

LYONS TALES



**Virginia
Jaguar
Club
celebrates
spring at the
Summers.**



**VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR

How do Jaguar Clubs recruit new members?

By **Bill Sihler**
VJC President

The May-June issue of the Jaguar Journal had an article with interesting information about club activities. Dennis Eklof gathered data about the activities of the 12 clubs in the Northeastern Region. His observation is that the typical club looks like a social group with car problems.

The sizes of the Northeastern clubs ranges from 17 members to 260 members. Four of the clubs are in the size range of the VJC, with 42 to 60 members.

Only one of these clubs, the Jaguar Drivers Club of Long Island, holds a concours. It hosts a total of 12 events, three of which are rallies and one is a show. None of the other three groups holds a rally, but one holds two slaloms. One group has no "car" related events but meets monthly including five tours. The last has three shows a year, one social meeting, and one tour. By comparison, VJC is not doing badly for a club of our size.

Our effort at the VJC in recent years has been to try a little of everything. We have cut back on shop visits, partly because the proprietors of some of those shops have retired without replacement. We have tried to add more social interaction opportunities, which would probably be classified as "tours." A concours is a major undertaking, but we have managed it largely through the efforts of a few dedicated individuals. Help with this project is essential for it to continue. We have also been reaching out for joint events with other marques.

In summary, it looks as though VJC is moving in the right direction as the nature of Jaguar club members has changed. The important thing is to be sensitive to these changes and try to respond to them. For example, I've noticed on a back road near by a driveway in which an XE is parked. One of these weekends, I plan to pull in to introduce myself and encourage the owner to join VJC and bring the car to the

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

ON THE COVER:
VJC members and their cars
visit the Summers.

SAVE THE DATE:

**July 22 – Picnic & Play
at Agecroft Hall.
Sept. 16 – VJC Concours,
Glen Allen, VA.**

VJC EVENT



The orderly and tidy garage and workshop VJC Membership Chairman Roy Sumner has created in rural Orange County for his prized Jaguar XKE was the envy of many of us. It gives us something to strive toward. (Photos by Brian Trickett)

VJC members celebrate spring at the Sumners

By Greg Glassner
Lyons Tales Editor

For our May event, Susan and Roy Sumner welcomed

us into their gracious home and garage/workshop in rural Orange County for a tour, business meeting and delightful luncheon.

As so often happens in Virginia in the springtime, Saturday, May 6 was damp, with a slight drizzle falling at times. Members arrived haphazardly, albeit intact, having taken a variety of routes over twisting and somewhat slick roadways. But arrive we did and it was well worth the effort.

Following a meet and greet, the men scampered off to view Roy's pristine yellow E-Type in one of the nicest and well organized shops I've seen in years. (I have something to shoot for.)

The VJC members enjoyed admiring the E, poking about
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Virginia Jaguar Club



Roy and Susan Sumner restored an old farmhouse in Orange County, Va., creating a warm and comfortable home.

Meeting

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the tools and memorabilia and kicking tires, figuratively speaking, of course. Roy has an excellent collection of car club grille badges started by his father. Some family



Host Roy Sumner, left, with VJC stalwarts Greg Glassner, George Parker and David Harrison.



Susan and Roy Sumner welcome VJC members to their home.

history there.

Afterwards everyone reassembled at the house for a delightful lunch, a few odds and ends of club business and fellowship. A few members later attended the optional wine festival at Montpelier, the home of President Madison.

There are so many interesting sports car roads in that neck of the woods, which features rolling terrain and many scenic and historic views, that I hope our club can visit the Sumners again sometime.

JAGUAR HERITAGE



Display of Le Mans winners in Coventry, England. (Jaguar/Land Rover photo)

Jaguar celebrates anniversary of Le Mans win

In 1957, Jaguar D-types finished first, second, third, fourth and sixth in the 24 Hours of Le Mans, but perhaps more remarkable was that not a single Jaguar entered failed to finish the storied test of endurance. To mark the 60th anniversary of the brand's sheer dominance on the Circuit de la Sarthe, Jaguar is planning events throughout the summer, beginning with a display of classic Jaguar racing cars at its new Jaguar Land Rover Classic Works facility in Coventry, England.

Jaguar was no stranger to the top of the Le Mans podium by the 1957 running. In 1951, Peter Walker and Peter Whitehead drove a C-type to victory on the Circuit de la Sarthe, and two years later, a C-type driven by Tony Rolt and Duncan Hamilton won the race (while two other C-types finished second and fourth). In 1955, the win was credited to the

D-type driven by Mike Hawthorn (who many blamed for causing the horrific crash that killed Pierre Levegh and 83 spectators) and Ivor Bueb, while a second D-type from the stable of Ecurie Francorchamps finished third. The following year, 1956, Ninian Sanderson and Ron Flockhart drove an Ecurie Ecosse D-Type to victory.

It was 1957 that proved most memorable for lovers of the leaping cat. A D-type from the Ecurie Ecosse team, driven by Flockhart and Bueb, finished first, followed by a second Ecurie Ecosse D-type driven by Sanderson and John "Jock" Lawrence. The final podium spot went to a D-type from the Equipe Los Amigos team, piloted by Jean Lucas and Jean

See Le Mans, p. 14

Roar

Continued from p. 2

concour. (Membership applications are available from Roy Sumner at Roy.sumner@gmail.com.)

On a personal note, it was a long-awaited pleasure to see our 1962 Mark 2 whisked away to Ben Pluger's British Precision Service to be put back together after its bare-metal repainting.

The plan has been to make the car into a fun and safe driver (e.g., safer electrical and braking systems) and our concours car.

Stay tuned.



The President's Mk. 2 is on the move.

FROM THE EDITOR'S LAPTOP

I no longer have a good sense of direction

I am one of those members of the male species who has gone through much of his life priding himself on his ability to get from Point A to Point B without maps or stopping to ask directions.

During my relatively brief stint in Uncle Sam's Army I scored well on orienteering, compass reading and map reading, and could be counted upon to get where I wanted to go by checking out the position of the sun and marching in the correct direction.

On leave in 1969 I rented a miniscule Honda sedan and found my way around Japan aided only by a road map and road signs that were in Japanese.

I once bragged about driving from Syracuse New York to Sebring, Florida without a map. Oh sure, I ended up spending a couple of nights in South Hill when I took I-85 instead of staying on I-95, but I blamed that on the fact my 1966 Corvair started gushing copious quantities of oil so I spent more time reading the oil pressure and temperature gauges than looking at road signs.

My wife never tired of telling folks about the time I took her from Norfolk, Va., to Gainesville, Ga., using only scenic two-lane roads. It took us 17 hours instead of 10, but we saw some really nice scenery.

Unfortunately my unerring sense of direction seems to have eroded away in my "golden years," when I probably need it the most.

I got twisted around and drove in the wrong direction on a sufficient number of occasions in the past five years that



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

Leaper lore



Jaguars frequently get high by eating hallucinogenic roots, which also increases their senses for hunting.

I no longer trust my dead reckoning.

In May, when the VJC visited the Orange County home of members Roy and Susan Sumner I consulted Google Maps and jotted down basic directions. I also toted my smartphone (which I suspect was sent back to repeat a few grades before being sold to me.)

What was projected as a 55-minute journey to the west took me nearly two hours and included an unnecessary visit to downtown Louisa to the southwest.

One of the counties I passed through appeared to have replaced all of VDOT's route signs with blue street names and my directions used the old route numbers. When I tried my smartphone I lost the GPS signal at the exact moments that I needed it.

I was so befuddled by the circuitous route I took getting to the Sumners' house I asked member George Parker if I could follow him back.

I had an uneasy feeling that some of the scenery looked familiar. Finally George pulled over in (where else?) downtown Louisa, and sheepishly told me his car GPS appeared to be taking us south to I-64, instead of east to Caroline County, where we both live.

The next time I stopped at an Interstate Visitors Center I picked up a new Virginia road map.

I intend to have it with me wherever I drive in the future.

JAGUAR CONCOURS NEWS



Pinin Farina bodywork on a Jaguar XK120 chassis.



Raymond Loewy designed Jaguar XK140 with coachwork built by Boano of Italy.

Custom bodied Jaguars a class at Pebble Beach

Most Jaguar owners consider their cars as beautiful as cars can be. But that didn't deter various coachbuilders to trying to top the original product or at least take a different tack.

Features and special classes for the 2017 Pebble Beach Concours d'Elegance include Jaguars with Custom Coachwork, Isotta Fraschini, Castagna Coachwork, Ferrari One-off Spéciales, Ferrari Major Race Winners and American Dream Cars of the 1960s.

While Jaguar factory bodies such as the XK120 and E-type are much loved, this year we plan to feature Jaguars with custom coachwork. Ferrari Major Race Winners

Isotta Fraschini, a luxury Italian marque whose fine long chassis rivaled Bugatti in the classic era, has won our top award three times.

Ferrari, which turns 70 in 2017, made its name on the track, so we will be featuring some of the marque's major race winners.

This class will focus on dream cars like the Di Dia once owned by Bobby Darrin—cars built by talented individuals or small custom builders.

Carrozzeria Castagna, our featured coachbuilder, bodied many great Isotta Fraschini chassis, as well as chassis offered by other luxury marques.

Pbble Beach will also be featuring some of the many beautiful hand-built one-off creations that have come to symbolize Ferrari.

We lookd around the internet and discovered these examples.

Wonder what will show up at Pebble Beach?



Jaguar XJ 12 Shooting Brake Estate.



1957 Jaguar XK140 with Italian bodywork.



1957 Jaguar XK150 Shooting Brake.

VJC PARTICIPATION



1933 Auburn Cabriolet.

Classic cars grace Historical Society Garden Party

By David Glick

VJC Concours Chairman

On April 29, the Virginia Historical Society (VHS) celebrated their 64th annual Garden Party on the picturesque grounds of Virginia House.

Virginia house sits on the James River alongside another country manor, Agecroft Hall. The facade of Virginia house has a very interesting history. It was originally located on the grounds of the former Augustinian Priory of the Holy Sepulcher of Jerusalem in Warrick England. Upon the Dissolution of the Monasteries, Thomas Hawkins (Fisher), demolished the original structures of the Priory and built a structure names Hawk's Nest.

After being owned by Henry Wise (gardener to Queen Anne), and then the Lloyds Bank family, the manor was set for auction in 1925. The auction was said to be somewhat of a demolition sale, not just for the contents, with the intention of selling every last brick and timber. Alexander Weddell

(wealthy American Diplomat) and his wife Virginia Chase Steedman offered a lump sum of £3,500 for the remaining structure. The mansion demolition was literally accomplished with a small explosive device triggered in the center of the house. Strangely enough, the explosion had the effect of splitting the walls intact meaning that much of the building could be salvaged and shipped to Richmond in 1926.

From the very beginning, the Weddells planned on deeding the house to the VHS, allocating the west wing of the structure as a museum once it was rebuilt in Virginia. The Weddells also intended the structure to become the society's new headquarters. The Weddells lived at Virginia House until they both died in a train accident in 1948. After their deaths the house became the permanent residence of the historical society.

That brings us back to the Garden Party. For those who have never attended, it seems like the Kentucky Derby,

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Virginia Jaguar Club



Classic British cars on display included David Glick's XKE and Greg Snell & Barbara Lloyd brought their 1951 Jaguar XK120.

Garden Party



An extraordinary ambience was made more so by the inclusion of classic automobiles.

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without the horses. There were plenty of hats, crab cakes, and mint juleps throughout the gardens of Virginia House, with sounds of live jazz music in the background.

Last year the Gardens Party featured a classic British Car display to honor the history of Virginia House. It was so well received; the display was featured once again, this time to include vintage American classics as well lined up along the lawn inside the circular driveway in front of Virginia House. Since many individuals chose to wear period styles outfits, it is easy to imagine the many photo opportunities that were taken.

In the center of the vintage automobile display was a new Range Rover, compliments of Land Rover of Richmond, who graciously offered to sponsor the display.

Cars in the display included Reggie & Cindi Nash with their 1940 Nash Special. Reggie & Cindi brought a few

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VJC PARTICIPATION



The Jaguar Row at Moss Fest on Hall of Fame weekend was respectable, but could have benefitted from a few of our VJC members' cars. (photos by Greg Glassner)

British Sports Car Hall of Fame opens

By Greg Glassner
LT Editor

A lot of us may have been in doubt about the British Sports Car Hall of Fame, which had its debut June 2 at Moss Motors in Petersburg. What's it all about? Why Petersburg? Who determines those in the Hall? Those were all questions we heard.

Well, doubt no more. It's for real and it got off to a stellar start. The Hall is the brainchild of several people and quickly accumulated the backing of Moss Motors, Heacock Insurance, Moto-Lita, XKs Unlimited and other companies involved with automotive enthusiasts. Plans call for a new class of inductees each year and enthusiasts will be able to make nominations and vote for their choices.

Bob Goldman of Moss Motors explained at Friday night's ceremony that his company came on board to provide a

home for the hall and host the annual induction ceremonies in conjunction with the Moss Fest Car show. Moss is not the driving force, he added.

If your favorite driver, designer, company founder, restorer, writer or mechanic did not get in this year. Keep nominating him (or her).

Few could quibble with this year's class of inductees, however. They represented a wide range of involvement in British Sports cars over the years and hailed from both sides of the pond.

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

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Hall

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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. Jaguar was well represented. Those with strong ties included Lyons, Dewis, Bob Tullius, Mike Dale, and Mike Cook. Longtime Road & Track columnist Peter Egan and Sir Stirling Moss also had some Jaguar connections, of course.

Because Dewis, Moss and others were unable to attend the ceremony, our own VJC past president David Harrison accepted the award for his friend Norm.



Una and David Harrison with the Hall of Fame Award David accepted on behalf of their friend veteran Jaguar development driver Norman Dewis, who was unable to attend. (Photo by Brad Purvis)

BRITISH Sports Car HALL OF FAME



XKs Unlimited gave a special award to the JCNA Jaguar Journal, which is the oldest Jaguar Club publication in the world. Editor Peter Crespin accepted the award.

John Nikas, author of the British Sports Car Companion handed out the handsome awards with featured a wood-rimmed steering wheel.

Master of Ceremonies Graham Robson, also one of those inducted, kept the old jokes and anecdotes flowing and handled the panel discussion and Q & A with humor and panache.

British sports car enthusiasts share a sly, self-deprecating sense of humor about themselves and the cars they enjoy and that was apparent.

"If you've arrived somewhere in a British car, you've achieved something," said Heacock exec Pete Doriguzzi.

"Sir John Black rescued Triumph after World War II and he was a real bastard," Robson quipped. There was a tremendous number of people at his funeral. They all wanted to be certain he was dead," Robson added.

"Sir William Lyons was Jaguar. He was a formidable boss in all respects," Robson said.

Dale, Robson said, "probably sold more British sports cars than anyone else. He knows the Queen on a first name

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Hall

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basis and is a gentleman.”

Dale replied, “There was a rumor I did something to keep Jaguar alive. When I was decorated by the Queen, and old schoolteacher of mine said, ‘Hmmm... you turned out better than I expected.’”

Dale, a believer in “win on Sunday, sell on Monday,” was involved with funding Group 44’s successful SCCA and IMSA campaigns in Jaguars. He and Tullius related a few tales of those legendary times.

Dale was an amateur driver and had taken an SCCA championship in his bug-eye Sprite. So he was anxious to ride in one of Tullius’ racing Jaguars at Daytona, where they hit 217 mph on the banking.

Tullius said he didn’t want to frighten his funding source so he lapped the track at about 8/10ths.

“Dale recalled thinking, ‘Is that all he’s got. We’ve got to get him to retire.’”

On another occasion, Dale got behind the wheel in a Mk. 1 and followed Brian Redman in a Mk. 2 with improved brakes. Redman warned him to be wary of the brakes.

Dale said he hit the brakes at the end of the straight and sailed right through the cones. When he rejoined the track he was about six feet behind Redman, who, not knowing of the shortcut was impressed. “You seem to have mastered the brakes all right!”



Jaguar and Triumph racer Bob Tullius was quite interested in the engine compartment of David Harrison’s Austin 7 based Swallow.

Neither Dale nor Tullius told Redman the whole story for years.

Egan who captivated a generation with tales of working on and driving his cars, was asked what is so special about British cars.

““British cars need you. It is the underdog factor.” Egan replied.

“That is the ultimate understatement,” Tullius quipped.

The inductees returned Saturday morning to sign autographs for the hordes who came to the car show -- which had to be the largest imported car show in Virginia this year.

It was for British cars plus Miatas, a concession to the fact that Moss sells Miata parts as well. (Or perhaps an homage to the Lotus Elan that inspired the original Miata.)

Besides a hundred Miatas, there were scores of MGBs, a large assortment of Triumphs, a row of big Austin Healeys and a respectable number of Jaguars. Not nearly enough though. We must do better next year. Let’s make it an official VJC outing. In addition to the Hall of Fame, Moss has also allotted space for the Coventry Foundation dedicated to preserving Jaguar Heritage in the states,

Our own David H. had his Swallow bodied Austin 7 as well as his 1933 TG TA inside the Hall of fame room.

Other interesting British cars at the show included a pair of Morgans, 2 Marcos, a Thames panel van, a Lotus Super Seven, an Arnold MG roadster, and a rarely seen Fairthorpe Electron Minor.

Several food trucks were on hand to feed the masses and everyone appeared to be enjoying themselves on a sunny, yet mild day.



Gary Kincel, president of the Coventry Foundation, a group dedicated to preserving Jaghuar Heritage in the USA, explained that the foundation has also found a home at Moss in Petersburg.

MEMBER NEWS

Norm Dewis OBE and the VJC Connection

By David Harrison
VJC Past President

In 2011 Norm Dewis came over from the UK to be our VIP Speaker at the JCNAAGM which the VJC hosted. We were most honoured that he would choose to be with us, as Norm is in great demand at major international Jaguar events such as Le Mans, Nurburgring, Monte Carlo, Goodwood etc and major shows such as Geneva and Paris.

Norm has been Jaguar's number one ambassador for many years, and we were incredibly lucky to have him with the VJC. He enhanced the AGM wonderfully and was most gracious and generous with his time, chatting with everyone, signing books and memorabilia and shaking hands with every driver in the AGM rally organized by Bruce Woodson. Una and I loved having him at our home after the event, and we visit Norm at his home when we are in the UK.

Our latest visit was in April of this year, Norm had just returned from the Amelia Concours where he was honoured in the Legends of the Leaping Cat Jaguar Racing Drivers Symposium, along with luminaries such as Bob Tullius, Brian Redman and Hurley Haywood. Norm proudly displayed his signed event poster, one more trophy added to his tiny cottage crammed with a lifetime of his driving suits and helmets, photos, models, memorabilia and awards.

Una and her sister Ursula and I had lunch with Norm and his son Graeme at their favourite café in Church Stretton.

Fast forward to this month's wonderful Moss Motors Motorfest in Petersburg, and the connection came full circle. Moss' Communications Director John Nikas put on one heck



Norm Dewis and David Harrison during visit to Dewis' home in April. Below, left, the Harrisons and Dewes and son at lunch.

of an event. On the evening before Saturday's big car show he hosted the inauguration of the Moss "British Sports Car Hall of Fame," emceed by Graham Robson, and Norm was elected and inaugurated.

Norm was not able to attend, but I was asked to receive the award on his behalf, a beautifully inscribed Moto-Lita sports steering wheel. Norm asked me to pass on his best wishes to the Moss folk and the other VIP attendees, which included Bob Tullius. Small world.

I was double honoured by being asked to display my 1929 Austin-Swallow (the oldest "Jaguar" in the US), and my 1933 MG L2 Magna factory racer, which I actually drove to the Moss showroom in a thrilling drive on Friday afternoon down I-95, a sight not normally seen by the 18 wheeler jockeys.

Moss, and in particular John Nikas deserved our thanks for a truly memorable event. The Moss car show on Saturday gathered 350 British cars, quite an achievement and a splendid sight.

For some reason Jaguars and the VJC were conspicuous by their scarcity, so I hope we will have a better presence in the 2018 Motorfest. Maybe Norm will be there too.



Le Mans

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Brussin, while the fourth spot was occupied by the Equipe Nationale Belge D-type raced by Paul Frère and Freddy Rousselle. In case this performance wasn't impressive enough, a fifth D-type, entered by driver Duncan Hamilton (who shared driving duties with Masten Gregory) ended the race in sixth position. Jaguar had not only swept the podium, but accounted for five of the cars in the race's top-six.

In 1958, Jaguar's reign at Le Mans ended with a whimper, thanks to a change in regulations that limited maximum engine size to 3.0-liters, prompting Jaguar to withdraw. Not a single D-type finished the race, though five were entered by privateer teams. It wasn't until the XJR program of the 1980s that the brand would return to endurance racing, and in 1988 a Jaguar XJR-9LM driven by Jan Lammers, Johnny Dumfries and Andy Wallace ended the six-year winning streak of the Porsche 956 and 962. In 1990, Jaguar won again, this time in an XJR-12 driven by John Nielsen, Price Cobb and Martin Brundle, while the XJR-12 of Jan Lammers, Andy Wallace and Franz Konrad finished second.

Marking the opening of the new 150,000 square foot Jaguar Land Rover Classic Works facility in Coventry, Jaguar will have on display a C-type, a D-type and an XJR-9. All three are on loan from the Jaguar Heritage Trust collection, which has a permanent home at the British Motor Museum in Gaydon. In September, five D-types (including the car on display, plus several of the cars from the 1957 Le Mans race) will drive from the new Classic facility to the Concours of Elegance at Hampton Court Palace, taking place from September 1-3. Planned stops for the caravan include

Silverstone and the headquarters of the automaker's newest racing effort, the electric-powered Panasonic Jaguar Racing Formula E.

The Jaguar Land Rover Classic facility includes a dedicated showroom plus a 54-bay workshop for service and restoration of models out of production for 10 or more years. It will also house the Reborn program, which sells as-new restored examples of the Land Rover Series I, Range Rover Classic and Jaguar E-type, while offering owners of these vehicles the opportunity to have their vehicles rebuilt to original standards by the manufacturer. Beginning in September, visitors can tour the facility to witness the resurrection of classic vehicles, while also receiving a behind-the-scenes view of the 500-plus vehicles contained in the Jaguar Land Rover Classic Collection.

The Jaguar Land Rover Classic brand, which also extends to parts for its vintage models, was established in March of 2016. The brand plans on opening a second facility in Essen, Germany, later in 2017.

Mark Your Calendars

July 22 VJC event

Please put Saturday July 22 on your calendar for the VJC drive, tailgate supper and Shakespeare play "MacBeth" at Agecroft Hall in Richmond.

Details will be sent to you by email. Advance reservations for the play are necessary. Contact David or Una Harrison at (804) 748-4601 for reservations. Questions? Contact Harrison or Events Chair George Parker. (See page 16)

Garden

Continued from p. 9

friends, Beverly & George Field who drove a 1955 Packard Caribbean, and John & Rosanna Smith in the 1934 Pierce Arrow. Bruce & Carol Woodson's 1937 Cord 812 Supercharged Phaeton looked amazing parked next to Joe & Debbie Gucket's 1933 Auburn Cabriolet. Representing the British cars, Greg Snell & Barbara Lloyd brought their 1951 Jaguar XK120, Clifton Edwards with his 1951 Riley Saloon was accompanied by John Musgrove who took some great photographs to immortalize the event, Alexander & Nancy MacKinnon with their 1952 MG TD, Greg & Allison Spencer with their 1970 Triumph, and my 1970 Jaguar E-Type.

Aside from the mint julips and crab cakes, one of the things I enjoyed the most, was the conversations with others who attended that have vintage cars in their garage, all hoping to be able to take part in a display for next year.

While the VHS Museum and Virginia House are great to visit and explore, which this author highly recommends if you have not yet had the opportunity, VHS could not have planned a better event to thank those who have supported the VHS over the years. We look forward to the 65th Annual Garden Party! For now, you are invited to take a tour down memory lane with an exhibit of Toys of the '50s, '60s, and '70s on display at the museum until December.

CALENDAR

Take in two JCNA Concours on same weekend

By David Glick
VJC Concours Chairman

This year's VJC Concours returns to the Wyndham Virginia Crossings Resort and is one of two JCNA sanctioned Concours events in Virginia the same weekend.

The resort is a fantastic location, that hosted our successful AGM and Challenge Championships. For those unfamiliar with Virginia Crossings, it serves as a great venue featuring a colonial theme and several dining options.

The Concours itself will be on the Madison Lawn overlooking the pool Saturday morning. We moved the schedule up an hour so that the formal judging will be over in time for the participants travel to the NCJOC Concours the next day in Purcellville VA at the 868 Estate Vineyards.

For those not attending both JCNA Concours, participants of the VJC event are also welcomed to participate with the pre-show events of Classics on the Green, which includes a scenic drive Saturday afternoon.

Please join us for a poolside reception and awards ceremony in the afternoon. Also, please mention the Jaguar Club Concours for special rooms rates. We have a limited block of rooms, so please call early. On-site trailer parking is also available. Preference will be given to those who register early as well.

Hotel information for the VJC Concours is <http://www.wyndhamvirginiacrossings.com/> 804-727-1400

TO REGISTER, visit www.VJC2017Concours.Eventbrite.com

For more information concerning the NCJOC Concours, please see <http://www.jcna.com/users/ne40>

Schedule (subject to change)

Friday Sept 15

Welcome reception on the tavern deck

Saturday Sept 16

Concours (display and Judges) 8:00 – 1:00 pm

Historic drive in association with Classics on the Green 1–3 pm (optional for those wishing to participate)

Poolside cocktail reception and awards ceremony 2:30 –3:30 p.m. *(Grab and go lunches as well as dining in the Tavern are available for lunch.)

Sunday Sept 18th (two great options!)

NCJOC Concours at 868 Vineyards in Purcellville VA

Classics on the Green car show and wine festival at New Kent Winery (for those not planning on attending the NCJOC Concours at 868 Vineyards)

*(Registration for Classics on the Green is separate if you plan on attending the show, please register at <http://www.classicsonthegreen.com/>

For additional information, please visit the VJC website www.VAJaguarClub.com

Look forward to seeing everyone there!

Proposed Virginia Jaguar Club Events Schedule

July:

July 22: Shakespeare Theatre outing at Agecoft Hall.
(See page 16)

August: open (Suggestions welcome)

Coming events of interest

Sept. 16 -- VJC Concours, Glen Allen (VA)

Sept 17 -- Classics on the Green, New Kent (VA)

Sept. 17 -- NCJOC Concours, Purcellville, (VA)

Oct. 7 -- Waynesboro SVBCC show (VA)

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

(Please send us your favorite coming events)

September:

Sept. 16 -- VJC Concours, Glen Allen, VA.

Sept 17 -- Classics on the Green, New Kent, VA.

Sept. 17 -- NCJOC Concours, Purcellville, VA.

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)

JULY MEMBER EVENT

Shakespeare, picnic, concours school in one evening

By David Harrison
Past President

Our VJC event at Agecroft Hall, Sat, July 22 features a Wicker Basket picnic and performance of “MacBeth,” with bonus judge training session.

Please arrive at 4.30 p.m. at Agecroft Hall, one of Richmond’s architectural jewels, an Elizabethan mansion in the heart of Windsor Farms. The entrance for us is a private one at the end of Long Lane. Long Lane is a short access lane with some nice houses few yards past the main entrance to Agecroft Hall, 4305 Sulgrave Road. The entrance is a small gate in a green metal fence at the end of the lane. There will be a few yards of gravel road followed by a drive over grass. VJC signs will be strategically placed.

We will array our Jaguars in a private scenic area at the back of the Hall in preparation for a photo shoot with the magnificent Hall as background. Our shaded picnic area will be adjacent, under some magnificent trees. At 5 p.m. we will have the photo op of club members and their Jaguars. Non Jaguars will be adjacently parked.

Those not involved in the judging school may take get a private guided tour of the Hall while Chief Judge Sherm Taffel holds a judging school. Timing is important so please be on time. The photo op will be for Jaguars only, so please bring your Jaguars all spiffed up. You may arrive in other

vehicles and be present in person for the shoot, show and picnic.

After the tour and judge training session, we will picnic under the shade of the nearby trees. Please bring your wicker picnic baskets with scones and clotted cream or other appropriate delicacies, your beverages, folding tables and lawn chairs etc. for a scenic VJC picnic.

CJ Sherm will conduct the judge training session on a suitable Jaguar or Jaguars, from approx 5:10 to 6:10 p.m., All certified and prospective JCNA judges are requested to attend.

The performance by the Quill Theatre group starts at 7:30 p.m. Tickets are \$25. We will leave all the vehicles in place and walk to the performance area, it’s about a couple of hundred yards walk on flagstone pathways. We will have reserved seats. After the performance of “The Scottish Play” we will walk back to the cars and drive out onto Long Lane.

This heads-up message will be followed by a VJC group email and an Eventrite posting. I will need to know how many seats to book for the play. Attendance at the play is optional if you just want to enjoy the photo op and picnic. The private house tour is an extra \$5.

The group photo is going to be a memorable and iconic opportunity, one that you should not miss.

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.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.



Who can resist a car with a lot of personality?



On the other hand, it is possible to go too far when giving your car some personality!

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.

CLUB OFFICERS & COMMITTEE CHAIRS

Who to contact about the Virginia Jaguar Club

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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



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