

# LYONSTALES



**VIRGINIA JAGUAR CLUB**  
**VOLUME 16 NO. 3**  
**May-June, 2017**



**INSIDE: D-Types at Amelia Island Concours**

# LYONS TALES

## LYONS' ROAR

# How do Jaguar Clubs recruit new members?

By **Bill Sihler**  
VJC President

First, many, many thanks to Preston Garner for setting up the March 25 visit to the Chrysler Museum in Norfolk. The turnout was 15, of which 13 were VJC members plus two of Preston's guests.

Four Jaguars were on display, and there would have been a fifth if Ed Alvarado's E-type had not been balky that morning. As it was, two E-types were present, Preston's and Ron Jackson's. Seeing Ron there was a very pleasant surprise because he had threatened to move back to the midwest.

Second, be sure our next meeting is on your calendar. It will be May 6 starting with lunch at the Sumner's home near Orange. After lunch, we will attempt a convoy to Montpelier, James Madison's home, where a wine festival will be in progress. Detailed instructions will be e-mailed later.

Third, I have not seen any information about decisions at the Annual General Meeting about the conduct of concours. We did not send a delegate but gave our proxy to the Carolina Jaguar Club. The big issue was whether and how to recognize

See Roar, p. 5



**VJC President Bill Sihler and First Lady Mary at the Chrysler Museum in March.**

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Send your submissions to:  
[glassgreg@hotmail.com](mailto:glassgreg@hotmail.com)  
Put Lyons Tales in subject box.

**ON THE COVER:**  
VJC members and their cars gathered at the Chrysler Museum in March.

## SAVE THE DATE:

**Saturday, May 6:**  
**Lunch at Roy and Susan**  
**Sumner's House & Montpelier**  
**Wine Fest. (See page 13)**



## VJC EVENT



After the February meeting and some tire kicking in the Harrisons' backyard, the VJC members took a short drive to Ashton Creek Vineyard for a glass of wine and a very social luncheon. (Brian Trickett photos)

## February meeting combines business, pleasure

*The February Meeting of the Virginia Jaguar Club offered something for everyone. Members and guests gathered at Past President David Harrison's home for morning coffee and pastries and enjoyed unseasonably warm weather for a business meeting on the open porch overlooking a yardful of Jaguars. After the meeting, the men kicked tires and checked out the ex-Bruce Murff XKE project now under Davis' care while the ladies visited with Una and Sara Harrison.*

*Then it was off for lunch reservations at Ashton Creek Vineyard for a very nice lunch, combining good food and wine. Many of the members' Jaguars occupied a place of honor on the winery lawn. The minutes of the meeting are as follows:*

### **Virginia Jaguar Club: Minutes of the Feb. 25 Meeting, which was held at David and Una Harrison's residence in Chester, Virginia:**

Attendees were Bill and Mary Sihler. David and Una Harrison, Roy and Susan Sumner, Paul and Martha Mead, Ryland and Dot Bennett, Larry and Josie Springer, Sara

Harrison Borum, David Glick, Greg Glassner and Brian Trickett

### **VJC Concours**

Bill Sihler advised the group of the problems that had arisen with the location of the event this year and asked David Glick to bring the group up to date on the issue.

David explained that problems had arisen with the Classics on the Greens plans since the CVBCC had been unable to arrange the event at the Wyndham and were to hold the event again at the New Kent Winery with the hotel being the Hilton Garden Inn at the Richmond Airport. This would make the Saturday evening banquet impossible due to lack of space. He informed that we do not necessarily have to be tied physically to the COTG event.

David also believed it was wise in the current instance to keep the date on Sept. 16 because entrants could easily

See Meeting, p. 4



Members' Jags recline on the lawn outside the winery.

## Meeting

Continued from p. 3

participate in the NCJOC concourse on the 17th. He hoped this would increase the participation in both concourses provided properly publicized. It might lead to a longer relationship.

David had already talked with the GM of the Wyndham and they had agreed provisionally on the poolside reception and awards ceremony.

The members agreed to the plans proposed so far and David was to keep the group informed on the outcome.

It was suggested by David Harrison that VJC assist in some of the expense associated with a visit by Norman Dewis. A sum of \$500-\$600 was suggested. This was agreed upon by the group and David to follow up and inform us how this possible trip unfolds.

It was suggested that the new slogan for this year's concourse could be "Virginia is for Jag Lovers." This was immediately accepted by the group.

### Future Venues for Meetings/Outings

The March event is March 25, a lunch and visit to the Chrysler Museum in Norfolk.

The group were informed of the Williamsburg Car Show event set for April 22. May have judges training there. VJC go to lunch after the show.

Roy and Susan confirmed that they will be hosting their

event on May 6, lunch and a visit to Montpelier.

Moss Motorfest event at Petersburg. It was suggested that we attend as a group. Dates are Friday June 2 and Saturday June 3. A reception will be held Friday with the car show Saturday.

See Meeting, p. 5



After hosting the club at their home, the Harrisons, David, Una and daughter Sara Harrison Borum, enjoyed a glass of wine with their fellow VJC members at the nearby winery.

# Meeting

Continued from p. 4

With respect to future events.

Shirley Plantation and Winery was mentioned as an idea for a future venue. David Glick will investigate.

Rappahannock Riverboat cruise from Tappahannock with Inglenook Winery was also suggested. Brian Trickett will investigate.

Greg Glassner suggested joint hosting with another brand club, e.g. Land Rover.

Sara suggested an evening at her band event to take place on April 7 at the Altria. This could involve a sit-down dinner (\$75).

## Roster

Bill asked if he should send it to the members of the club. It was suggested that the roster could be put on line and made available by password.

Accepted by the group.

## John Hastings ailing

We were informed that unfortunately John had suffered a stroke recently. David Harrison had bought a card and all the members signed wishing him well and a speedy recovery.

In the absence of any further discussion items the meeting was brought to a close.

-- Brian Trickett, Secretary



VJC members' Jaguars joined a bugeye Sprite and a pair of MGs in the Harrison stable.

# Roar

Continued from p. 2

the top cat out of so many with 100 point scores.

With this issue in mind, you may want to look at the thoughtful article in the March-April edition of Jaguar Journal by John Larson on the decline in Jaguar club slaloms. He points out the decline can be attributed to loss of slalom site, diminished slalom attendance, and loss of slalom leaders.

John observes that Jaguar clubs were originally driving clubs, whose members were mainly young men owning sports cars. The emphasis was on technical sessions, track racing, and rallies. Over time, Jaguar put emphasis on Space and Grace with the sedan models and Grand Touring cars such as the XJ-S. Track racing evolved into slaloms. Club activities broadened into social events and car shows, especially concours, which resulted in rules, committees,

coordination challenges, and conflicts. Plus, fewer new members were recruited to replace those aging out.

Younger folks these days have more alternatives and less time. I am looking forward to the follow-on article about how to revive slaloms, which may have ideas for reviving interest in other club activities.

Finally, I was approached out of the blue in mid-March to take on the JCNA Treasurer's job. Gary Kincel, the incumbent who has done such an excellent job sorting out the JCNA's finances, asked to be relieved so that he could concentrate on the Coventry Foundation. Gary was instrumental in setting up this foundation to serve the Jaguar heritage and preserve the marque for future generations.

I was honored to be asked to take on the assignment, accepted it, and should be operational shortly.

## FROM THE EDITOR'S LAPTOP



This 1957 Jaguar XKSS, one of only 16 built before the factory fire, was a “no sale” at just under \$12 million. Mind boggling. (Photo by Harry Kennison)

# Some Jaguars bring in big bucks at Amelia

By Greg Glassner  
L.T. Editor

With 11 Jaguar D-Types and and three XKSS on display on center stage at this year's Amelia Island Concours



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

d'Elegance, the auction houses figured, correctly, that there would be many Jaguar enthusiasts in attendance.

### RM Sothebys

RM Sothebys managed to move quite a few high quality Jags at the host Ritz-Carlton resort in their two-day sale.

A classic red 1937 SS100 2.5 liter roadster went for \$319,000, which I considered a good buy, especially when compared to other offerings of that era such as a 1937 Bugatti Type 57S cabriolet, which fetched the weekend's high of \$7.7 million.

Bidding for Series 1 E-Types was very strong, with a 1961 3.8 roadster bringing \$412,500. This exceeded by a healthy margin the \$242,000 sale of a 1966 4.2 roadster, the \$148,500 price of a 1965 4.2, or the \$137,500 sale of a 1967 4.2 roadster.

They all appeared to be very nice rides, and “older is better,” is the only distinction I could discern between the four of them.

However I know little about E-Types and even less about

See Laptop, p. 7



This 1955 XK140 SE “Heuber Roadster” brought \$154,000. (Photos by Greg Glassner)

## Laptop

Continued from p. 6

what motivates bidders at these top auctions. I commented flippantly to a friend that the only car on the block I could write a check for was the 1956 Nash Metropolitan. I practically choked when I saw it went for \$24,750. That’s a lot of long green for a ‘50s Austin with bulbous bodywork!

RM also sold a 1956 XK140 MC drophead coupe for \$165,000 and a 1955 XK140 SE “Heuber Roadster” for \$154,000.

Somewhat surprising to me was a 1965 XKSS Recreation by Tempero, which sold for \$280,500. Are older clones now considered classics?

### Gooding

Over at the rival Gooding & Co. auction at the Omni, a genuine Jaguar XKSS failed to sell when the bidding stalled at just over \$11 million, well below the estimate.

Gooding did unload a 1964 Jaguar E-Type Series 1 3.8 roadster for \$201,000.

With the XKSS sale fizzling, Gooding’s top seller at \$5.665 M was a very rare 1998 Porsche 911 GT1 “Strassersversion,” basically a race car dolled up by the factory as a street car.

Another interesting sale was a somewhat shopworn Aston Martin DB Mk. II, which was basically David

Brown’s “company car.” It went for \$1.54 M. Provenance had something to do with this, apparently.

For my money, this year’s Gooding sale was not as interesting as last year, when a dozen or so of Jerry Seinfeld’s Porsches crossed the block. If I pony up the extra \$30 to spectate next year I’ll pack my own water. I find \$6 a bottle for drinking water to be exorbitant.



A classic SS100 fetched \$319,000.

## VJC EVENT

# Virginia Jaguar Clubbers do ‘The Chrysler’

By Greg Glassner  
LT Editor

Car guys and car gals tend to get a little preoccupied with their favorite rides, be they sports cars, muscle cars, hot rods, customs, classic cars or all of the above.

While true to a point, the common misconception is that they do not care much about culture or other high-brow topics. Not so.

On March 25, members of the Virginia Jaguar Club gathered at Norfolk’s Chrysler Museum for lunch and a dose of culture.

Thanks to our enthusiastic docent, we now know a great deal more about French artist Henri de Toulouse-Lautrec. (or “Onree day Too-loose La-trek” to Francophiles.)

I must admit I was a little deficient in my knowledge



Club members gathered outside the Chrysler Museum in Norfolk, Virginia for a day of culture, food and socialization. (Photo above and left, below, by Brian Trickett)

about the height-challenged Paris print-maker and poster designer, outside of the fact that he hung around lowlifes and lusted after leggy show-girls in the movie *Moulin Rouge*.

Enter the Chrysler Museum of Art’s spring keynote exhibition, *The Paris of Toulouse-Lautrec: Prints and Posters from The Museum of Modern Art*. “Toulouse-Lautrec is synonymous with the Belle Epoque, or Beautiful Era, in Paris. He created iconic works of the hedonistic night-life that still define the ideal of bohemian urban life today.

“His brief 10-year career, from 1891 until his death in 1901, was a manic celebration of the freedom Paris

offered and his work gave enduring renown to many of its star performers.”

His subjects included the private lives of prostitutes in his lithographic portfolio, *Elles* (1896). The portfolio of 12 prints shows the women not at work, but in scenes of daily life — sipping coffee in the morning or washing before a mirror.

Toulouse-Lautrec mastered the relatively new art of lithography, but was just 36 when he succumbed to a stroke in 1901, leaving behind 368 prints and posters.

The core of the Chrysler’s collection comes from Walter P. Chrysler, Jr., auto industry pioneer and avid art collector who donated thousands of objects from his private col-

lection to the Museum.

Figuring there must an automotive theme somewhere, I discovered a print of an early motorist in his horseless carriage (see below).

Judging from the demonic appearance, I surmised that the artist must have had to scurry out of the way of a speeding motorcar in the streets of Paris.



Lautrec’s “The Motorist.”



## MEMBER TRAVELS



The Jaguar D-Types that won Le Mans in 1956 and 1957 receive honors at the 2017 Amelia Island Concours. (Photo courtesy Deremer Studios)

# D-Types celebrated at Amelia Island Concours

By Greg Glassner  
LT Editor

In March I made my tenth consecutive trip to Florida to attend the Amelia Island Concours d'Elegance and, as I have said every year, it was well worth the effort.

Concours Impresario Bill Warner is a road racing enthusiast who wheels a Triumph TR4 in vintage events. So, in addition to the usual “brass rad” antiques and the classic Rolls Royce, Duesenberg, Mercedes, Alfa and Packard classics from between the World Wars, there are a lot of sports and racing cars on hand.

This year the legendary Jaguar D-Type was a featured class and 11 genuine D-Types (of 71 produced) plus three XKSS models (of 16 produced) sat beyond the pond at the north end of the concours field. They were trucked in from the far corners of the lower 48 as well as one flown in from the Louwman Museum in the Netherlands.

For a Jaguar enthusiast, or any car buff for that matter, it doesn't get much better than that. (A fourth XKSS crossed the block at the Gooding auction, failing to sell for \$11.9 million and a well-done XKSS clone did sell at the RM Sothebys auction.)

This year's concours also featured cars driven by 2017

Honoree Al Unser Sr., a three-time winner of the Indy 500, streamlined cars, the Porsches of Brumos Racing, four-cylinder racing Porsches, Mercedes Gullwings, the 500 Series BMWs, 50 years of the Chevy Camaro, Japanese race cars, and others. (Whew! With 300 cars on the show field, I am sure I missed a couple of entire classes.)

But I am getting ahead of myself.

When I arrived in Kingsland, Ga., Thursday evening with my merry traveling band of Porsche Club members one of

See Amelia, p. 10



The most valuable of the 16 original XKSS models is this one, which was once owned by actor/racer Steve McQueen.

# Amelia

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them touched bases with an old high school chum who retired south of Jacksonville. He informed us that a a Nor'easter was on the way and the Concours had been moved to Saturday from Sunday, the same day as the now traditional low-key Cars and Coffee show and several other events.

Compressing three-days of car watching into two kept us scurrying around from dawn to dusk Friday and Saturday, a relatively minor glitch compared to that faced by Warner and his scores of volunteers who managed to pull it all off.

When we arrived at the host Ritz-Carlton early Friday a.m., we spotted what I assumed was a covey of Jaguar D-Type clones along with assorted E-Types, XKs and a stately 1950 Mk. V cabrio. On closer inspection, all of those D-Types were the real McCoy and the two in Ecurie Ecosse livery were Le Mans winners!



**Legendary Jaguar test driver Norman Dewes is reunited with one of the D-Types he knew so well. (Photo by Harry Kennison)**

These priceless Jaguars were lined up in a brief rain shower for a scenic tour to the Jacksonville Zoo and back. I am sure any collector car insurance reps on hand were having heart palpitations over the possibility of some unanticipated calamity enroute.

(One of those D-Types recently sold for \$25 million.)

They all made it back unscathed, apparently, since they adorned the show field the next day.

From that start we ambled into the hotel for our tickets and a leisurely look at many of the RM auction cars, which were arrayed on the beach side of the hotel.

Then it was off on the island shuttle to the Gooding Auction, which was already in progress at the Omni resort. (See auction report on pages 6-7.)

A new-for 2017 Porsche Werks Reunion was happening elsewhere on the Omni property, so I wandered over there in the early afternoon.

In addition to a veritable sea of Porsches ranging from

356s to early and later 911s, Boxsters, Caymans, Panameras and Cayennes, there was a smattering of rarer offerings from Stuttgart, and myriad "outlaw" Porsche builders and customizers.

Although the 22nd annual Amelia Island Concours took place a day early and frantic activity was going on late into Saturday evening, it was hard to detect this Sunday morning.

At day's end the judges had picked a 1939 Alfa Romeo 8C 2900B Lungo Spider with coachwork by Carrozzeria Touring of Milan for the Best in Show Concours de Sport award. The Best in Show Concours d'Elegance award went to a huge 1935 Duesenberg Model



**This stunning XK150 S started out as a barn find. (Photo by Greg Glassner)**

See Amelia, p. 11



The impressive assemblage of D-Types is readied on the morning of the Concours. (Photo by Harry Kennison)

## Amelia

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SJ-582 owned by Terence Adderley. This dual-cowl Torpedo Phaeton sported coachwork by the A. J. Walker Company, designed by Gordon Buehrig.

Somewhat understated among the flashier cars from the 1930s and the scrum around the cluster of D-Types was a lone S.S. 1, the first car designed by Sir William Lyons. The Drophead Coupe shown at Amelia was delivered new to Argentine tango performer Ada Falcon and spent 80 years in Buenos Aires before arriving in the U.S. last year.

Every bit as elegant was the 1950 Jaguar Mark V drophead coupe of Amelia Island resident Don Gant and the 1958 Jaguar XK150 S of Mike and Den Kornell of Wisconsin. Before a complete restoration, this beautiful deep blue drophead coupe was a disassembled barn find with extra bits and pieces relegated to a nearby chicken coop.

So many of the cars displayed at Amelia each year have wonderful stories to tell and the placards with each entry are well worth reading.

This was especially true of the D-Types, which left the factory bound for the far reaches of the globe, some destined to win Le Mans, Sebring or SCCA National titles, others to be campaigned in obscure Mexican or South American road races. After their competitive days ended many D-Jags served

their sporty owners as everyday transport.

Norman Dewis, still energetic at age 96, was also on hand. He was the factory test driver and was familiar with many of these thoroughbreds. Other ex-Jaguar drivers also served as judges and took part in the Jaguar drivers seminar, which was moved to Sunday. (My Porsche-loving traveling companions outvoted me and we headed back to Virginia Sunday morning, so I missed what had to be a most entertaining program.)

See Amelia, p. 12



This early SS 1 represents the beginning of a long line of Jaguar sports cars.



A contrast in eras and purpose, At left, a Jaguar XJR IMSA racer. At right, Jaguar MKV Cabriolet. (Photos by Greg Glassner)

## Amelia

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Four-time Indy 500 winner Al Unser Sr. was the guest of honor this year and the second largest crowd gathered around cars he raced, including cars with Eagle, Penske, March, Lola, Colt, King and VPJ chassis. Unser was one of those race-anywhere guys that emerged from the USAC dirt tracks in the 1960s, and Unser's Daytona 24-winning Porsche 962 and IROC winning Chevy Camaro Z28 were also on hand.

Two special Porsche displays of note were the Cars of Brumos Racing, the Jacksonville based dealership team and the 4-cam, 4-cylinder Porsche spyders and RSKs known as "the Giant Killers" in sports car ranks of the 1950s and 1960s.

I also enjoyed the display of streamlined cars from the 1920s on, including a huge 1938 Mercedes-Benz 540K Berlin-Rome racer that produced a drag coefficient of .36 Cd. A Formula 1 Vanwall and the 1959 Maserati Tipo 60/61 Le Mans racer were also part of this display. At the early end of race car development was the 1911 Marmon Wasp that won the first Indy 500 and pioneered the rearview mirror.

Speaking of Mercedes, the German firm displayed a one-off 1955 300 SLR Uhlenhaut Gullwing coupe, backed up by a half-dozen other 300SLs including a 1952 W194 Carrera Panamericana race coupe and a heavily tweaked 300SL that recently hit close to 200 mph at Bonneville.

Though I could not fit in one today, I am a sucker for "Et-ceterinis" and the 1950 Cisitalia Columbo 1100 Sport Corsa took the prize, followed by a svelte 1953 Siata 300BC Spider.

The BMW stand featured the smooth and pricey 500 series BMWs from the early 1950s, including the jewel-like 507, examples of which were owned by Elvis Presley, Ursula Andress and other stars.

And the show field went on, and on.

As I motored north to a lingering Virginia winter, I thought, How can they top this? Then I realize I had the same thoughts after the years Amelia featured Porsche 917s, Ferrari GTOs, and the Cars of Stirling Moss.

Bill Warner will think of something.



A pre-WWII Mercedes 540 streamlined coupe, left. At right, one of Al Unser Sr.'s Indy 500 winners. (Photos by Greg Glassner)

## CALENDAR

# Barn Visit, Lunch and Wine Festival May 6

**By Susan and Roy Sumner**

This is just a reminder for our barn visit & lunch at our house on May 6th followed by a scenic ride to Montpelier Wine Festival. (Rain date is May 7th.)

We will meet at our house around 11 a.m., with lunch around noon, followed with the ride to the wine festival.

Details are included in the Eventbrite site, where you can also RSVP: <https://vajc2017mwf.eventbrite.com/>

Let us know if you have any questions and hope to see you here on the 6th.

Address:

15434 Madison Run Rd  
Gordonsville VA 22942

Phone:

540-672-3230

## Proposed Virginia Jaguar Club Events Schedule

**May:**

May 6 – Sumner barn tour/lunch/drive to local winery. (rain date May 7)

**June:**

June 2-3 Moss Motors is inaugurating its British Sports Car Hall of Fame with a reception on June 2 (\$15) and a car showing (\$20 per car, admission free) on June 3.

June 24 – Outdoor theater and picnic at Agecroft Hall/Quill Theater production of Shakespeare’s “Loves Labours Lost.”

**July:** open (Suggestions welcome)

**August:** open (Suggestions welcome)

**September:**

Sept. 16 -- VJC Concours with Classics on the Green on Sept. 17.

**October:**

Oct. 7 -- Waynesboro SVBCC show.

Oct. ? -- Possible Historic Portsmouth Walk.

**November:**

Battersea Plantation Oyster Roast and car show  
December: open (Suggestions welcome)

**December:** (Suggestions welcome)

## Moss Motorfest, British Car Hall of Fame set for June 2-13

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.

**British Sports Car Hall of Fame**

Inductees were chosen from seven categories, including Automobile Clubs and Associations; Automotive Dealers

BRITISH  
Sports Car  
HALL OF FAME



## Coming events of interest

June 2-3 -- Moss Motorfest, Petersburg (VA)

July 13-16 -- CJC Little Switzerland Concours (NC)

Sept. 16 -- VJC Concours (VA)

Sept 17 -- Classics on the Green (VA)

Oct. 7 -- Waynesboro SVBCC show (VA)

Oct. 12-14 -- JCNA Intl. Jaguar Festival, Buford (GA)

*(Please send us your favorite coming events)*

See Motorfest, p. 14

# VJC members can save money on new Jaguars

Jaguar Land Rover North America is pleased to announce the updated Organizations & Clubs Vehicle Purchase Program.

As a special incentive for being a member of JCNA, we are pleased to extend an exclusive offer on the purchase or lease of a new 2016 or 2017 Jaguar or Land Rover vehicle.

This opportunity is available through June 30, 2017 and is only offered to preferred friends of the Jaguar and Land Rover brands. A \$1,000 discount is offered on the 2017 XE, 2016 & 2017 XF, and 2017 F-Pace. A \$2500 discount is

offered on the 2016 & 2017 F-Type. A \$5,000 discount is offered on updated 2016 XJ models. Discounts of \$1,000 are also offered on 2017 Range Rover Evoques as well as 2016 and 2017 Range Rover Sports. A \$750 discount is offered on 2016 or 2017 Discovery Sports.

PIN numbers (which are required to take advantage of the above discounts) may now be obtained by you via the link below. Employees must log-on to the website using their company email address which will grant access to the site: <http://jlrprivateoffer.com/>

## Submissions

The Virginia Jaguar Club welcomes an enthusiastic new member, Bill Guzek. Bill writes: "Thanks for adding me to the group! Here's a pic of my XKR and I getting to take a couple of spirited laps on the Grand Prize of America Track in Savannah last Fall at the Savannah Speed Classic." The Classic is held in conjunction with the Hilton Head Concours. We look forward to seeing Bill and his XKR at future VJC events.



## Motorfest

Continued from p. 13

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 4:00 p.m. to 6:00 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 Saturday show is \$20 per car.

For more information, or to cast your vote for future inductees, visit [BritishSportsCarHall.org](http://BritishSportsCarHall.org).



The Hall of Fame will be housed at Moss Motors in Petersburg.

## NEWS FROM THE WORLD OF JAGUAR



With prices on E-Types soaring, a factory fresh restoration may make sense.

### Series 1 E-Type ‘reborn’ at Jaguar Classics

Following the successful launch of factory-restored Land Rover Series I and Range Rover models under Jaguar Land Rover Classic’s “Reborn” program, the division has selected its next model for rebirth – the Series 1 Jaguar E-type, built in fixed head coupe and roadster form from 1961-’68.

The first Jaguar Classic Reborn E-type, a 1965 coupe powered by a 265-horsepower, 4.2-liter inline-six, made its debut appearance at the Techno-Classica Show, in Essen, Germany.

The Jaguar E-type debuted at the 1961 Geneva Motor Show, and immediately captured the imagination of sports car enthusiasts the world over with its futuristic styling and impressive performance. Produced from 1961-’74 in a variety of series and models, the E-type has landed on too many “most beautiful automobile” lists to count.

A significant endorsement of Malcolm Sayer’s design came in 1996, when the New York Museum of Modern Art added the E-type (specifically, a 1961 roadster) to its permanent collection. Even Enzo Ferrari reportedly called it “The most beautiful car ever made.”

In 1961, a Jaguar E-type roadster carried a sticker price of \$5,695, at a time when a Ferrari 250 GT California Spider sold for \$13,600 and a Mercedes-Benz 300 SL roadster sold for \$10,950. While priced higher than a Chevrolet Corvette

(\$3,934) or a Porsche 356B Super Cabriolet (\$4,470), the Jaguar remained in the realm of the attainable for many buyers. Perhaps that added to the car’s lasting appeal, and today the E-type remains highly desirable among collectors and marque enthusiasts.

Early “flat floor” Series I models have climbed in price in recent years, and at the recent RM Sotheby’s Amelia Island sale, an “exceptionally restored” 1961 3.8-liter roadster sold for a fee-inclusive price of \$412,500. More common topless examples, or those with older restorations, routinely sell in the \$135,000 to \$200,000 range, with coupes priced slightly lower.

For Jaguar, then, offering factory reconditioned cars makes good sense. Starting with 3.8-liter and 4.2-liter donor cars sourced by the brand’s model experts, each is restored to the specifications called out by model year, retaining as much of the original car as possible. Safety-related parts are replaced with new components from the Jaguar Classic inventory, and any body panels needed are also picked from the division’s stores and spot-welded in exactly the same manner as an original part.

Customers ordering a Series 1 E-type Reborn can choose from select upgrades as well, including high-  
**See Reborn, p. 16**

## 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.

### For Sale - Jaguar XK8

I live in Manakin Sabot and have a 1997 Jaguar XK8 convertible that I would like to sell. The car has only 75k miles on it, has been

garage kept, never in an accident and, importantly, has had the chain tensioner update done at 50k. The car is Antigua Blue with a tan interior and a dark blue top.

New tires at 72k, new battery last week, steering pump at 50k, water pump at 55k, hydraulic fluid for top changed out at about 45k. New front brakes done at Import Auto Haus in December 2016. Also new right front wheel bearing and steering knuckle when the brakes were done.

I thought that perhaps one of your club members would be interested since the car is a good specimen for a buyer who knows and understands Jaguars.

If you think anyone might be please let me know or put them in touch with me via email at davidjohnhajak@gmail.com.

## Reborn

Continued from p. 11

capacity cooling borrowed from the racing-spec Lightweight E-type; an all-synchromesh transmission for vehicles not originally equipped; and three-piston front brake calipers with larger pads (as used on Series II models) to replace the original two-piston calipers. Ten examples will be constructed in the first batch, and the mix will include both coupes and roadsters.

Pricing for the fixed head coupe version, before options, starts at £285,000 (about \$355,000 based upon current

exchange rates), which is roughly what it would cost to buy and restore an early example to concours condition.

## Save on Jag clothing, swag

For a 20% discount on official Jaguar clothing and gifts, go to <http://shop.jaguarusa.com> and use code: JCNA.

## 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



## 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](mailto:Glassgreg@hotmail.com).



An extra benefit of reopacing dashboard knobs with vicegrips is that you never have to rummage around in your toolboxes when you need one in a hurry.



We are assuming the airbag no longer resides in this Honda steering wheel. It would be a shame to have it save your life only to disfigure you with a barrage of staples.



Clive got some extra crash protection by replacing the crumpled front clip with discarded foam packing materials. On some models, it may actually improve the appearance.



An expensive air conditioning repair was not in the family budget this summer. In order to keep the little lady off his back, Reginald came up with this solution for hot days.

## CLUB OFFICERS & COMMITTEE CHAIRS

# Who to contact about the Virginia Jaguar Club

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

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Traveler Contact: Bill Sihler

Phone: 434-296-5354

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Officers (and other humans with varying degrees of prominence)

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**2017 AGM Delegates:**

VJC votes by proxy.

# 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, c/o Roy Sumner, 15434 Madison Hill Rd., Gordonsville VA 22942

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*



Lyons Tales of the  
Virginia Jaguar Club, Inc.  
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