

LYONS TALES



**VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR



President Bill Sihler, left, and Past President David Harrison go over future VJC plans at the board meeting as their patient spouses wonder if they will ever get to lunch.

VJC makes plans for coming year

The Virginia Jaguar Club board and interested members and spouses met Saturday, Oct. 29, at the Williamsburg Winery to begin planning for next year.

Attending were President Bill Sihler, Past President David Harrison, Acting Concours Chair David Glick, Events Chair George Parker, plus newsletter Editor Greg Glassner, Dr. Bill Massey, and Una Harrison, Mary Sihler and Nancy Owen. (Vice President Sherm Taffel, who was ill, attended the meeting via speakerphone.)

Sihler opened the meeting, saying, "David Glick deserves enormous credit for bringing in the Concours at a very reasonable figure."

The budget, which is in good shape, was approved. Also approved was an increase in dues to \$60 a year to cover increased costs passed down by JCNA.

See Meeting, p. 11

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Send your submissions to:
glassgreg@hotmail.com
 Put Lyons Tales in subject box.

ON THE COVER:

VJC member Dr. Bill Massey shows his pristine Jaguar Mk. II sedan to George Parker and David Glick after our Oct. 29 board meeting.

SAVE THE DATE:

Battersea Oyster Roast Nov. 5 in Petersburg. (See pg. 10)



VJC MEMBER TRAVELS



This intrepid Jaguar racer drove his XK120 from British Colombia, raced it and drove back home again. (Photos by David Harrison)

Vintage Jaguars and MGs at Laguna Seca

By David Harrison
Past President

Laguna Seca, built in 1957, is a newcomer compared to vintage tracks such as 1907 Brooklands, or the Indianapolis Speedway, opened in 1909. Whatever it may lack in history it certainly makes up in ambience, for this track is beautifully configured and situated close to the Pacific Coast. Monterey, Carmel and Pebble Beach are just round the corner.

Visiting it has long been on my bucket list, while waiting for a significant reason to visit such a distant track. Watkins Glen, VIR and Summit Point are close enough to have taken my 1933 MG L2 factory racer and my 1929 Austin-Swallow over the years. Sebring is a little further but I have both organized and participated in several Sebring MGA Reunions over the years, supporting my friend Hugh Burruss and his 1962 Sebring MGA, one of the three 1962

team cars.

This year saw a Historic Reunion on a racetrack of all three 1962 Sebring MGAs, the first time since 1962. Two of the Sebring MGAs, cars #51 and #53 owned by Jim Plowden and John Wright were already in California, and owners Liz and Hugh Burruss shipped car #52 to Laguna Seca for the Rolex Monterey Motorsports Reunion. I arrived at the Laguna Seca team paddock to find I had been elected as Crew Chief for Car #52, quite an unexpected honor. I can tell you that taking care of a race car, even one as simple as an MGA, for two practices and two actual races kept me pretty busy. Your number one priority is care of the car and the driver and every nut and bolt can be, and many were, a challenge.

Incidentally, one of the other challenges in Monterey week is finding a place to stay. Pebble Beach and other big

See Laguna, p. 4

Virginia Jaguar Club



A trio of Sebring MGAs and their happy owners held a reunion of their own at Laguna Seca.

Laguna

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Monterey events are held the same week. You can pay big bucks to get close, but four of us rented an AirBnB at the Mortensen Ranch in Salinas, it was a 40 minute scenic drive and the 600 acre farm ranch was fascinating. Another treat was a visit to Don Martine's beachfront boutique hotel and British Car Museum in nearby Pacific Grove. I was amazed to see what must be the last unrestored 1933 Brooklands MG L2, lying in pieces in a corner of his shop, chassis #2065. My L2 is #2068, so they must have gone down the production line at Abingdon side by side.

I did get a little time between laps to walk around Laguna. It is spectacular with lots of elevation changes, corkscrews and hairpins. My pit pass got me close to some impressive hardware. Jaguar had quite an impressive display tent, I got to roam around the F-pace and the XE, the XE seems very clean and competitively priced.

Classic Jaguars were well represented in the paddock with several XK 120s being raced. One of the 120 owner-driver-mechanics had his left axle half shaft and hub out in a tarp, his half shaft had sheared inside the hub. He was one of two drivers who had driven their 120s to the track from Canada and he was fixing it and planning to drive it back. The other was a zany Brit who drove his open XK120 1000 miles from BC with a beaten up suitcase strapped to the boot rack.

Our MGA with its little 1600 cc four banger was racing in a class with GT cars thru 1962. The field included early Corvettes, Ferraris and Porsches. There is no substitute for

cubes as they say, and driver Larry Smith never got out of third gear due to the hills, so we did not win any gold, but had lots of fun and camaraderie, which is what we went for.

I ran across Kim McCullough and found that Jaguar would be at the Amelia Concours in March 2017, she said something special in the Jaguar line might be planned. After that I ran into Terry Larsen who said Norm Dewis might be there. I put two and two together and called Norm after getting back to Chester and he confirmed he was to be a VIP speaker at a Jaguar Drivers Forum. A few weeks later the Amelia folks announced the event. Tickets are already selling out for this historic opportunity so you have been warned. Una and I will be there to support Norm and enjoy the wonderful Amelia event.



If it breaks, you borrow a part and get help fixing it from your fellow competitors.

FROM THE EDITOR'S LAPTOP

A car guy's life is full of many choices

By Greg Glassner
LT Editor

Back when I was still working full-time, I used to bemoan the fact that my vocational duties often kept me on a short leash and forced me to miss out on opportunities to take in car shows and races, museum trips and car club outings.

I assumed, rather naively as it transpired, that as soon as I stopped working, those inconvenient conflicts would evaporate. I suppose I believed in unicorns at that time as well.

Turns out I still get those conflicts, only now it boils down to civic obligations and choices between equally pleasurable auto-related experiences.

Last month I referred to a conflict between a trip out to the Circuit of the Americas in Texas for the World Endurance Championship (WEC) and IMSA weekend, and our own VJC Concours and Classics on the Green.

In this tale of woe, I opted for the trip out West because I had already booked a flight. Then an inopportune stumble on a rocky beach in Maine resulted in edema and a nasty staph infection in my left leg and I missed it all.

Once I was cleared medically and no longer limping around like Chester in "Gunsmoke," I was rarin' to go to take in some great activities this autumn.

Cane readily at hand, I drove down to VIR for the Gold Cup Historic Sports Car races. Then I helped cook and serve food for an Ashland Street Party and Aktion Club picnic sponsored the Kiwanis Club of Ashland, and a lecture on



A gaggle of VRG racers negotiate the esses at Dominion Raceway in Thornburg in October.

the Presidential Election of 1832 I gave on behalf of the Ashland Museum. Then there was the annual Kiwanis/Market Ashland Partnership Casino Night, which benefits the youth of Ashland.

But I digress, as they say.

Oct. 16, my neighbor and I motored up to the Blue Ridge Mountains to an annual backyard car show put on by one of the co-founders of the Madison County Sports Car Club and Squirrel Stew Society. (Yes, I am also a co-founder.) My Jag XK8 had spent some time "in the shop," and performed well on this top-down, sunny day

Oct. 24, I attended the Vintage Racers Group's (VRG) first race outing at Dominion Raceway in Thornburg, which appeared successful, although it was a chilly day and turnout was light. I quizzed several drivers, including Bob Leitzinger, who has been racing up and down the East Coast for 50 years and they gave the new course a thumbs up.

On Oct. 29, I picked up George Parker in Bowling Green and we trundled down to the Williamsburg Winery for our VJC meeting and another enjoyable day with cars.

Then those pesky conflicts caught up with me again.

On Nov. 5 I face a choice between helping both the Kiwanis and Museum folks at Ashland's Annual Train Day (an event I have rarely missed in 12 years), attending the NCJOC Slalom in Manassas, or the VJC outing at Battersea Plantation's Oyster Roast.

While debating these opportunities, the third co-founder of the aforementioned Madison County SCC&SSS, emailed me that he and his wife had scored a discount condo for the week of the Hilton Head Island Concours on Nov. 6.

Conflicts and choices.

Even in retirement they still vex me.

On the other hand, having to choose between conflicts still beats having nothing to do at all.



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



Just one of several competition E-Types on display at Lime Rock.

Jaguars shine at Lime Rock Concours

By Greg Glassner

LT Editor

The Sunday in the Park Concours at Lime Rock, Connecticut has become one of my favorite car shows, a step or two behind Amelia Island and Hilton Head, perhaps, but certainly in the top five, along with the annual vintage festival in the Village of Watkins Glen.

The last time I attended, I attempted it as a day trip from my sister's house in New Hampshire and was caught in a horrible traffic jam north of the track. I learned at the event that the gridlock was caused by a wreck, apparently, and those coming from other directions had no such problems.

This year I meandered down scenic Routes 9 and 7, stopping for full-service gas at the restored station and gift shop operated by the Hemmings publications in Bennington, Vermont. I spent Saturday night in a roadside motel in the Berkshires and drove right into the track without delay.

The Sunday Concours is bookended by vintage sports
See Rock, p. 7



A very nice Jaguar XK 150S. (Photos by Greg Glassner)

Virginia Jaguar Club



A sleek Jaguar XJR-5 IMSA racer from the 1980s. Bob Tullius and his Group 44 team played an important role in Jaguar racing stateside in the 1970s and 1980s.

Rock

Continued from p. 6
car racing on Labor Day weekend each year. Local law does not permit racing on Sundays and yellow signs on the roads leading to the track attest to the opposition to ever change this.

So the much quieter concours was devised. I hope the tradition continues, because many of the vintage racers do a quick detail job on Saturday night and enter their race cars in the concours. Some well-heeled sportsmen bring one car to race and another to show.

Many drivers who do not go through the wash and wax ritual leave their cars out for viewing in front of haulers and under canopies in the paddock, adding to the ambience.

I would much rather view a long row of assorted vintage race and sports cars than a similar sized sampling of Rolls Royces or Duesenbergs, but that's me. Lime Rock also allows car clubs and individuals like you and me to show their favorite rides on areas of the track leading to and from the front straight, where the concours is held.

I was at Lime Rock the year Jaguar injected some sponsorship money and was the featured marque. Ever since then there have been some nice Jags at the concours and

See Rock, p. 8



This enhanced Mk. II won a Resto-Mod award.

Rock

Continued from p. 7

in the vintage race field. I also attended when the cars of Stirling Moss were featured and John Fitch made one of his last public appearances as well as when the cars of Ralph Lauren took the spotlight.

Though none of this year's themes struck a chord with me, there was a nice selection of Jaguars as well as many other interesting cars.

New Yorker Tony Wang, took best of show with his 1959 Maserati Tipo 61 "Birdcage." I have seen this car raced before, but this year it received a full detailing and sparkled in the sunshine. Wang and his wife Lulu raced the family Ferrari 250 Testa Rossa. (I believe the Wangs made some cash in the early days of computers and now enjoy their cars on and off the track.)

Track owner/operator Skip Barber gave his "Skip's Sunday Best" trophy to the excellent Jaguar MK V Cabriolet owned by Chris Owens of Stockbridge, Mass.

An "enhanced" 1961 Jaguar MK II belonging to Scott Lyman of New Caanan, Ct. took a trophy for "Resto Mods." (Along with awards for patina, I am happy to see tastefully done resto mods get their due.)

Also worthy of note were a nice D-Type, several competition E-Types and an ex-Bob Tullius, Group 44 Jaguar XJR-5 from 1985. An exceptional Lister Jag was in the paddock that day along with other interesting race cats.

The People's Choice was a 1912 Thomas Flyer 6-40 and the Pick of the Paddock trophy went to the 1954 Lancia D 50 recreation shown by the Revs Institute of Naples, Florida. (I built a plastic model of this rare F-1 car as a kid and it was my personal non-Jag choice as well.)



Two more E-Type vintage racers.

For those unfamiliar with the D 50, the advanced design featured a 2.5 liter V-8 engine, transaxle and distinctive "pannier" gas tanks between the front and rear wheels. The effort of fielding a F-1 team nearly bankrupted the company. Lancia actually gave all six cars to Ferrari in a deal brokered by Fiat and the Scuderia raced them as Lancia-Ferraris for the 1955 season, helping Juan Manuel Fangio to the drivers' championship.

All of the original D-50 chassis were destroyed, so the two examples that appeared at Lime Rock were labeled as "recreations," albeit with original engines and transaxles. John Morton and noted Italian race car fancier Peter Giddings raced the two D-50s at Lime Rock Saturday and Monday.

This year's event honored Peter Brock and Morton, who did not have the drawing power of the aforementioned celebs. As a result, show turnout was a bit lower than before, although there were still many fine cars there. Next year is Lime Rock's 60th Anniversary so I am already placing the Sunday Concours on my calendar.



Driver safety was not a big issue in the 1950s, as this Lancia D50, F-1 car illustrates with its pannier fuel tanks.



This 1939 Lagonda V-12 Le Mans recreation is not a Jag, but is an interesting old British car.

Mark your calendar!

Oysters, barbecue... Battersea!

Saturday, November 5, 2016 | 1pm-4pm



Kristie Kream and the Sugar Daddies

Advance tickets only, \$40.00 per person

Bring your chair or blanket

Purchase tickets securely through

Eventbrite

oysters ★ barbecue

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804-732-9882 www.BatterseaFound.org

CALENDAR

Battersea Oyster Roast seeks vintage Jaguars

Our November event is the Oyster Roast at Battersea Plantation on Saturday, Nov. 5, in Petersburg.

Normal admission is \$40 a person (advance only) -- details in the announcement on page 9.

Drivers of Classic British Cars get free admission. Classic is supposed to be 1970 and earlier, but I was told that the same courtesy

would be given to more recent British vehicles.

I hope you can make it. Those who attended last year were very positive about the event.

*Best Jaguarian Regards,
Bill Sihler, VJC President*

Capital Jaguar Club Slalom set for Nov. 5

The National Capital Jaguar Owners Club Fall Slalom will be held at Saturday, Nov. 5, 2016, with Registration and technical inspection start at 9 a.m. at Stonewall Jackson High School, 8820 Rixlew Lane, Manassas, VA 20109 (Drivers Ed Lot behind School).

The JCNA slalom course provides a convenient "mini-race course" experience to drivers of all ages with all types of cars. The entire slalom course fits into an area measuring only 200 feet by 100 feet. The JCNA slalom is also a family sport for parents, spouses, children and grandchildren as participants or spectators.

We can practice our vehicle control and driving expertise in a safe, well-controlled environment free from the hazards of wheel-to-wheel competition with other cars. The game is just you and your car on the course against the clock. Most drivers may approach a maximum speed of 25 MPH, but only for one second before having to brake for the next turn. Cars compete within specified classes based on year and model, similar to but not identical with concours classes.

Bring: Driver's license;

- Car registration/Proof of insurance
- JCNA number
- Helmet (loaners available)
- Long-sleeved shirts and pants preferred
- Registration fee (\$25 for JCNA members; \$30 for nonmembers).
- Sunscreen; folding chairs; water (no alcohol)
- Tires with adequate tread
- Functional brakes
- Carburetor/intake return springs good
- Battery snug
- Loose carpets removed (fitted upholstery stays)
- (See JCNA website for technical details)

Interested persons may call or send email to:

John Larson, NCJOC Slalom Steward. Cell (301-520-3620), email jlars123@aol.com

Coming events of interest to Jaguar owners

East Coast and National Events of Interest:

Nov. 5 -- NCJOC Slalom at Manassas. (See story above)

Nov. 5 -- Battersea Plantation drive. (Details to be announced)

Nov. 5-6 -- Hilton Head Concours de Elegance, South Carolina.

CORRECTIONS

The editor was unable to attend our Concours in September and, although Bill Sihler tried to assist with photo I.D.s via email, the dummy still managed to get the names of the award winners pictured wrong. Apologies. Hopefully it is correct this time.

- gkg



Chief Judge Sherm Taffel presents Ted Hill with his award.



Peter Showalter with President Bill Sihler, winner Steve Thomas and Concours Chief Judge Sherm Taffel.



President Bill Sihler with winner Jerry Ellison.

CLASSIFIED ADS



FOR SALE: 1992 JAGUAR XJ6 SOVEREIGN

Well maintained; runs great. Only three owners. Garaged kept always, rust free.

Professionally re-conditioned w/ many key parts replaced new. 180k miles. \$2950 OBO.

Call: (703) 964-6201.

For Sale - 1965 VA license plates

(white w/ black numbering). Plate number is "5-871". Professionally restored to very high standard, they need nothing. One plate is metal, second is reproduction painted to look exactly like first - fully legal for use in VA (per my local DMV office). Over \$200 invested (purchase, repair/restoration, duplicate), asking \$170. George Parker, (540) 287-2311.

Meeting

Continued from p. 2

A VJC or JCNA windshield decal as a gift to renewing members was also discussed.

It was decided to go to a bi-monthly newsletter at some point, to make the task more manageable and assist the flow of contributions. A monthly e-news bulletin and e-blasts will keep members up to date on upcoming events and late breaking news.

The annual membership meeting is tentatively scheduled for mid-to-late January, possibly at the Virginia Historical Society in Richmond, with lunch catered or at an off-site restaurant.

A tentative slate of officers was proposed with Sihler saying he was willing to serve again, if needed. V.P. Taffel and Treasurer Steven Bradley are also willing to serve, as is "events bloke" Parker. Secretary Membership Chair Ron

Mitchell has requested a replacement and Glick is serving as acting concours chair. (Any volunteers?)

All of the board members stressed that this is not set in stone and urged members who would like to serve as officers to step forward.

Much of the meeting was devoted to making VJC more attractive to members.

More social events appealing to members and spouses, friends, and other family members, as well as members of other marque clubs will be a priority. The board is also interested in attending and collaborating on events already being held by other clubs. Wine tours, restaurant outings and dinner & theater outings were discussed.

Board members expressed hope that members will tell them what sort of events they want to see.

-- Submitted by Greg Glassner

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MEMBERSHIP INFORMATION

You do not have to own a Jaguar to be a member of the Virginia Jaguar Club!

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): \$60.00 ***

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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