

LYONS TALES



VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR

VJC elects new officers, makes plans for the year

By **Bill Sihler**
VJC President

The VJC held its Annual Meeting Saturday, January 21, 2017, at the Virginia Historical Society in Richmond. The meeting was very well attended with about 30 present.

Let me take the opportunity to thank David Glick for bearing the total brunt of arranging the meeting, publicizing it, and even ordering the excellent box lunches. The Club greatly appreciates your efforts, David.

Also let me take the opportunity to thank Ron Mitchell, who labored for at least six years as our combined Secretary and Membership Chair. He asked to step down, and Roy Sumner has taken on the Membership Chair while Brian Trickett was elected Secretary. Both Roy and Brian will be joining the VJC board of directors. In addition, the Board elected David Glick, Concours Chair, Greg Glassner, Newsletter Editor, and Peter Schowalter, Member at Large, to the Board.

All of these individuals have been very helpful to VJC over an extended period. It is also very important to have a strong contingent of the Board residing in the Richmond area.

On another topic, in the January-February issue, Editor Greg Glassner allowed me to ramble along about our experience with a "nused" 2013 XJL following along Peter Crispin's assessment in the "Jaguar Journal."

It would have been very useful if an owner of a similar car had provided such a writeup before we bought. It would have made interpreting the internet listings much easier.

As a service to VJC members, Lyons Tales welcomes comments about their experiences from members who have bought recent editions of XE, XF, F-PACE, F-Type, XK, or any other Jaguar that provides inspiration.



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

ON THE COVER:

Sara Harrison-Borum, the daughter of VJC Past President David Harrison and his wife Una, strikes a pose with Mom's XJ8. (Talented Sara is lead singer with King Edward and the BDs)

SAVE THE DATE:

March 25 – VJC Chrysler Museum tour and lunch at museum's Wisteria cafeteria in Norfolk, VA.



VJC EVENT



Members of the Virginia Jaguar Club's expanded board for 2017 are, from left, David Glick, George Parker, Greg Glassner, Roy Sumner, Bill Sihler, Peter Schowalter, and Sherm Taffell. (Not pictured: Steve Bradley and Brian Trickett.)

Membership meet combined business, pleasure

It was chilly and drizzling outside the Virginia Historical Society on Saturday, January 21. But it was warm and cozy in the meeting room as members of the Virginia Jaguar Club gathered for fellowship and the annual Members' Meeting.

A wine and cheese reception put all in a proper frame of mind and a catered lunch followed the work session.

Outgoing secretary Ron Mitchell's excellent minutes tell the tale, below.

-- gkg

VIRGINIA JAGUAR CLUB Minutes of Jan. 21, 2017 Meeting

The meeting took place at the Virginia Historical Society. The attendees included: Mary & Bill Sihler, Una & David Harrison, Sara Harrison-Borum, David Glick, Camellia & Sherman Taffell, Thomas Sledge, Jeffra & Peter Schowalter,



President Bill Sihler greets members.

Greg Glassner, Dorothy & Ryland Bennett, Steve Bradley, Roy Sumner, Ron Mitchell, Juanita & Rod Taylor, Julie & Jack Proctor, Wayne Estrada, George Parker, and Barbara Lloyd & Greg Snell.

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Meeting

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Old Business:

Bill Sihler opened the meeting with a thanks and congratulations to David Glick for all the work he did to organize a successful and on-budget concours and the organization of this first meeting of 2017.

Ron Mitchell was recognized for his six years of service as Secretary and Registrar.

Steve Bradley, Treasurer, prepared and presented a summary of the club finances for 2017. The bank balance has remained almost equal from year to year with a current balance of about \$15,000.00.

Ron Mitchell presented the membership numbers. The member count at the end of 2016 was 65. As of the end of the meeting there were 44 renewals and 2 new members. An e-mail reminder will be sent to the 2016 members that have not yet renewed.

Election of Officers:

The election of officers for 2017 was the next order of business. All of the executive offices were un-contested. The following were, therefore, elected by acclamation:

President: Bill Sihler

Vice President: Sherman Taffel

Treasurer: Steve Bradley

Registrar: Roy Sumner (This responsibility will transfer after the "2017 renewal season").

Secretary: Brian Trickett

Events Chair: George Parker



Sara Harrison-Borum, left, and Camellia Blackwell-Taffel, model their Jaguar-appropriate attire.

JCNA AGM

The next business is the selection of delegates for the JCNA AGM in Vancouver BC in March. The only major issue to be addressed at the AGM is revision of regulations regarding the organisation and judging of Concours events. This issue is not of great relevance to VJC members. Therefore, unless there are volunteers to attend and represent VJC, we will likely provide a proxy to the Carolina Jaguar Club delegates.

There was considerable discussion of potential events for 2017. Having a fixed monthly date was rejected as impractical. Many of our events will be organised in conjunction with other events. As such, the dates are not at the discretion of VJC.



Members sample cheeses, sip wine and chat with old and new friends before the meeting.

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Meeting

Continued from p. 4

It was noted that members should suggest ideas for events and take the lead in organising events in their locality. Suggestions and dates should be provided to George Parker.

The adjournment of the general member meeting was presided over by Bill Sihler.

Executive Meeting

An executive meeting was then opened and the following appointments were made:

Concours Chairman: David Glick

Webmaster: David Glick

Newsletter Editor: Greg Glassner

It was moved that the Concours Chair and Newsletter officers be added to the board, as well as Peter Schowalter

as a Member-at-Large. This was voted and agreed.

It was moved and unanimously agreed that Brian Trickett, Roy Sumner, and George Parker be given signature authority on the club bank account. This will make it simpler should we need to issue a check requiring two signatures. Ron Mitchell will be removed from the list of authorized signers.

It was proposed that the VJC concours again be organized in conjunction with the Classics on the Green. The concours will be on Saturday Sept. 16, the day prior to the COTG.

The NCJOC concours is on Sunday Sept 17. This will provide an opportunity to jointly promote the concours and attract entrants that will be interested in having two events in one weekend.

We will require volunteers to assist the Concours Chair (David Glick) and Chief Judge (Sherman Taffel).

The board meeting was adjourned.

A look back in time



For those who think our cover photo of the charming Sara Harrison-Borum adorning the bonnet of her mom's Jaguar is a bit out of character for a staid periodical like the Lyons Tales, we submit Exhibit A, a photo from an official Jaguar brochure touting the sinuous lines of the XKE. (Hemmings Archives photo)

FROM THE EDITOR'S LAPTOP

I wonder if I was born 10 years too late?

By Greg Glassner
L.T. Editor

There are times when I think I was born about 10 years too late.

How great it would have been, I muse, to have been out of college, past a hitch in the military and earning a paycheck in the 1950s and 1960s, when there were so many interesting cars available on the used car market.

When I was a teen I could look, but not buy some pretty cool cars. They were just beyond my financial reach at the time.

There was that 1950 Alfa-Romeo 2500 convertible, “just like the one Rita Hayworth once owned.” It was for sale “as is,” for \$800 or thereabouts. (Even if I could have scraped together the purchase price, there would have been that niggling problem of a broken connecting rod to deal with.)

I also had to pass up an engineless Porsche 356 coupe. I could handle the purchase price, but lacked the money and skills to pop in a VW unit so it would at least go down the road under its own power.

Foreign Car Village, which sold me my ‘59 Fiat Abarth 750 Derivarione, also had on its lot a sweet Alvis four-seat cabriolet in canary yellow. But \$3,000 seemed astronomical to a 19-year-old college student back then.

If you browse back at really old issues of Road & Track you can spot great deals on pre-war classics and post war sports cars. Back then even a man (or woman) of moderate

means could buy a used Duesenberg, Bentley, “Gullwing” Mercedes 300SL, or Aston Martin DB4 -- or so it seemed.

Then I reassess these flights of fancy and say to myself, “Greg, you self-pitying fool. You’ve got it pretty good right now.”

One of those “not bad now” moments hit me just before I started writing this column. I was debating whether to drive my XK8 to our VJC Membership meeting in January, or wait for a warmer day to whisk off the car cover, put the top down and take a leisurely cruise in the countryside.

My Jag cost someone close to \$80,000 over 18 years ago (when 80 grand was REAL MONEY). Yet I can afford to drive one now and have been doing so for six years. (When I get behind the wheel I say a little prayer to the Gods of Jaguar Depreciation.)

This desire for open air motoring struck me because I was watching Jay Leno’s Garage on my chromebook, one of several episodes in which he took one of his Bugattis for a spin in the California sun. This and a whole lot of other interesting car videos are now available to me online when the open road does not beckon.

While all this was happening, a car friend called and asked if I was still planning to go to the Amelia Island Concours in March. (We had shared rides down there several times and will do so again.)

At these concours, I can walk among the perfectly restored Duesseys, Rollers and Mercedes 540Ks that I will never own. And I can rub elbows with the guys clad in Armani jackets with the gold Rolexes on their wrists.

Sure I slept the night at the Red Roof Inn and am wearing a shirt from Bass Pro Shops with a Jaguar emblem ironed on it, but I could be an eccentric millionaire. They will never know and most don’t even care.

We are all car guys.

I sometimes complain that only 17 hours of the 24 hours of Daytona or Le Mans are televised live. But I can remember when the only racing on TV was the Daytona 500 and Indy 500.

All in all, 2017 is not a bad year in which to be a 72-year-old car guy. I am glad to still be alive and kicking in order to enjoy it.

Maybe I was born at the right time after all.



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

JAGUAR HERITAGE



With its big blue transporter, Scotland's Ecurie Ecosse traveled in style to races on the continent. (Photo credit: Wikimedia.org)

Jaguar's 'Haggis-Bashers' scored major wins

By David Harrison
VJC Past President

Scotland is famous for Ecurie Ecosse, along with a certain libation, bagpipes, and a dish composed of oatmeal and innards in a sheep's stomach. Ecurie Ecosse was Scotland's first (and last) national racing team, and was the 1952 brainchild of David Murray and Wilkie Wilkinson.

The team was formed in the traditional Scots way, on a shoestring. Murray and Wilkie decided that the new XK 120



Restored Ecurie Ecosse D-type in vintage racing.

French name had a purpose

Ecurie Ecosse is French for "Scotland Stable." Founder David Murray owned several pubs and wine bars and was a bit of a francophile. As an accountant, he also reasoned that a French name might garner the team better starting money when they raced at Le Mans and elsewhere on the continent.

Drivers included Jimmy Stewart and his younger brother Jackie, Jim Clark, Innes Ireland, American Masten Gregory, Ron Flockhart and a young Tom Walkinshaw.

While favoring Jaguars from the very start, including a Lister Jaguar and Tojeiro Jaguar, Ecurie Ecosse also raced in Formula 1 with a Cooper and a Connaught and in sports car events with a streamlined Austin Healey Sprite and a Cooper Monaco

was the ideal team car, capable of 120 mph straight off the showroom floor even before being breathed on by Wilkie's genius. Having neither money or cars, Murray tracked down all the 120 owners in Scotland, and found three who were

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With their storied history and beautiful shape, ex-Ecosse D-types fetch record prices at auctions.

Heritage

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wealthy enthusiasts and also experienced drivers. Esso agreed to be a sponsor and chipped in a thousand pounds.

The team started entering UK races, and was dismissed as a bunch of Haggis Bashers until it won its first victory in the Isle of Man Empire Trophy Race.

After the first season Murray decided to buy three new C type Jaguars straight out of the showroom, these were the days when you could buy a stock Jaguar for under 2000 pounds, and race it competitively the next week. The C types received some tuning from Wilkie, a long time MG race mechanic, who moved on to Jaguars and previously maintained and drove Billy Cotton's SS100.

The team beat the well established Allard and Aston Martin teams in UK races, and Murray decided the team was ready for European circuits. The C types gained fourth place at Reims, and second at Spa. At Nurburgring, the C type crashed and one of the old XK 120s was substituted to receive the starting purse. Amazingly the old 120 finished quite well. However the team was down to two C types which were somewhat race-wearied by the end of the season.

Bill Lyons was impressed and offered at advantageous terms the 1953 factory C types which had recently won at Le Mans and which had the new disc brakes. Ecurie had just been invited to the first Buenos Aires 1000 km race in 1954, with all expenses paid. These are magic words to a Scot, and the chance of substituting sunny Argentina for the

rigours of January in Edinburgh was attractive.

The ex-factory C types arrived one week before the boat left for Argentina. Wilkie and his crew worked on the C types day and night and they were reassembled, tuned and painted Ecurie blue metallic. The team had mixed success at Buenos Aires, coming in fourth and a minute behind perennial rivals Aston Martin, and wrecking one of the precious C types. However some prize money and

See Heritage, p. 9



Restored Ecurie Ecosse C-type. (Photo credit: Wikimedia.org)

Heritage

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publicity and a free vacation in the sun seemed to make it worthwhile.

When the C types became obsolete, Ecurie purchased three of the sensational new D types, fitted with triple Webers, capable of 180 mph, and catalogued as production sports cars. They were available from the factory for 1900 pounds, I sometimes dream of time travelling back to 1955 to lay up a few for posterity.

Unfortunately the early disc brakes on the D types had a fundamental design problem and often failed, usually at a critical moment. Eventually the problem was diagnosed as an accumulation of manufacturing tolerances. The impact of a bump would knock back the brake pads requiring one or more pumps to restore braking action. Ecurie Ecosse crashed three D types due to this problem, two of them in one lap at Nurburgring, and the team almost lost two drivers before brake and hub tolerances were tightened by the factory.

Ecurie Ecosse entered one of their D types in the 1956 Le Mans, just to ensure that they would be invited to the 25th anniversary race in 1957. The 1957 race was rumoured to have super-substantial prize money, again magic words to a Scot. The D type that David Murray entered was the rebuilt car which Jimmy Stewart had crashed at Nurburgring.

The Ecosse D type was competing against the latest factory D types, as well as Ferrari, Maserati, Porsche, Aston Martin, OSCA, Cooper and many other marques. The race started in rain, Jaguar works team crashing two of their three factory D types in the first half hour, and the third having problems with the new fuel injection system. The



Ex-Ecurie Ecosse Tojeiro Jaguar.

old Ecosse D type was well sorted by now, still running on carbs, and gradually moved up through the field through the night. By daylight the D type gave Ecurie Ecosse its first great victory.

Three months after the 1956 Le Mans, Jaguar announced that it was retiring from racing. Bill Lyons (almost) gave the three factory D types to Ecurie Ecosse, commenting that the team would now carry the Jaguar banner. This allowed Ecurie to enter two cars in the 1957 Le Mans, one being the latest Jaguar development with enlarged 3.8 L engine and fuel injection, the other with a 3.4 L engine with Webers.

The 1957 Le Mans was in some ways Jaguar's greatest triumph. In addition to the two Ecurie D types, five more Jaguars were privately entered. However the D type design was by now four years old, and competing against a formidable modern field. In addition, the new fuel injection system was still giving problems. This required an all night rebuild by Wilkie followed by illegal predawn high speed tests on a deserted road.

The team of four Ecurie drivers were instructed to take it steady, and by daybreak their two D types and all three of the private Jaguars were still running. As more exotic competition fell by the wayside, reliability won the day. Ecurie's fuel injected 3.8 L D type came in first, closely followed by the 3.4L D type, with the three privately entered Jaguars taking third, fourth and fifth place.

This made the 1957 Le Mans an all-Jaguar win, and a Scottish non-factory team had won the sport's greatest long distance race twice in a row.

Ecurie Ecosse was no longer taunted with the term "Haggis Bashers."

Lawn Leaper



With spring approaching, VJC member George Parker has readied his Club Cadet for tackling the lawns of Bowling Green in the proper style (note new hood ornament).

MEMBER TRAVELS

African safari bags few big cats

By Bill Sihler
VJC President

In late November 2016, we embarked on a cruise that took us from Capetown, South Africa, to Miami via the west coast of Africa and several Caribbean islands.

I was hoping to find a few Jaguars along the way. Jaguars are not native to Africa, but the Cheetah is. Actually, the Cheetah is faster than the Jaguar, so if Sir William was looking name his cars after speedy cat, he picked the slower of the two. But, I wonder about the challenge of selling a car named Cheetah. Might have been a problem.

We did see a cheetah, however, at fairly close range, as shown at right. Fortunately, it wasn't yet hungry. My expectation was that I could find Jaguars in South Africa and the other English former colonies we were calling at. I was in error. I only found two to photograph. Neither was in a former English colony. The first was a lovely eggplant purple X351 XJ in the town of Swakopmund, Namibia.

Namibia was originally a German colony which fell to the UK after the end of World War I. It was put under South African administration, which imposed the same type of racial segregation that was implemented in South Africa.

After a tussle with the UN, which exercised its League-of-Nations' rights, South Africa withdrew



A Chetah in the wilds of Africa.

and Namibia received independence in 1990, recovering further territories in 1994. It seems to be relatively prosperous thanks to minerals found in the interior. Swakopmund's residents are heavily of German descent, although signs in most of the stores were in English.

The town, which is on the ocean with lovely beaches, is the La Jolla of Namibia. It is where the wealthy from the dry, hot areas (which is most of the country) come for their year-end vacations (December there is the middle of the summer). Perhaps the town's upmarket situation explains the Jaguar.

The other Jaguar I found was in Martinique's capital of Fort-de-France, in the dock area. A black XJ6, either an X300 or X308, the radiator grill made it appear to be what we would classify as a Vanden Plas. The city comes right down to the dock area, and it is very prosperous.

Like its companion island of Guadeloupe, Martinique is a department of France and part of the European Union. These islands are a favorite spot for French retirees because their benefits remain valid if they relocate. Perhaps the prosperity explains the Jaguar.

Finally, when we reached Key West, the Jaguars were countless. I noticed X-Types, S-Types, XFs, and even an F-PACE.

It was good to be back in the US for other reasons as well.



Eggplant purple XJ in Swakopmund, Namibia.



An XJ6 in Martinique

VEEP VIEWS

Similarities between Jensen Interceptor and Jaguar XJS V-12

By **Sherm Taffel**
VJC Vice President

The Interceptor & the XJS V12

Jaguar used two styling cues/features from the 1960s Interceptors on the new 1977 XJS:

The Bonnet Crease style is an exact copy, minus the hood venting louvers which would have helped vapor lock tremendously and many XJS aficionados added.

The Interceptor rear quarter lites (windows) rotate 90 degree back. If quarter lite windows get stuck enroute, the top cannot go down or up. Jaguar made the rear quarter lites go vertical, up or down.

Working on the Interceptor

We got back to Goldvein on a Sunday night at 27 degrees. I Started work on Jensen again Monday in the Quanset Hut at 10 a.m. It was cold in hut, so I built a fire.

I tightened plugs and installed new spark plug wires. Then I focused on the steering donut replacement. I loosened the lower T steering shaft pinch bolt. Then pried the lower shaft (below donut) down and pried the donut off. The 'Pin' is part of the upper shaft. While able to pry the donut out and remove the upper shaft, I was not able to put it back without grinding 1/8" off the pin.

I cleaned up all the hardware and the shaft splines, painted and reinstalled with antiseize. Not a lot of room to work, but not as bad as the motor mount.

Then I remounted the Solenoid and wired it up. Then the Brake Reservoirs with those unique to Interceptors round clamps. Still a PIA, one clip wire broke, replaced and secured.



Virginia Deputy Secretary of Agriculture and Forestry Sam Towell awards VJC members Camellia Ann Blackwell-Taffel the Century Farm Award as proud hubby Sherm Taffel looks on.

Did NOT forget the ground Ring Terminal, those wires all bundled and cable tied aircraft style already.

Then I put the left front wheel on, while off, I also polished my stainless steel splash panels and reglued and caulked the lower footwell heat shield. Caulked around the splash shield at the inside of the fender lips. Topped up the coolant, said a few prayers and hoped no issue.

Given the rear of the car/exhaust pipes was in the middle of the QH, (Engine in front of the BL woodstove while

See Veep Views, p. 12



The XJS, right, borrowed some styling cues from the Jensen Interceptor, according to the man who owns one of each.

NEWS FROM THE WORLD OF JAGUAR

Great (Power)train Robbery baffles bobbies

From *Automotive News*, February 3, 2017:

Call it Gone in 360 seconds. Thieves in central England stole two trailer loads of new engines from the Jaguar Land Rover plant in Solihull, England, this week

According to a report in *The Coventry Telegraph*, thieves driving a truck were granted access through one of the plant's secured gates late Tuesday. The thieves then drove to an area where engines had been loaded onto trailers.

After hooking the trailer to the truck, the driver reappeared at the security gate and showed paperwork to the guard, who let the vehicle leave the plant.

JLR builds Range Rover and Land Rover SUVs and the Jaguar XE sedan at the Solihull plant. Later Tuesday or early Wednesday, the thieves returned and repeated the heist, making off with another trailer full of engines. JLR will not say how many or which engines were stolen, but they are valued at 3 million British pounds (\$3.75 million).

JLR uses V-6 and V-8 gasoline and diesel engines and four-cylinder gasoline and diesel engines.

Sources told the *Coventry* paper the thieves were in and out of the plant in just six minutes each trip.

The theft, called "brazen" by British newspapers, stunned JLR managers.

An unidentified source told the paper: "About 40 engines can fit in a wagon. The heist had been kept under wraps. We believe that only senior security staff and management have known about it, they are shocked at how it has happened. The company pulled in all the managers to a meeting to find out what had gone wrong."

JLR spokesman Chas Hallet in England told *Automotive News* the company is working with West Midlands police, and has offered a reward for information that leads to recovering the engines. Investigators have located the empty trailers used in the theft and have asked public's help in solving the crime.

This week's engine theft was the second such theft. Three years ago, engine thieves targeted JLR's Solihull plant and drove away with a trailer load of engines worth more than \$1.5 million, *The Birmingham Mail* reported late Friday.

But that crime was never made public at the time, the paper said. The thieves were caught and convicted last year; they had planned to dismantle the engines and sell the parts, the paper reported.

News Update:

Trio arrested in engine thefts

From *BPM Media*:

Detectives investigating a £3 million engine heist at Jaguar Land Rover's factory in Solihull have arrested three men.

A gang used a stolen lorry to carry out the raid at the Lode Lane depot 13 days ago.

West Midlands Police detectives are looking at CCTV as part of their inquiry into the robbery. Three men, aged 47, 40 and 29 were arrested on suspicion of conspiracy to steal and have been bailed pending further enquiries.

Veep Views

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in surgery) and concerned initial fire up may give British smoke out the tailpipes -- possibly fuming out the "Dodge Jaguar Jensen Bar Eatery Area," the Copper GT in front and the Office, CCOV and XJS. So, I pulled the Interceptor out with Lawn Tractor.

Once carb bowl filled, instant start, my Choke adjustment after Bob Lasater and I rebuilt the carb gave perfect smooth cold idle. Engine was QUIET, that is as quiet as a 440 in a Jensen can be. Bonnet open of course.

Let it idle. Finally, warmed up and turned radiator fans on. Smoke now blowing up at 45 deg angle. About 15-20 mins later, few fan cycles, smoke minimal, so turned it off. I went to eat. Came back about 20 minutes later and fired it up. Again instant start. Minimal smoke now and engine at operating temperatures.

Took car for run up Sillamon Road to the corner. On way back did a 0-65, some popping, no hesitation. JENSEN is fixed!

CALENDAR

Virginia Jaguar Club Events Schedule firms up

February:

Sat. Feb 25 - Harrison Garage tour and treasure hunt, 11am. Followed by local lunch.

March:

March 25 - VJC Chrysler Museum tour and lunch at museum's Wisteria cafeteria in Norfolk, VA.

April

April 22 - Williamsburg Car Show, Chickahominy Riverfront Park

April 29 - Virginia Historical Society Garden Party

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 17 - 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.

November:

Battersea Plantation Oyster Roast and car show

December: open (Suggestions welcome)

Britain on the Green show in Lorton April 30

The Capital Triumph Register is proud to announce that the 20th Annual Britain on the Green (BOG) will be held at historic Gunston Hall, the colonial home of patriot George Mason, in Lorton, Va., from 9:30 a.m. to 3 p.m., April 30.

BOG, which welcomes all British cars and motorcycles, is now well-established as one of the premier all-British shows in the metropolitan D.C. area.

In addition to hundreds of beautiful British vehicles on display, there will be live music, a Food Truck Alley, a sponsor/vendor Midway for your automotive needs, activities for children, and tours of the Gunston Hall mansion and gardens for participants and spectators.

Participant's Choice honors will be awarded in 25 or more classes of British cars and motorcycles. There will also be a number of special awards including Best Resto-Mod, Best Survivor, Best Display, and of course, Best of Show. Finally, we will have a special 20th Anniversary Award and Hagerty Youth Judging.

Online pre-registration is open. Pre-registration speeds your entry, ensures your place on the show field, and determines classes and awards.

Further information on Britain on the Green can be found at: <http://www.capitaltriumphregister.com/bog/>

Coming events of interest

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

Sept. 16 -- VJC Concours.

Sept 17 -- Classics on the Green.

Oct. 7 -- Waynesboro SVBCC show.

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 davidjohnhajek@gmail.com.

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

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

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.



Necessity is the mother of invention, afterall.



Well, it seems to work when the NASCAR pit crews do it.



Above, Raul thought he could pass off his American beater as a classic if he added a couple of vintage touches. At right, if one flashlight will work, why not have three? We suppose you turn on two for bright beams and the third if it is foggy.



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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2017 AGM Delegates:

VJC votes by proxy.

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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, 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



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