

LYONS TALES



VIRGINIA JAGUAR CLUB
VOLUME 16 NO. 1
January-February, 2017

LYONS TALES

LYONS' ROAR

VJC adopts new static cling membership card

At a recent Board of Directors meeting, George Parker, Events Chair, suggested we should find a way that club members could display their membership.

The Board agreed, and we eventually decided that a static cling card would be the best idea. It does not have to be permanently affixed. There isn't enough steel in newer Jaguars for the magnetic cards to stick. In any event, these typically end up on the fridge. The static clings also can be easily updated each year. The only problem is that they have to be mounted in a window that doesn't open.

Peter Schowalter volunteered to design a static cling card. His draft proposed design appears below.

It can easily be updated each year by changing the date.

We expect to be mailing these out after the first of the year. All members will get one card. Those who have more than one Jaguar will get enough cards to have one for each car.

We hope you will display the card even if you don't currently own a Jaguar. It will help to make car enthusiasts aware of the VJC.

Happy motoring,

Bill Sihler
VJC President



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

ON THE COVER:

The Editor's XK8 was drafted to be used as a parade car, this time in the 2016 Ashland Olde Time Holiday Parade. See p. 6.

SAVE THE DATE:

VJC Annual Membership Meeting: Saturday Jan. 21, 10:30 a.m.-3 p.m., Virginia Historical Society, Richmond.



VJC MEMBER TRAVELS



The mixture of classes made for some interesting grids at Sebring.

A late season jaunt to Sebring and Daytona

By Greg Glassner
LT Editor

My experiences at the Hilton Head Island Concours in early November whetted my desire for one more car-watching trip before the cold winds of winter blew through Virginia.

So I latched onto a condo in Orlando, figuring I could commute to Sebring for a few days to take in the 12 Hours

Historics event. Then I found out that the Ferrari Finali Mondiali was going on at Daytona the same weekend.

Turns out I bounced back and forth from Sebring to Daytona for four days like an oversized ping pong ball with Orlando as the net. (The condo's hot tub came in very handy each evening.)

My plan was to take in vintage car day and night practice plus a couple of races at Sebring on Thursday while checking out the Ferraris at Daytona on Friday. Then I'd flip a coin for Saturday.

Sebring 12 Hour Historics

After a 12 hour trip to Sebring Thursday, I pretty much saw everything the vintage sports cars had to offer, so I spent Friday, Saturday and Sunday at Daytona with the Ferraris.

There were only two Jaguars equipped for racing in the Sebring paddock that I could spot. I spoke to the driver of an XKE coupe and he confirmed that his and another XKE coupe were the only "cats" present.

There were plenty of other interesting cars though, including a whole bunch of 911 and 914 aircooled Porsches as well as more modern 944s, Caymans and GT3s.



An E-Type gets fitted with a fresh set of racing rubber.

See Road Trip, p. 4



An E-Type Jaguar campaigned by JCNA stalwart Gary Hagopian runs between turns 4 and 5 at dusk.

Road Trip

Continued from p. 3

The sanctioning body (Historic Sportscar Racing) is one that works with a loose definition of “vintage.” Anything up to last year’s IMSA Daytona Prototypes and decade old WEC and Le Mans cars qualify.

This class structure generates some odd bedfellows on track, including a late model Ford Focus (with a very brave, or foolish driver) running at the same time as a pair of Audi R8s.

I took refuge from the Florida sun under a tree on the short straight that follows the Corvette bridge and a guy there with a radar gun clocked the Focus at 84 mph and the R-8 at 138 mph. (I think the Focus looked silly out there among



Fairly recently retired Chrysler and Toyota world endurance racers.



Cobra replica came to grief under Corvette Bridge.

true racing machinery, but that’s just my two cents’ worth.)

Kit and purpose-built replicars are also allowed. One driver wrote off his Shelby Cobra coupe replica when he smacked the same bridge. I saw it happen and so did about 100 other people and none of us could explain it, unless something broke.

Ferrari fest

When I arrived at Daytona Friday morning, I soon realized I would return there Saturday and Sunday as well. The Finali Mondiali (World Finals) was truly something special. Ferrari “Clienti” were screaming around the track in F-1 cars from the pre-turbo pre-KERS era and the sound was incredible.

Basically world runoffs for the American, European

See Road Trip, p. 5



A Ferrari “F-1 Clienti” car emerges from the hairpin at Daytona.

Road Trip

Continued from p. 4

and Asian Ferrari Trofeo and Coppa Shell spec series, this event also featured a display of Ferrari Formula 1 cars on and off the track, high tech “XX Programme” hybrid cars and a concours of 73 significant cars from the past 65 years.

In addition, Ferrari club members came out in droves to set a world’s record for the largest number of Ferraris at a racetrack. (They only had 809 and fell a few short.) My 4-day ticket allowed me infield, paddock, and garage access, as well as entry into the “Ferrari customers only” enclosure of classics, which held many significant sports, GT and racing cars from the 1950-1970 period. You cannot buy any of these cars today for under \$1M. (Holy Modena, Enzo. I am in Tifosi heaven!)

A 166 MM Barchetta took best of show, and a 1972 GTB/4 Daytona, and 330 P4 Drogo Spider were also recognized.



Wearing a Porsche T-shirt and JCNA hat, I’m lucky I did not get the bum’s rush from the Ferrari F-1 garage.

One collector brought a dozen Ferraris from his collection!

I felt conspicuous in my red Porsche T-shirt and 2013 JCNA Challenge Championship hat, but they were conversation starters. I had a nice chat with a gentleman from Brazil who has two Ferraris, but also Porsches, a Jaguar and Mercedes in his 15-car stable. When I said I was from Virginia, he replied he once presented a scholarly paper at



See Road Trip, p. 7

FROM THE EDITOR'S LAPTOP



Your L. T. Editor caught “slumming” with Ferraris and Ferrari owners.

Everybody loves a parade and ‘Gregover’s Travels’

By Greg Glassner
LT Editor

Yep, that’s my 18-year old XK8 on the cover of this issue of the Lyons Tales.

I know, almost everyone in the club has a Jaguar of which they are proud. But the winter months are slow news months in the Virginia Jaguar Club, apparently, so I went with what I had in hand. (And, besides, rank has its privilege in the LT editorial offices.)

For the past eight years or so I have been involved in lin-



2016 Ashland Holiday Parade.

ing up the vehicles, floats, bands, horses, baton twirlers and marching units in the annual Ashland Olde Time Holiday Parade. along with about 35 other members of the Ashland Kiwanis Club.

This year I got a call from another Kiwanian asking me if I could find a convertible to carry Faye Prichard, the former mayor and current Ashland District County Supervisor.

“I’ve got one,” I answered. “In addition, it is parade certified,” I added, telling him that it had carried the reigning Miss Virginia in the 2014 State Fair Parade. (I use that photo with my column in each issue of the Lyons Tales.)



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

See Laptop, p. 7

LEGO of my E-Type!

Someone with far more patience and time on his hands than most of us built this 1:10 scale model of a JAGUAR E-Type Roadster out of 1,664 LEGO bricks and bits.

(Editor's Note: While an achievement of sorts, I am glad the folks in Coventry, England, used steel, aluminium and leather hides.)



Laptop

Continued from p. 6

That earlier effort was orchestrated by current VJC events chairman George Parker, incidentally. All Jaguar Club members were invited, but only George, me and a Ferrari owner showed up.

Anyway, the second run as a parade car driver went every bit as well as the first one. These parades go at a snail's pace so I was able to enjoy watching the spectators go by once I figured out my speed and distance to the vehicle ahead. I even got a few compliments on my Jaguar.

Other Car clubs enter this parade and getting a group together to enter a parade as a club may be something we should consider as we look for ways to let people know there is such an entity as a Jaguar Club in Virginia.

Newsletter now bimonthly

You may notice that this issue of the Lyons Tales is labeled

“January-February,” and not “January.”

At their board meeting in Williamsburg, the board went along with my recommendation to e-publish the newsletter every other month as this task is time consuming and we really don't generate enough news to justify 12 issues a year.

You will also receive e-blasts to keep you apprised of new developments and events in between issues.

The new schedule gives you, the members, extra time to send in stories and photos for the next newsletter. By now you must be tired of reading stories about me and my travels. (Ego massaging aside, I am too.)

The deadline remains the 15th of the month before publication date, which is now the first of every other month.

The next issue will be March-April 2017. (As before, **please try to adhere to this deadline.**)

Road Trip

Continued from p. 5

Old Dominion University. Among car guys, it is a small world indeed!

The races were highly competitive, with 30-40 car fields of identical Ferrari 458 Italia GT models in Sunday morning's world finals.

The afternoon Ferrari Show had 1990-2010 Ferrari sports racers and V-8, V-10 and V-12 F-1 cars on track, topped off by hot shoes Sebastian Vettel and Kimi Raikkonen running some quick laps in 2009 F-1 cars. (The 2016 versions do not match the symphony put on by those screaming 18,000 rpm engines.)

Times were unofficial, of course, but it was announced that former F-1 pilot Marc Gené eclipsed the existing track record Friday morning with a 4 or 5 second cushion.

This annual event has been held in Europe, the Middle



F-1 cars on the Daytona banking a sight and sound to behold.

East and Asia, but this was the first time in the Western Hemisphere.

It was a real pleasure to witness it.

CALENDAR

VJC Membership Meeting is Jan. 21 in Richmond

Our first meeting in January will be the annual membership meeting. Once again, it is being held at the Virginia Historical Society Museum on the Boulevard in Richmond.

Officially, the meeting will be from 10:30-3:00. The meeting will include a wine and cheese reception, as well as the ability to tour the Museum. In order to better enjoy the Museum and time with other club members, this year we opted for a boxed lunch in the Museum, professionally catered. The cost for the lunch, if interested, is \$12 and includes your choice of one of several sandwiches, a wrap or salad, each with a side and drink. We will send out the menu selection to those who purchase lunch a couple of weeks before the meeting. For those with special dietary needs, please let me know (we have a plan for that).

To register for the meeting (keeps a head count for our host) and to purchase boxed lunches, please visit:

www.VJC2017VHS.Eventbrite.com

When: Saturday January 21 from 10:30 a.m.-3 p.m.

Where: Virginia Historical Society, Richmond

In the event you are traveling a distance for the meeting, there are other things to do in Richmond that can help make for a great day. Some may tour the Virginia Museum of Fine Arts, right next door to the Virginia Historical Society, or the American Civil War and Valentine Museums, both short drives away.

The meeting is also the day before the closing of the "Private Jefferson Collection" exhibit at the VHS, and this will be the final opportunity to view this exhibit at the Museum.

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.

The induction ceremony is scheduled to take place at the British Sports Car Hall of Fame on Friday, June 2, 2017, from 4 p.m. 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 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 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.

Coming events of interest

Jan. 21 -- VJC Membership Meeting, Richmond, VA

Jan 28-29 -- Rolex 24 Hours of Daytona, FL.

March 10-12 -- Amelia Island Concours d'Elegance, FL

March 17 -- JCNA AGM, Vancouver, B.C., Canada

April 20-23 -- The Mitty at Road Atlanta, FL

May 5-6 -- Royal Windsor Jaguar Festival, GBR

June 2-3 -- Moss Motorfest, Petersburg VA

Oct. 12-14 -- JCNA International Jaguar Festival, Buford, GA

VJC EVENT



Battersea Plantation Oyster Roast

The Virginia Jaguar Club's November event was the Oyster Roast at Battersea Plantation on Saturday, Nov. 5, in Petersburg. Good food, music weather and classic British Cars combined for a memorable event for all who attended. (Contributed Photos)



MEMBER CONTRIBUTION



VJC Pres. Bill Sihler with their XJL Portfolio.

An appraisal of the XJL Portfolio

By Bill Sihler
VJC President

In the Nov-Dec issue of “Jaguar Journal,” Peter Crispin gave an overview of the 2016 XJL Portfolio. Last year, about this time as some may recall, we retired our 1999 XJ8L and bought a “nused” 2013 XJL Portfolio 3.0 AWD that appears to have almost all the options. (Incidentally, the current owner of the 1999 XJ8 hasn’t yet put it up for sale-if you are looking for a well-cared for but high mileage Jag of that model, I can tell you where one might be found.)

We weren’t prepared for the incredible leap in technology versus our 1999 car or even from our 2005 Sports Wagon. These changes have no doubt been introduced gradually, maybe so gradually that they wouldn’t be noticed that much from year to year. Our experience is perhaps like seeing a grandchild annually rather than weekly.

In October, we finally had the chance to use our Swan (Rhodium Silver) for what it is best as: long distance driving. We drove to Portland, ME to visit our son and his wife. Further-

more, our son did most of the driving during our visit, which gave us the chance for an extensive test of the back seats. Overall, the Swan performed even better than expected.

One remarkable and unexpected improvement was the gas usage. Whereas the 1999 XJL was delivering perhaps 24 or 25 mpg on a road trip, down from 27 mpg as a youth, the Swan averaged over 30 mpg for the nearly 2,000 miles we drove. The best day was 33 mpg, which surprised me because there were some considerable construction delays that day. It could be that the “Economy Stop-Start” feature has something to do with the mileage improvement. Some drivers dislike this feature, but we think it’s fine.

Following Peter Crispin’s format, we and our son thought the side and front perspectives were excellent, suggesting grace with power, especially in comparison with the car’s competition. As Peter suggested, the view of the rear does not have the same combination.

See Portfolio, p. 11

Portfolio

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The interior, both front and back, is very roomy. Neither of us felt any joint discomfort, as we have in our earlier Jaguars. There is room both front and back to extend the legs. On the front, the complex electrical seats allow positioning the seats to adjust for whatever aches and pains the driver might have. Our back-seat time reassured us that the view therefrom was great (and could be enhanced by opening the rear overhead sun shield). It was also very comfortable with both heated and cooled seats and separate climate control. There are also screens on the back side windows which can be pulled up. We didn't use them, but they could be helpful if the car is parked in the sun during the summer.

We agree with Peter's comments about the car's agility. It certainly accelerates fast enough to merge into a stream of traffic, and it stops in a surprisingly short distance. The alternative "performance drive" setting sets the car more tightly to deal with curvy back roads, and the bad weather option turns on the AWD feature for snowy roads or heavy rain situations. The Swan doesn't have the "Queue Assist" option, which some drivers love and others hate. The major agility problem we have found is parking squarely in one pass. The car's length makes it necessary to have a wide turning space to avoid the necessity of making a few adjustments after the first pass. At the same time, the front-distance detecting sensors are quite good at calling attention to the concrete stop blocks. It's true that the view out the rear window appears a little restricted, but not nearly as much as we had anticipated given how low the passengers are seated. The main problem is the restricted view when backing up, but that is overcome more than completely by the rear-view camera and the software that marks on the screen just where the rear is going based on how the steering wheel is turned. In fact, we find the rear view is excellent when driving.

At night, one benefit of the design is that it blanks out the headlights of a car that has a propensity to follow too closely. The "blind spot" feature on the side spots is useful, but the sensors don't seem to pick up a car in the adjacent lane quite soon enough. It would be nice if they came on as soon as it was not safe to change lanes. It appears to us that this isn't the case, although admittedly there is a bit of a lag as the system processes data. If the car in the next lane is moving fast enough, it will be well into the blind spot zone before the warning appears. But, the feature is useful overall and especially at night when it is

sometimes difficult to see just where an adjacent car is. It could be that the MY 2016 dashboard display is significantly different than the 2013, but we don't share Peter's reservations on this feature.

To remedy an apparent fault in the Economy Start-Stop feature, we returned the car to the dealer for a software upgrade. It appeared that the upgrade also altered the speedometer and tachometer displays slightly so that the speeds on the dial, for example, are only highly illuminated 10 mph either side of the existing speed. This does not make much of a difference during the daytime, but it seems to reduce the nighttime illumination.

The feature that is nice when the GPS system is on is that the far left dial (gas and heat gauges) turn to show the next turn shortly before it arrives. The driver can thus keep eyes on the road and not have to look sideways to the main screen. Incidentally, updating the system has become easier. For about \$200, a third party vendor will supply a thumb drive that does the updating as the car is driven. The only restriction is the audio and GPS features can't be used during the process. If the car is stopped, the update picks up where it was when the car is started again. Embarrassing to admit we haven't completely figured out the GPS features. We did learn that selecting the shortest route put us through the center of towns rather than on the bypasses. There may be a way to let the software know when we are onto a planned deviation, such as cutting off I-81 at Martinsburg to head east of Charlottesville. The GPS for ever so long keeps telling us to turn around at the next possible U-turn. Eventually it catches on, but in the meanwhile its suggestions are not helpful.

Peter wasn't very enthusiastic about the automatic high-low beam switching. We find the feature typically will switch faster than we can manually. It does drop down occasionally because of reflection from a highway sign. For those of us with more elderly eyes, this may be an advantage because it cuts the glare. He also didn't think much of the adaptive lights that move toward the direction of the steering. Again, it may be that more elderly eyes are apt to find this useful.

When I noted to the salesman that I regretted the absence of front fog lights, he said he doubted I would miss them. He was right. The headlights are extremely well designed to illuminate the road at night.

Peter reported being highly pleased with the audio system. The sound is excellent. We haven't tried the DVD feature

See Portfolio, p. 13

The Royal Windsor Jaguar Festival is May 5-6

ROYAL WINDSOR JAGUAR FESTIVAL 2017



The Royal Windsor Jaguar Festival organized by the Jaguar Enthusiasts' Club and supported by Jaguar Classic will be held May 5-6, 2017 at England's Windsor Castle. JEC was invited by the Prince Philip Trust Fund to assemble a Jaguar display in the majestic surroundings of Windsor Castle.

The Fund raises money to help young people living in the Borough of Windsor & Maidenhead, having been established using a small sum of money taken from contributions to fundraising events that took place during Her Majesty The Queen's Silver Jubilee celebrations in 1977.

Since this modest beginning, the Trust Fund has benefited from a number of special fundraising events including several car rallies, and it is in this tradition that the Jaguar Enthusiasts' Club is hosting the Royal Windsor Jaguar Festival. The weekend will begin with a prestigious champagne reception for 400 lucky people in the historic St. George's Hall at Windsor Castle. A member of the Royal Household will be present, making it a once-in-a-lifetime experience not to be missed. The ticket ballot closes on Dec. 16. Tickets will be £50 per person, with all proceeds going to the Prince Philip Trust Fund. To celebrate the start of the Festival and really get the weekend underway, the Jaguar Enthusiasts' Club will host a welcome buffet at the Castle Hotel opposite the magnificent Windsor Castle. There will be music and entertainment throughout the evening, which will be a great opportunity to meet Jaguar enthusiasts from all over the UK and overseas. Tickets will be £30 per person and go on sale in early 2017. Saturday morning the JEC is organising a unique parade and display of 250 cars carefully selected to represent the history of SS, Daimler and Jaguar vehicles.

See Windsor, p. 13



In aid of the Prince Philip Trust
Organised by The Jaguar Enthusiasts' Club
Supported by Jaguar Land Rover Classic



Portfolio

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yet. Although the system in the Swan allows loading the contents of ten CDs into memory, I have discovered how a larger library can be installed. If you have a MAC, you first copy the CD to the MAC. Then, create a file on a thumb-drive named after the CD. Transfer the CDs files from the MAC to the newly created file. Repeat until as many CDs have been put on the thumb-drive as you want. Insert the thumb-drive into the USB socket on the audio system. On the Swan's system, at least, without creating the new file for each album on the thumb-drive, the system reads the selections as one big file arranged more or less according to the order of the band's number. Thus all band one selec-

tions are listed, then band two, and so on. (I'm sure there are ways to accomplish the same with Windows.)

The boot space is more generous than on the 1999 XJ8. It is a bit awkwardly arranged, however. There is a slight shelf near the back of the boot's floor rather than being flat. This complicates using that space or putting long items straight in.

As noted, the Swan isn't equipped with all the possible features then available, but it seems to have most of them. Some new features have been introduced in later model years, such as the J-shaped running lights and the "Jaguar InControl" feature. These seem marginal enough to make a lower mileage, reasonably fully equipped pre-owned car an efficient way to get the grace, pace, and space of the 351 XJs.

Windsor

Continued from p. 12

from their beginnings in the 1930s to the present day.

Registration closed on December 16. After registration, tickets will be sold at £100 each, with one required for every participating car and all proceeds going to the Prince Philip Trust Fund. The Long Walk at Windsor Castle is a breathtaking sight, extending directly from the Castle itself in a straight line three miles long. Imagine then adding over 1,000 Jaguars to this stunning backdrop, along with entertainment, trade stands and thousands of people.

You can not only witness this spectacular sight but actually be a

part of it, parking your Jaguar alongside all the others on the Long Walk. Tickets are open to anyone who is a member of a Jaguar Club, with early-bird booking beginning now. An early-bird ticket will cost £35 per car, and come with a rally plaque and souvenir programme.

To finish the Jaguar Festival with a bang, the Jaguar Enthusiasts' Club will host an evening event open to everyone. There will be music, entertainment, vintage fairground games, trade and food stalls, and even camping on site for those who really want to enjoy the full Festival experience. Tickets are on sale now, with an early-bird price of £30 per person.

Membership

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

For more informaion 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.vjaguarclub.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

Confessions of Junqueyard Junkie revisited

By David Harrison
VJC Past President

British car junkyards are unfortunately an endangered species. To a junqueyard junkie like me, they are not junk, more works of outdoor art. Foreign Crash Cars in Hopewell closed thirty years or more ago, it had dozens of E types lying out in the open and a barn full of Jaguar engines and transmissions. If only I could time travel back.

Colgin's on Route 10 opposite Rivers Bend closed twenty years ago, it had old pickup trucks that folk pay big bucks for now, a Morris Minor ragtop, a sixties Corvette roadster, even a S1 E type at one time.

In Richmond, Davis Motor on Mechanicsville Turnpike still has a few complete early XJ6s out back. But the last real British junkyard is Jim Swenson's British Car Service out on Route. 60 in Powhatan. I visited Jim a couple of months ago, he has downsized a lot but still has a couple of dozen MGBs, some are restorable including a rare pull-handle roadster, some are parts cars. He also has a Jaguar Mk2 saloon parts car that is



definitely for sale.

The brush was pretty high around it when I visited but the Jag should be accessible in winter, I believe it still has an intact drivetrain.

Jim has many other British parts, mainly MG but also a couple of hard-to-find Bugeye bonnets and a restorable Bugeye tub. The VJC visited him as a club event a few years ago, so maybe it's time for a return trip.

New Events Added to Jaguar Classic Challenge Schedule

The Jaguar Classic Challenge, run in partnership with the Historic Sports Car Club (HSCC), returns in 2017 with two brand new events just confirmed in the five-race series for pre-1966 Jaguars. The first of the new dates, the July 28-30 Silverstone Classic, will serve as the third round in the Challenge for classic Jaguar racing cars. The other addition is Spa-Francorchamps (Six Hours of Spa), scheduled for Sept. 15-17 at the world-famous circuit in Belgium.

More than 600 cars will race in a variety of different events, including the Jaguar Classic Challenge.

The single-marque series returns to the circuit where it claimed victories in the showpiece six-hour endurance race in 1954 (Hans Davids in a C-type), 1956 (Ninian Sanderson in the Ecurie Ecosse D-type) and 1987 (Martin Brundle, Johnny Dumfries and Raul Boesel, XJR-8).

- * April 28-30, Donington Historic Festival
- * July 1-2, Brands Hatch Super Prix (GP Circuit)
- * July 28-30, Silverstone Classic
- * Aug. 26-28, Oulton Park Gold Cup
- * Sept. 15-17, Spa Six Hours

VJC CLASSIFIEDS

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.

For Sale - Jaguar XJS 12

1977 Jaguar XJS 12, yellow, garage kept, original owner, clean, 25,000 miles. \$11,999 or best offer. Call Tony at 757-650-5378.

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.



Well, it is a hanger, right?



Trees are more plentiful than bumper shops in the Outback.



Duct tape is the bodger's inspiration.



Bodgers love states with loose safety inspection laws. This not only fixes the problem but satisfies the munchies as well.

CLUB OFFICERS & COMMITTEE CHAIRS

Who to contact about the Virginia Jaguar Club

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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

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-- The Editor



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