

LYONS TALES



**VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR

VJC plans to pass on an AGM delegate this year

Dear Fellow VJC Members:

The JCNA Annual General Meeting is being held in Vancouver, BC, March 17, 2017. The purpose is to deal with any issues that have arisen.

The most important of these are usually changes and additions to the rules for concours judging. There are several major issues this year, most notably how to set up a "champion-of-champions" event to make the National Awards.

In addition to the AGM itself, the sponsoring Jaguar Club typically arranges several days of events before and sometimes after the meeting.

At a recent meeting of the VJC Board and Committee Chairs, we discussed the question of supporting the travel costs of the two delegates to which the VJC is entitled. The group's consensus was that the AGM activities were so far removed from VJC's interests that subsidizing delegates' travel was not a good use of VJC funds.



If a VJC member has good reason to visit Vancouver on their own nickel, however, the Board would be very willing to consider naming them as a VJC official delegate. If you are interested, please email me at sihlerww@embarqmail.com so I can put your name in nomination.

If there are no volunteers as delegates, the Board indicated it would give the Club's proxy to the Carolina Jaguar Club. The members of these two groups typically approach JCNA issues with similar conclusions.

Happy driving!

*Bill Sihler
VJC President*

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

ON THE COVER:

Virginian Bill Krastek brought his Austin Powers "Shaguar" XK8 to Hilton Head, which created many photo ops for spectators. (Stories on pages 3 and 8.)

SAVE THE DATE:

JANUARY MEMBERSHIP
MEETING: TBA



VJC MEMBER TRAVELS



This maroon Jaguar E-Type was an award winner at Hilton Head Concours de Elegance.

Jaguars take awards at Hilton Head Concours

By Greg Glassner
LT Editor

I was going to pass on this year's Hilton Head Island Motoring Festival & Concours d'Elegance until Keith, a car club friend, contacted me and said he and his wife Jeanne had scored a three bedroom condo within walking distance of the Port Royal Golf Club, the site of the 15th annual concours.

The lure of free lodging and good company was too strong, so I packed the trusty SUV and headed south.

I had attended the 2008 concours with Keith and two other friends, and have been back several times since. This multi-makes show continues to improve and there are always a number of Jaguars, Porsches and other interesting marques to ogle.

The HHI concours still has a decidedly "regional" feel to it, as evidenced by the hometowns of the top award winners, but it is growing in stature each year.

The top honor, Best of Show, was awarded to a 1914 Stutz Bearcat owned by Brian and Trish White of Apex, N.C.

A two-tone plum and pink 1956 Dodge Custom Royal was the 'People's Choice' winner. It is owned by Douglas Dressler of Ocean Isle Beach, N.C.

The prestigious Paul Doerring Founders Award went to a 1953 Maserati A6GCS owned by G. Larry and Patricia Wilson of Georgetown, S.C.

The class structure is flexible from year to year and it allows both serious collectors and owners of one or two car stables an equal opportunity to get a trophy while providing spectators with variety.

Class 12 was for Messerschmitts. I have always liked microcars although I doubt if I could fit in (or afford) one today. When I was in junior high school the local pharmacist used a Messerschmitt to deliver prescriptions. I still have a "mind photo" of that little orange and blue trike. Keith quipped

See Hilton Head, p. 4



Two classics from the 1950s, a Porsche Speedster and John Gerhard's Jaguar XK120 await final best of show judging.

Hilton Head

Continued from p. 3

that prescriptions were about all you could deliver in one. Indeed, pizza boxes would be a tight fit. Patty Schwarze of De Leon Springs took honors in this class with her bright pink soft top. (If Ponce De Leon had a Messerschmitt, he would have realized he had found his fountain of youth.)

The 1967 Jaguar E-Type owned by John and Caroline Fay of Mount Pleasant, S.C., took the trophy for Preservation, 1956-73. John H. Gerhard of Ambler, Pa., took honors for Sports Cars, English, pre-1961, with his Jaguar XK 120.

The 1956 Porsche Speedster of Lynn and Michael Harling of Dallas Texas took an award in the Porsche Class. The 1960 Porsche 356-B of Roanoke, Virginia's Bruce Stockburger was also a strong contender in this class.

One crowd-pleasing class was for Movie Cars and Bill Krastek, a friend of the VJC, brought his Volvo P-1800 as well as his Austin Powers "Shaguar" XK8, which he has shown at several Virginia Jaguar Club and Classics on the Green events. Bill's cars are always a hit with car buffs and spectators alike.

Two of my favorite car enthusiasts are AACA Richmond Region stalwarts Morris and Alice Cameron of Ashland, who had one of their Model T Fords at the concours and took it out on a road tour afterwards.

VJC Past President David Harrison was supposed to show his 1933 MG L2 Magna, but health considerations forced a change in plans. He and Una were at the concours as spectators, however.

Jeff Lane of Nashville's Lane Motor Museum received the Honored Collector Award and Miles Collier, of the Revs

Institute in Naples, Fla., received the Pinnacle Award. Both men have intriguing collections and brought several nice examples to HHI. I have toured Revs and the Lane is on my short list.

The unofficial "hard luck" award goes to Ralph Marano Sr, of Garwood, N.J., who forget to set the parking brake and leave in gear his 1938 Packard 160S Super Eight. The stately classic rolled backward downhill into a lake. Only

See Hilton Head, p. 5



This gleaming sable 1963 E-Type coupe was shown by Jerald and Janice Wise of Tallahassee, Florida.



The top award winners were this 1953 Maserati A6GCS, 1914 Stutz Bearcat and 1956 Dodge Custom Royal.

Hilton Head

Continued from p. 4

the top inch of the roof was visible on the surface. (Ironically, he had taken a best in class before the incident but was unable to bring it back for the best in show judging.)

You had to feel for the guy. Had it been Marano's only car it would have been worse, however. The 160S is part of a huge collection, however and it emerged from the lake soaking wet, but otherwise unscathed. (Note to all of us: bring a wheel chock to car shows on slopes or near lakes.)

I missed Saturday's pre-show this year. The organizers charge almost as much as they do on Sunday for what is essentially a cars and coffee event, so I guess you could say I boycotted it. They need to reevaluate this policy.

Keith and I did wander over to the Auctions America tent Saturday evening, however. We were able to view the cars post auction and there appeared to be several bargains as well as several examples of "auction insanity." Auctions America estimated that an unrestored "barn find" 1957 Porsche 356A 1600 Speedster would sell for \$200,000 – \$250,000. Everyone but the buyer was shocked that it went for \$665,500, including fees! Other cars included a 2004 Porsche Carrera GT, which sold for \$800,000; a 1967 AC Shelby 427 Cobra, \$726,000; a 1960 Maserati 3500 GT, \$222,750; a 1965 Jaguar E-Type Series I 4.2 Roadster, which sold for \$163,900; a 1958 Jaguar XK 150 S Roadster, \$125,400; and a 1967 Porsche 911S Coupe, which also sold for \$110,000.

Auction euphoria is an interesting phenomenon. I briefly

lost my head over a much modified Porsche 914 that sported a 350 Chevy V8 shoehorned in its engine bay and well-crafted but somewhat cartoonish custom bodywork. It failed to sell for \$25,000 when it crossed the auction block and was available post-auction.

I fit the cabin of 914s and I momentarily day-dreamed about pushing the throttle of that 375 h.p. topless beast. I even took cellphone photos of the car and contact information.

Sanity returned that evening after dinner and a couple of Yuenglings. (Funny, beer usually affects me the other way.) Keith, Jeanne and a couple of car friends I emailed talked me back down to earth. Jeanne clinched it when she observed, "It looks like Lightning McQueen from the movie, "Cars."



Juan Sierra of Longwood, Fla. showed his 1960 XK 150S.

FROM THE EDITOR'S LAPTOP

Thoughts on chasing automotive rainbows

By Greg Glassner
LT Editor

Those of you who have labored through a full year of these “Editor’s Laptop” columns already know that someone as impoverished and mechanically inept as I am has no business owning oddball cars.

I should possess a roomy, relatively comfortable and reliable late model SUV or minivan for mundane transportation tasks and a trouble-free Mazda Miata for sunny days. Which I already do, in fact.

But sometimes that is not enough.

That’s why I have a Jaguar XK8 drop-top, a Porsche 944 and a “ran-when-parked” Alfa Romeo 164 languishing in my four-bay carport.

And yet there are times when even that somewhat eclectic assembly is not enough.

A couple of years ago I put together a list of cars and motorcycles I have owned. If I shared that list with the wrong people, they would recommend that I seek psychiatric help. (To them, I answer: “You should see what the only shrink I know owns.”)

Indeed, if you peruse my list, you will find on it a handful of motor vehicles that allowed me to claim owning “the only one on my block... or in my county... state... or nation even.)

Either because of economic considerations, storage problems or just good sense, I no longer own a Fiat Abarth 750



I briefly flirted with making an offer on this Porsche 914/Chevy V8 custom before the advice of friends brought me back to earth.

Derivarione, Moto Parilla Six Day Trials Replica, Simca Bertone Coupe, Alfa Romeo 1750 Berlina, Gemini Formula Junior, or AC Bristol/Buick.

Although I may have muttered “good riddance” when I unloaded the aforementioned cars and motorcycles, I did so thinking another one just as unique was just around the corner.

As they say, variety is the spice of life. (I realize I am preaching to the choir here, as my fellow VJC members also own multiple Jensens, a truly rare 1933 MG Magna, a Daimler Double Six and a Renault Alpine. You won’t find them on the corner used car lot.)

Normally the cars I do own keep me teetering on the brink of insolvency.

Because I purchased a new SUV with “No Money Down and Zero Percent Financing” instead of paying cash, however, I find myself, with “some discretionary income at my disposal.” (What a delightful phrase, that.)

And so, I find myself browsing online and perusing 10 and 15-year-old Maseratis and Aston Martins. At Hilton Head I flirted with the notion of making an offer on a customized Porsche 914 with a 350 c.i. Chevy V8 where a humble aircooled four cylinder once resided.

Fortunately I belong to an extended support group.

A car nut I call “Maserati Michael” because he owns a Biturbo and a Quattroporte, and another pal, who spent



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

See Laptop, p. 12

VJC MEMBER PROJECT



The Parker family's Jaguar was heavily damaged in a house fire and is slowly emerging from its extensive restoration.

George Parker's XK120 reclamation is coming along

By George Parker
Events Chair

Recently, I got to stop by "Paint By Dillon," the shop performing the body work and paint on my damaged XK-120. To date, he has completed the body work on the boot lid and rear clip, mostly completed it on the doors, and is working on the front clip. The bonnet already has its guide primer applied, it's now ready for paint. I'm hoping that painting happens (or at least begins) in December.

While that's happening, I've been busy with other sub-assemblies and tasks. The gauges have all been restored by Nisonger Instruments in NY, and the seats have been re-trimmed by BAS



Rear view, above. Seats being reupholstered, at left.



Jaguar Interiors in Palm Springs, CA. Both look tremendous! I'm hoping to get the dashboard/instrument panel reassembled in the very near future. I'll also soon be starting the windshield part of the project. One of the windshield panels was cracked in the aftermath of the fire, so I'll need to get new glass panes cut and then get the chrome frames reassembled around them.

There's still a long way to go, but with any luck (a LOT of luck?), I'll be bringing it to next year's Classics On The Green."

EVENTS



This nice Series 2 roadster in yellow with good shut lines did not sell and was available after the show for \$65K.

Second opinion: Hilton Head Island Concours

By David Harrison
VJC Past President

Hilton Head Island is a mere 450 miles and 7 hours driving time, and the HHI Concours strives to rival Pebble Beach. I took the Swallow there two years ago, and enjoyed it despite some logistic challenges.

This year I was accepted, and registered my 1933 MG L2 Magna in the prewar British Sports class. I promised to take Una, but she has had some health problems recently and it was not possible to take the Magna too. I let the organizers know a couple of weeks ahead of the show, but when we visited the field, there was my vacant spot, next to an immaculate supercharged K2.

My L2 is nice and original, but is starting to look a bit track-worn and definitely not Concours class. We had a nice chat with K2 owner Tom Metcalf.

Then Una and I looked at a pretty red Triumph 2000 Roadster, displayed with its dickey seat open. Una learned to drive on my 1946 Triumph 1800 Roadster in the UK, it was our leap into post-war cars after a cold winter in North

Yorkshire in my college 1933 MG L1. MG forgot the heater on the L1, but the heater in the TR 1800 would blow you out of the car.

See Harrison, p. 9



Triumph 2000 roadster.

Harrison

Continued from p. 8

The Shaguar really gets around ! It was a star at the “Cars of the Silver Screen” exhibit, along with the “Saint” Volvo P1800 and of course owner Bill Krastek. Bill is actually ex-owner of the Volvo, he said it was too valuable to keep. I believe the Volvo folk bought it off him, but asked him to act as docent for the car at the show. He showed me pics of his restoration of the car, I didn't realise Volvos rusted that much.

The big AuctionAmerica event was held the same weekend as the Concours. The biggest surprise to me , and everyone else was the barn-find 1957 356A Speedster, complete with a thick coating of dust and grime. It went for \$665K, about twice the estimate, so maybe my L2 is not so bad.

Two Jaguars were in the top ten sales. A 1958 XK 150 S roadster sold for \$125, that I could understand. A 1965 XKE Series 1 roadster sold for \$164K, that I could not understand,



American Austin at HHI auction went for a reasonable \$19,000.

as it had a beautiful white paint job but uneven shut lines, suggesting that the body had been poorly re-assembled.

A nice Series 2 roadster in yellow with good shut lines did not sell and was available after the show for \$65K, a very fair price, way under purchase and restoration cost for a project. A red 1966 XKE Series 1 roadster did not sell, asking price was \$145K, shows that Series 1 cars are hot, but the earlier the better.

At the other end of the scale, a nice 1949 MG TA sold for \$29K and a cute 1930 Austin Bantam roadster sold for \$19K. Some of the twenties and thirties Americana were priced very low.

Incidentally, the Hilton show was held only three weeks after Hurricane Matthew passed up the East Coast, and the whole island still had thousands of downed trees. I was told the show field was totally covered with debris the day after Matthew, but it was all cleared away by the Concours.

The only unfortunate incident was a million dollar Packard which rolled back into the lagoon after it was judged. It was parked in its allocated spot on a bank. Folk tried to stop the Packard but the car was too heavy to stop.

A big event coming up in 2017 will be the Moss Motorfest on June 3, I strongly urge everyone to register your cars and definitely sign up early for the British Racing Driver symposium which reportedly will include appearances by Norman Dewis and other luminaries.

Editor's Note: My own story on the Hilton Head Concours was already in this issue and then David Harrison's excellent article arrived in the nick of time for inclusion in this issue, thus providing members extra perspective on this fine event.



Una Harrison adds extra panache to this very nice prewar MG.

CALENDAR

British Sports Car Hall of Fame debuts in 2017

In 2016, replacement parts supplier Moss Motors established the British Sports Car Hall of Fame “to preserve and perpetuate the legacy and impact of these legendary vehicles and to honor the men and women responsible for their success.”

Sharing a physical location with Moss’ Petersburg, Virginia, warehouse, the Hall of Fame currently includes a selection of iconic British sports cars, and on June 2, 2017, will induct its first 23 members.

As Just British explains, inductees were selected from seven categories, including Automobile Clubs and Associations; Automotive Dealers and Distributors; Aftermarket Suppliers, Parts Manufacturers and the Service Industry; Executives, Engineers and Designers; Journalists and Historians; Competition and Racing; and Special Contributors and Pioneers.

While the class of 2017 has already been set, the public is invited to vote on candidates for future classes. The 2017 inductees include Group 44 racer Tony Adamowicz; Standard-Triumph chairman Sir John Black; Donald Healey Motor Company designer Gerry Coker; Triumph public relations guru Michael Cook; MG engine wizard Jimmy Cox; retired Jaguar North America president Michael Dale, OBE; Jaguar test driver Norman Dewis, CBE; journalist Peter Egan; automotive designer and racer Donald Healey, CBE; Triumph factory driver Robert Johns; Standard-Triumph competition director R.W. “Kas” Kastner; automotive engineer Cecil Kimber; New England T-Register founder Richard Knudson; author Richard Langworth, CBE; Swallow Car Company (later, Jaguar) founder Sir William Lyons; designer Giovanni Michelotti; racer Sir Stirling Moss; author Graham Robson; The MG Driver editor emeritus Ken Smith; racing and rally driver John Sprinzel; MG Car Company director and general manager John Thorley, CBE; racer and Group 44 team owner Robert “Bob” Tullius; and mechanic and author John Twist.

The induction ceremony is scheduled to take place at the British Sports Car Hall of Fame on Friday, June 2, 2017, from 4 to 6 p.m. Tickets are \$15, which includes refreshments, a panel discussion with inductees, and a behind-the-scenes tour of the Moss Motors facility.

The event ties in with Moss Motorfest 2017, taking place on Saturday, June 3 from 8 a.m. to 2

BRITISH Sports Car HALL OF FAME



p.m., and registration for the show is \$20 per car. For more information, or to cast your vote for future inductees, visit BritishSportsCarHall.org.

The following individuals were selected through a special process to form the inaugural induction class for the British Sports Car Hall of Fame, which will be inducted on June 2, 2017.

Tony Adamowicz – Although he won enduring fame for winning championships in Trans Am and Formula 5000, he also competed at Le Mans and Daytona, but received his start as one of the first racers employed by Group 44.

Sir John Black – Chairman of Standard-Triumph, helped support Morgan, Swallow and Jaguar production, and responsible for the creation of the TR range.

Gerry Coker – Designer for the Donald Healey Motor Company, he was responsible for the design of the Austin-Healey 100 and Sprite, later joining Chrysler and the Ford Motor Company, where he invented the 3-position tailgate.

Michael Cook – Helped create the image of the great British marques, generated media buzz, launched new models, and publicized racing successes throughout much of the postwar period.

See Fame, p. 11

Fame

Continued from p. 8

Jimmy Cox – Former engine guru at the MG Development Department responsible for many of the company's racing and record breaking successes.

Michael Dale, OBE – Retired President of Jaguar North America, he was responsible for the company's activities in the US, Canada and Mexico. Prior to being named President, he had been responsible for all U.S. Jaguar sales and marketing activities, including advertising and sales promotion.

Norman Dewis, CBE – Chief test driver and development engineer for Jaguar, he also competed at Le Mans and held the World Land Speed Record for a production sports car.

Peter Egan – The British sports car bard, his longtime column at Road & Track gave voice to the enthusiasts during a time of changing tastes and interests.

Donald Healey, CBE – Car designer, rally driver and speed record holder, noted for his involvement with Riley, Triumph and his involvement with the British Motor Corporation, which resulted in the Austin-Healey marque.

Robert Johns – As an airman in the United States Air Force, he parlayed his amateur success into a position as a Triumph works driver, including stints at the 24 Hours of Le Mans and the 12 Hours of Sebring.

R.W. (Kas) Kastner – From his position as Competition Director for Standard-Triumph in the United States, was the guiding influence and prime instigator for the company's success.

Cecil Kimber – Automotive engineer, famous for his role in the formation and growth of the MG Car Company in Abingdon. Richard Knudson – Founder of the New England T-Register and one of the guiding lights in the hobby, writing prolifically about the Sacred Octagon and its many accomplishments.

Richard Langworth, CBE – Renowned automotive writer, responsible for some of the definitive marque histories ever published, also a recognized authority on Winston S. Churchill.

Sir William Lyons – Founder of the Swallow Car Company, which later became Jaguar following the war, Lyons was largely responsible for styling many of the firm's most famous creations and helped establish it as one of the world's preeminent marques.

Giovanni Michelotti – Prolific designer, who styled cars for Ferrari, Maserati, BMW and Triumph, designing some of the latter's most successful cars in the postwar era.

Sir Stirling Moss – Described as the greatest Formula One driver to never win a World Championship, he competed

in open wheel racing, sports cars, and land speed record vehicles, highlighted by a victory in the 1955 Mille Miglia, considered by many experts to be the most greatest one day drive in history.

Graham Robson – Through a number of authoritative volumes on the various British models and marques became the unofficial chronicler of the industry and its history.

Ken Smith – Known as the Dalai Lama of the Sacred Octagon, he is the Editor Emeritus of The MG Driver, and was known for his numerous appearances at British car events across the country on behalf of Moss Motors.

John Sprinzel – Won the British Rally Championship and his class at the 12 Hours of Sebring behind the wheel of an Austin-Healey Sprite, one of the best known racing and rally drivers of his era.

John Thornley, CBE – First Secretary of the MG Car Club, later serving as Director and General Manager of the MG Car Company.

Robert 'Bob' Tullius – Founder of Group 44, he won countless races, several championships and paved the way for sponsorship in modern racing. Undeniably the best known and accomplished American racer of British sports cars.

John Twist – Founder of University Motors in Grand Rapids, Michigan, he is one of the best-known wrenches in the country and a frequent writer on automotive technical subjects, helping to further the hobby by keeping the cars on the road.

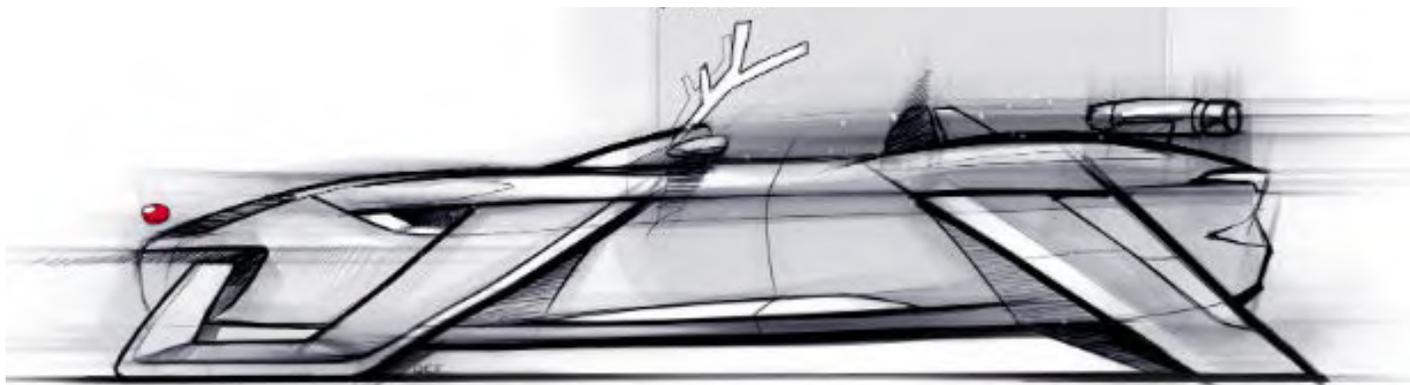
Jaguar redesigns Santa's sleigh



As the festive season begins, Jaguar Land Rover has unveiled a new design proposal for Santa's sleigh. Called the F-Sleigh, the design draws heavily on Jaguar's F-Type sports car, but swaps the four wheels in favour of sled blades and adds antlers and a front-mounted red nose for good measure.

Replacing the F-Type's V6 and V8 engines, the F-Sleigh instead uses jet engines to propel it through the night sky, while it also features a large open luggage compartment for transporting presents.

The F-Sleigh concept was unveiled as a design sketch and in ice sculpture format at an event in London, which Jaguar held to introduce its new range of branded merchandise for the next year.



Sleigh

Continued from p. 11

Lindsay Weaver, Jaguar's director of branded and licensed goods insisted that the designers hadn't started on the brandy

too early, and said: "The amazing F-Sleigh may be a bit of Christmas fun, but it proves that Jaguar Land Rover is now creating much more than world-class cars."

Laptop

Continued from p. 6

the past decade restoring and "improving" his Morgan 4/4 and stuffing a Subaru six into his VW Westfalia, talked me down from these recent flights of fancy.

If these guys advise me to think twice before I leap, it means something.

Driving home from Hilton Head I passed through several

thunderstorms and actually chased a rainbow for about 50 miles before crossing into Virginia.

I never found that legendary pot of gold. But having that elusive rainbow in front of me made that usually boring stretch of I-95 much more interesting.

I wonder if there is a nice Reliant Scimitar, Panhard 750 or Borgward Isabella on eBay today?

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

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

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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.

Send email to: Glassgreg@hotmail.com.



Cedric heard that repurposing was “in.” So, when he saw an ad for a big auction of old school buses that was being held in his area, another brilliant idea was born.



Beauty is in the eyes of the beholder.



Naomi wanted to take part in the tailgate party at the big game, but she did not own a minivan or SUV, so...



If a little glue works, a lot of glue will work better, right?

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

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

-- The Editor



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