours, Cen-

terpoint, N.Y.

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

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

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

Sept. 17 -- 2016 VJC Concours, Glen Allen (VA)

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

Sept. 30-Oct. 1 -- The Shenandoah Valley British Car Club will hold its 35th Annual British Car Festival, sponsored this year by Gassman Automotive Products. Host Hotel is the Holiday Inn Golf and Conference Center in Staunton, with Saturday's Concours from 9a.m.-2 p.m. in Waynesboro's Ridgeview Park. Go to [www.svbcc.net/carshow.html](http://www.svbcc.net/carshow.html).

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

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

## CLUB OFFICERS & COMMITTEE CHAIRS

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# 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”

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*-- The Editor*



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