

LYONSTALES



VJC Members and Cars Shine at Little Switzerland Concours

VIRGINIA JAGUAR CLUB

VOLUME 16 NO. 5

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LYONS TALES

LYONS' ROAR

Enter VJC's concours; give Ron your support

By **Bill Sihler**
VJC President

There are two important items for Virginia Jaguar Club members in the next couple of months. The most immediate is the VJC Concours, which will be held at the Virginia Crossings Resort on Saturday, Sept. 16, 2017.

Elsewhere in this issue the details are laid out, but we have scheduled the event the day before the Nation's Capital Jaguar Owners' Club's concours. By scheduling our event to start a little earlier than usual, those who want to compete in the NCJOC event can easily drive up Saturday afternoon.

The Concours welcomes those who want simply to display their cars, from the earliest to the most recent of the Jaguar marque. There's no charge for display. If you drive your car but want to see how it stacks up to others of a similar category, you can enter the Driven category. The emphasis here is on a clear interior and exterior (you don't have to open the hood or the trunk) and originality.

For the ultimate enthusiast, there is the Championship class, where the objective is to put the car into the condition it was when it left the original dealer's showroom. Our Concours has typically had Jaguars entered in all three categories. Why not enter yours?

The second important item is to support Ron Gaertner's candidacy as Southeast Regional Director of JCNA, which puts him on the JCNA board of directors. When we learned that long-time SE Director George Camp, also past JCNA president, had decided not to run for reelection, the VJC officers offered to nominate Ron for the directorship. He agreed to run.

The vote will be in October, with a ballot included in the Jaguar Journal.

Ron has been a member of JCNA since 2001, competing for championship



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

SAVE THE DATE:

**Sept. 16 – VJC Concours,
Glen Allen, VA.
(We hope to see all VJC
members at this key
event for the club.)**



VJC PARTICIPATION



VJC member Don Jackson with his regal MK IX sedan.

VJC members, cars, shine at Little Switzerland

By **Bill Sihler**
VJC President

The Carolina Jaguar Club held its annual concours July 14 and 15, 2017, at the Little Switzerland Resort, just off the Blue Ridge Parkway in North Carolina. The weather forecast for the weekend was threatening, but Friday morning was sunny and humid with rain in the afternoon. Saturday, the concours day, dawned cloudy, but the rain held off until late afternoon and then cleared by the time the bar opened.

The Friday morning drive was to the Penland School of Crafts, via a scenic route. The School was set up in the late 1800s to protect and preserve the area's crafts (such as quilting) by offering training by the practitioners of them. Over time, the School has developed into a major artistic center with programs as diversified as computer, printing,

photography, textiles, and iron work. Authorities in various subjects are invited to be in residence for a period to tutor the students (who are of all ages). Many of the authorities end up settling in the vicinity, as do the graduates of the programs, so the area has become known for a diverse collection of artists and crafts.

Penland School, which clearly enjoys considerable support from generous donors, has gradually expanded and modernized its facilities in recent years. The dining and cafe facility, for example, is a very modern, handsome building with decorations designed by faculty and students.

The studios and workshops, which also serve as hands-on classrooms, are located in a series of buildings on the hillside above the dining building.

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Bill and Mary Sihler's 2013 XJL

Little Switzerland

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In the hot, humid weather, visiting them was a modest challenge. Fortunately, our docent kept the group on the move because the interesting work being done by the students created a temptation to linger.

The Saturday concours featured about two dozen cars, including entrants from four states and Canada in addition to North Carolina. Virginia was represented by five cars, of which four were VJC members.

Ron Gaertner took a first place in a Championship class with a score of 100 for his XK120 FHC. Bill and Mary Sihler took a first in a Championship class with their 2013 XJL. Don Jackson took a first in a Driven class with his 1961 MK IX Sedan. Don's car also won the Peoples' Choice award.

Also entered were Rod Taylor's 2007 XK Convertible and, for display, a handsome 1963 Mark 2 from Roanoke. Its owner explained he wasn't a VJC member because it was too far to drive to central Virginia for meetings.

As usual, the social events and happy hours were very well attended. The dinners were excellent. The Club's silent auction raised over \$2,000 for the USO.



Rod Taylor's XK Convertible.

VJC COMING EVENTS

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 welcome to participate in the activities of the Central Virginia British Car Club, which include 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 park-

ing is also available. Preference will be given to those who register early as well.

Hotel information for the VJC Concours is <http://www.wyndhamviriniacrossings.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 CVBCC 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

NCJOC Concours at 868 Vineyards in Purcellville VA

Driver of classic SS100 killed in California Mille event

Editor's Note: We all enjoy driving our classic cars but sometimes we need a reminder that cars built 30, 40, 50 or more years ago do not have the same safety devices as late model cars. This must be considered when driving these cars briskly. The following news item is a sobering thought:

A Honolulu driver was killed and his passenger critically injured after a crash in the California Mille Tuesday, April 25. The driver, who was not identified by the California Highway Patrol, was driving eastbound on State Route 128 near Mendocino when he veered off the road and struck a tree. He was not wearing a seatbelt.

The passenger in the two-seat 1939 SS Jaguar 100 was wearing a seatbelt and survived the impact. The passenger, identified by CHP as Ai Origake, sustained major injuries and was taken to Santa Rosa Memorial hospital. Both driver and passenger were from Honolulu.

It is believed to be the first fatality in the event's 27-year history. The California Mille was started by car dealer-turned-collector Martin Swig, who passed away five years ago. It is now run by Swig's sons David and Howard.

There were approximately 70 cars entered in this year's Mille, all older than 1958. The accident took place on the second day of the four-day event, which was scheduled to run April 24-27.

Roar

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status with his XK120 and XK150. He also collects Xks. Ron served as President of the VJC from 2010-14, during which he brought both the Annual General Meeting and the Championship Concours to the Club despite being employed

more than full time in his medical practice. His personal support of these ventures was essential for their success.

Ron deserves your support, which the Club officers hope you will provide when the ballots come out.

FROM THE EDITOR'S LAPTOP

Tales of Rambling Greg's Southern Tour

By Greg Glassner
L.T. Editor

I may have mentioned before that I am a big fan of two-fors, as in two events or two destinations for relatively little extra effort.

Part of this is because I am reaching that stage in life where I find a lot left to accomplish and less and less time in which to accomplish it.

So when my sister Wendy and I planned a trip to Greenville, S.C. to see her three-month-old grandson (and my new great nephew) I just had to tack on a few extra destinations while down south.

One was family-related. Wendy and I took a day trip to Georgia and had lunch with three long-lost cousins on our father's side of the family. They hadn't been all that lost, but for some reason we had never met them before. We had a great time and exchanged a few bits of family lore.

After a few days in Greenville, my car compass began to rotate and I talked my sister into lunch and a quick trip up I-85 to the BMW factory museum, or "Zentrum." I had been there before but they change exhibits annually, so it was worth the small detour.

An unintended bonus was that we selected the very day that a Classic Motorsports Magazine tour was there, so the parking lot was full of interesting rides, including two Morgans, a Lotus 7, Jaguar XK-140 and a Ferrari 365 GTB "Daytona."

The next day I set off for Birmingham, Ala., and the much touted Barber Motorsports Museum. In addition to housing a collection of 1,300 mostly European and Japanese motorcycles (900-plus on display), the founder was fond of the Lotus marque and there was a major display of Lotii (Lotuses?), ranging from a Mk1 replica through the more familiar 7, 11, 23, Elites, Elans and numerous Formula 1, 2, 3, Jr. and Indy cars.

Scattered through the four-story museum were other significant Lotus cars including the Lotus-Ford driven at the Indy 500 by Dan Gurney and the STP 4wd Indy Car.

The only Jaguar-related vehicle was the bare aluminum skin of what I took to be a D-Type that I spotted in the off-limits restoration shop. This should not deter Jaguar buffs from taking in this museum, which overlooks one of the corners on the excellent road course track.



The Editor amongst a trio of Auto Unions from the 1950s at the Lane Museum in Nashville.

Anybody fond of the internal combustion engine would find the bikes on display sufficient reason to stop by when in the vicinity of North Alabama.

I was pleased to see five Moto-Parilla motorcycles in the collection, having owned a 125cc Six Days Trials replica in college, as well as a 90cc Phantom parts bike.

Temporary displays included an homage to Dan Gurney and the late John Surtees, with a Lola T-70 Can-Am car as well as a Ferrari F-1 car and ex-Surtees motorcycles on display.

My next stop was Nashville, for a tiny taste of Country Music and the Lane Motor Museum. This collection of the more eccentric motorcars built over the past 70 years is also worth a detour.

There is an E-Type Jag on display as well as several other sports cars, but the oddball minicars and microcars steal this show.

Oversight

Our extensive coverage of the British Sports Car Hall of Fame and Moss Motor Fest in our July-August Issue failed to mention that VJC Member Greg Snell's class win with his Jaguar XK120. If we had been made aware of it we would have included it.

-- Greg Glassner, Editor

2017 JCNA International Jaguar Festival October 12, 13 & 14, 2017

Lanier Islands Legacy Lodge,
Buford, Georgia



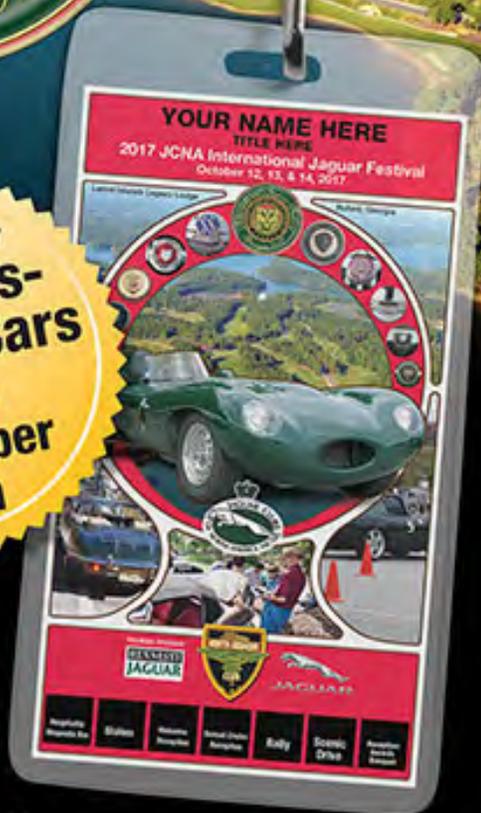
- Concours d'Elegance
- Rally
- Slalom



Registration for
**Concours-
Judged Cars**
closes
**September
15th**

Serving as the centerpiece of Lanier Islands, Legacy Lodge & Conference Center offers a variety of great amenities. Including complimentary wireless Internet, a full-service business center, two restaurants and more.
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VISION



JAGUAR HERITAGE



When Jaguar XK120s became uncompetitive in SCCA racing and he could not obtain a C-Type, Walt Hansgen took XK120 components and created his own lightweight Hansgen Special. After that, he drove C-Types, D-Types, Listers and E-Types for other people and became the dominant Jaguar racer in the United States. (Photos by Greg Glassner)

Walt Hansgen was a master Jaguar racer

By Greg Glassner
LT Editor

Before there was Bob Tullius and his Group 44 Racing and Tom Walkinshaw with his equally famous Jaguars, the colors of the cats from Coventry were flown in America in the early days of the Sports Car Club of America by Briggs Cunningham's team of D-Types, Lister-Jaguars and prototype XKEs.

In addition to producing a handful of prototypes and 25 production Cunningham GT cars in his Palm Beach factory, Briggs Cunningham was no slouch behind the wheel. But

he was also smart enough to recruit a number of hot shoes, including John Fitch, Sherwood Johnson, Phil Walters, Mike Hawthorne, Stirling Moss, Bruce McLaren and Augie Pabst

Perhaps the most notable Jaguar racer of them all was Walt Hansgen, the son of German immigrant Fred Hansgen, proprietor of F.K. Hansgen -- Carriage, Wagon and Auto Painting shop in Westfield, New Jersey.

Walter Hansgen was born in 1919 and grew up working in the family business. He was a star football player and married his high school sweetheart before a stint in the Army in WWII as a Jeep driver.

Hansgen's first look at sports car racing was on the original road course through the town of Watkins Glen in 1950. Like others, he was hooked.

Hansgen bought a Jaguar XK-120 in the spring of 1951 and went racing.

In his first race at Bridgehampton in May, 1951 he got carried away and spun out on the last lap, finishing behind all of the XK-120s. By September at Watkins Glen, Hansgen was mixing it up with a trio of Chrysler Hemi-powered Cunningham C2Rs, a Ferrari 340 and a brace of V-8 Allards. Hansgen's aggressive driving earned him second in class, an onyx Jaguar trophy for second in class and a suspension

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Walt Hansgen at full song in a D-Type.

Hansgen

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for the winter for the rookie driver ignoring a black flag.

At the first Sebring 12 hours in 1952, Hansgen and a friend drove an MG TD 1,000 miles to the Florida track, completed 665 miles in the race for 10th overall, and drove the MG 1,000 miles back to New Jersey. For the rest of the season, Hansgen drove a friend's XK-120 coupe in SCCA races while building a tube-framed, aluminum bodied Hansgen Special with XK 120 drivetrain in his family's shop. (He could not obtain a lightweight C-Type, so he decided to build one of his own from scratch.)

Hansgen's wife Bea later noted:

"Drivers who attempted to pilot the Special were unanimous in their assessment that it was a dog. Walt could not admit to himself that it was anything short of a masterpiece."

As a result, Hansgen manhandled his Special to firsts at Cumberland, Md., and Watkins Glen N.Y. and a pair of seconds in class at the Floyd Bennett Cup in New York City and at Thompson, Ct.

In 1954, the Hansgen Special was outclassed and Walt had a disappointing year driving borrowed C-Types and Aston Martins. It was a similar tale in 1955 in a borrowed OSCA, aging Ferrari Monza, Porsche 550



Hansgen and Team Cunningham Lister Jaguar again in the winner's circle at Danville's Virginia International Raceway. (VIR photo)

Spyder and an Austin Healey 100S. Observers noted that Hansgen was a better driver than the cars he was driving.

At Sebring in March 1956, Hansgen and veteran John Fitch teamed up in a Chevy Corvette for 9th overall, and first in class. Hansgen followed that up with eight firsts and a 4th in nine outings in Jaguar D-types fielded by Auto Engineering and Team Cunningham. Hansgen was the SCCA C-Modified Champion that year.

After making a family fortune somewhat smaller by trying to win Le Mans in his own American-built cars with Cadillac, Chrysler and Offenhauser engines,

and even coming close a couple of times, Briggs Cunningham became the quasi-factory team running Jaguar D-types in North America. Jaguar sweetened the deal by making Cunningham its distributor for the Northeast U.S. (IRS regulations on how many years a Quixotic business can deduct losses may have had something to do with Cunningham's decision to stop building cars. A guide at the REVs Institute/Collier Collection once told me that Jaguar leaned on the British manufacturers of disc brakes to withhold their best technology from the Americans, a story which adds to the intrigue.)

Coincidentally, Jaguar was also tiring of losing money supporting a factory effort and made a similar deal with Ecurie Ecosse for European events.

Briggs C. had lured Walt Hansgen away from the Auto Engineering team for a couple of races in 1956 and made him his team's number one driver in 1957.

Cunningham and Jaguar rewarded Hansgen by giving him a franchise for northern New Jersey and the family bodyshop and a service station across the street were reborn as F.K. Hansgen & Son Jaguar. The SCCA still had a phobia about profes-

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Hansgen

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sional drivers, so Jaguar paid Hansgen \$6,000 annually as a factory technical adviser.

In 1957, Hansgen co-drove a D-type to fifth overall at Sebring, and 10 firsts, a pair of seconds, a third, a fourth and three DNFs in 17 SCCA races. He repeated as C-Mod. champ, was named “Best Driver of the Year” by the New York Times and “U.S. Sports Car Driver of the Year” by Sports Illustrated.

At the end of the year, Cunningham, Hansgen and mechanical wizard Alfred Momo felt the highly tweaked D-type was losing its edge, especially in the shorter sprint races that dominated the SCCA schedule. They went to Europe, toured a number of factories including Maserati and Ferrari, and inked a deal with Brian Lister to run the lighter Lister

Jaguars in America.

In 1958, Hansgen scored a 3rd and two wins in the aging D-Types, nine firsts and six seconds in Lister Jags, and a pair of thirds in a Jaguar XK150 for Team Cunningham at tracks such as Watkins Glen, Elkhart Lake, Bridgehampton, Lime Rock and VIR in Danville, Va.

Hansgen also took a 1st in a Jaguar 3.4 sedan at Silverstone in England, and two 1sts at Snetterton driving for Brian Lister. Hansgen took four SCCA wins in Cunningham’s Stanguellini F-Junior, won his fourth SCCA C-Modified crown and added a win at the December Sebring sedan race in a Jaguar Mk2.

In 1959, Hansgen drove Lister Jaguars to seven SCCA national wins and continued his dominance at Bridgehampton, Elkhart Lake and VIR. At VIR in 1959 his competitors jokingly formed



Hansgen’s car and two other Cunningham D-Types in the paddock at Watkins Glen. (Photo by Dave Nicholas)

a “Society for the prevention of Another Hansgen Victory.” Hansgen won anyway. (Hansgen made his first trip to LeMans in 1959 by hitching a ride aboard a KLM Lockheed that was chartered by the Jaguar Club of America’s Eastern Region.)

In 1960, Cunningham set aside his Lister-Jags. Fielding a variety of Coopers, Tipo 61 “birdcage” Maseratis, a Lotus 18, and a pre-production Jaguar E2A. Wins were in shorter supply. Hansgen took four wins in the Maserati, three in the Lotus in F-Jr., four in the Cooper T-52 in F-Jr., a first in a Jaguar Mk. 2 at Riverside CA. and a 1st, 3rd and DNF in the Jaguar E2A.

The following year, Hansgen had one DNF in a Jaguar Mk2, but took six wins and a handful of DNFs with Maserati Tipo 61s and 63s, plus three F-Jr wins.

By 1962, the Jaguar boom at Team Cunningham was a thing of the past, although Hansgen did enter a few International races in production E-types, including 17th

at the Daytona Continental and a 6th in the FIA 400k at Bridgehampton. Six wins came in a Cooper-Buick and Cooper F-Jr. Hansgen finished the year with a 10th in the F-1 Mexican G.P. in a Lotus.

In 1963, his last for Team Cunningham, Hansgen and Bruce McLaren teamed up for a 2nd in class (8th overall) in an E-type Jaguar in the 12 Hours of Sebring. This duo also had a DNF at the 24 hours of LeMans. Hansgen had a third in the FIA 500k at Bridgehampton in an E-type, and four wins in a Cooper-Buick and a win in a F-Libre race at Watkins Glen in a used Lotus F-1 car.

In 1964, Hansgen drove for John Mecom, Holman-Moody, in NASCAR for the McKinney team and at the Indy 500 for Kjell Qvalle’s team of MG Liquid Suspension team. Hansgen was top rookie qualifier and ran as high as second before a costly pit stop to replace a fuel pump dropped him to 13th. High



Walt Hansgen receives the President’s Cup from Gen. Curtis LeMay, a warrior and noted car buff. (VIR Photo)

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Virginia Jaguar Club



Hansgen in Costin-bodied Lister Jag at the Glen in 1959. (Photo by Dave Nicholas)

Hansgen gets the hardware at VIR in May, 1958.

Hansgen

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points were a win with Augie Pabst in a Mecom Ferrari 250 LM in the Road America 500, followed closely by a notable 5th in the United States Grand Prix driving a third F-1 Lotus 33-Climax for Colin Chapman.

A lot of 1965 was spent sorting out John Mecom's Lola T-70 Ford for the USRRC, the predecessor of the Can-Am. Hansgen rewarded the team at the end of the year with a double win at Laguna Seca and a second at Las Vegas.

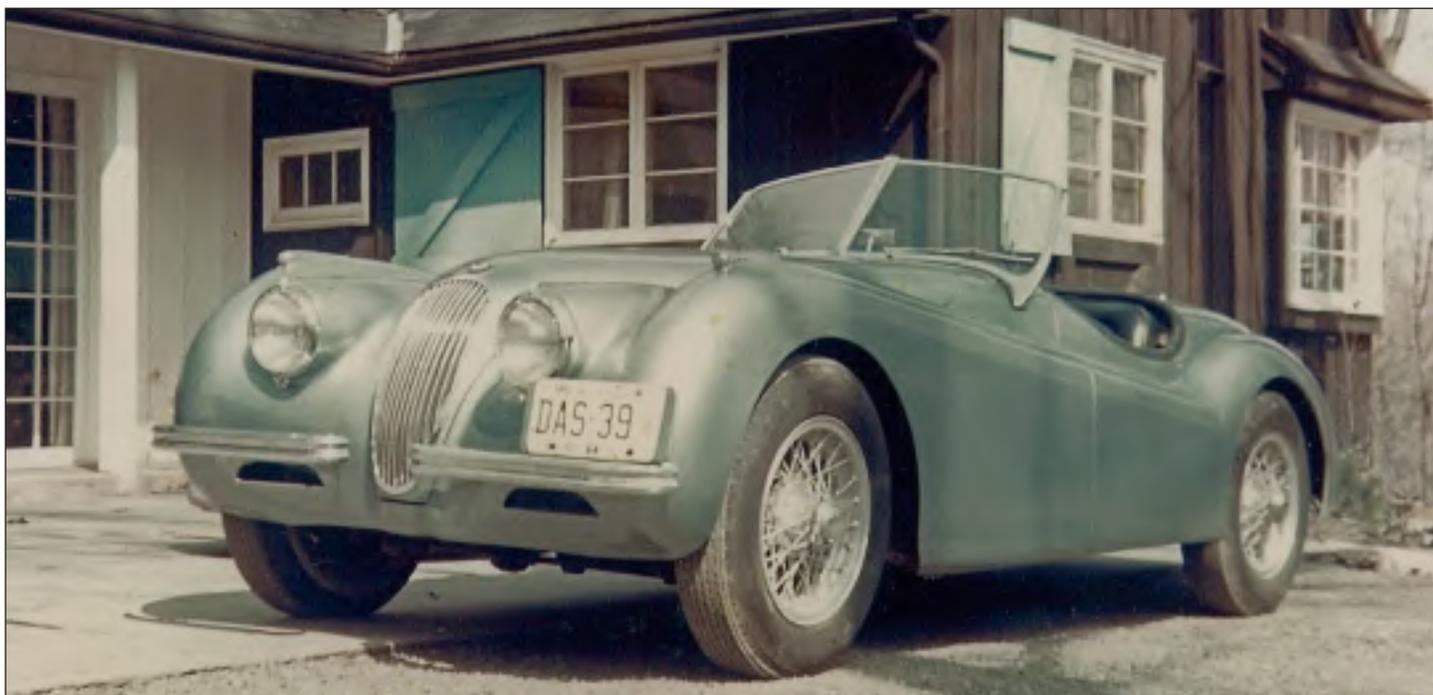
There were great expectations in 1966, when Hansgen was signed to drive a Ford MK2 GT for Holman-Moody. With Mark Donohue as co-driver, the Veteran-protege pairing took 3rd in the Daytona 24 and 2nd at Sebring.

Then at the Le Mans test day, April 2, Hansgen was pushing his Ford GT to the limit in the rain when he was forced to use an escape road, which had an unexpected dirt barrier placed across it. The car flipped many times. Hansgen died five days later.

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The Walt Hansgen-Dan Gurney Jaguar E2A at LeMans. (Photo by Graham L. Smith)



Walt Hansgen's XK 120 as it looked in 1965.

Ex-Walt Hansgen Jaguar XK120 stayed in the family

By George Parker "The Elder"

He knew it was time to trade. He had owned the XK120 OTS standard model, complete with steel wheels and rear spats, for over eleven years now after having ordered it special as a right hand drive model at the Jaguar dealer in Morristown, New Jersey way back in 1950.

In placing the order all those years ago, in spite of the inconveniences, shouldn't it have right hand drive? It was a British car after all!



Rusty Hansgen, Walt's son, tries out his Dad's old XK 120, now restored.

He'd had fun with it and used it as his everyday driver over the years, but now he'd tired of its Spartan nature... no heater, no turn signals, minimal weather protection, etc. And more importantly, he now had a wife who came with kids, so he was a instant dad! Clearly the XK120 just wouldn't satisfy his needs anymore. He needed something more comfortable, modern, and spacious. And he knew just what it was.....a Jaguar Mk VII. And he knew just where to get it. He had a good friend who owned a Jaguar dealership...That friend's name was Walter Hansgen!

So one day in 1961 our XK120 owner and MkVII shopper, Paul Widener, drove his XK120 to Walt Hansgen Jaguar Cars in Westfield, New Jersey to see if he could somehow acquire that Mk VII.

He came right to the point when he saw his old friend: "Walt, it's time for me to part with the XK120 and I'd like very much to get a Mk VII. I'd like to work a trade. Do you have any possibilities?"

Walt's response was positive: " Sure have! We've a nice one right here in stock. Let's go look at both cars, and I think we'll be able make a deal you'll like." And so it was done, and that's how Walt Hansgen Jaguar Cars became the owner of XK120 OTS VIN 660176.

It wasn't long before Walt decided that, since there wasn't

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XK 120

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a big demand for a right hand drive model, and he liked the uniqueness of the car, he would keep it and make it his personal car. In doing so he decided to make some modifications that would reflect his taste in an XK120. First, it was in need of new paint, so that was done in a color that was close to the original Pastel Blue but with a touch of metallic added. As far as mechanicals were concerned the first to go was the exhaust system, replaced by a Special Equipment dual exhaust. Then those steel wheels had to go, replaced by splined hubs and Borrani wire wheels. And of course, that meant that the rear fender spats were history.

The car now had the look of what was then called an XK120M on this side of the pond (an XK120SE in Jaguar parlance), but what about the motor? The SE model had about 30 more horsepower. Walt needed at least that much, and maybe more. He had four or five 3.4 motors laying around his shop so he rebuilt one to SE specs with new pistons for the 8:1 compression ratio and, fitted with an XK150 cylinder head, it was installed in place of the original motor.

He was pleased with the result...it was now basically a right hand drive SE model with shiny new paint. So pleased that some time in 1962 he drove it from his shop in New Jersey to Briggs Cunningham's Jaguar dealership in Manhattan to show it off to Briggs and his race team manager, Alfred Momo. He got a thumbs up.

Walt used it as a sunny day, fun car. He never took it to shows or races, nor did he use it as a daily driver. At that time he had a 15 year old son, Rusty, who has many fond memories of fun in the car with his dad. Let's let Rusty tell the story: "Growing up I had many 'spirited' rides with my dad. I had numerous rides with him in the XK120 but don't recall being the pilot with him as a passenger... But when I got my license he often rode as a passenger when I drove other cars at the dealership. We had many drives where he would give me pointers. Pointers like, if you went off the road there, where would you point the car?"

"I also accompanied my dad to many driver schools. He was often the lead instructor at SCCA schools and RRDC advanced driver schools. I sat through many chalkboard sessions and also accompanied him from corner to corner where he would watch the progress of drivers as they were coached."

Then came that terrible day in 1966 when Walt was killed in a horrific crash during a practice session at Le Mans. The XK120 passed to Rusty, now age 19 and just completing

his freshman year of college. Knowing that his dad would want him to, he soldiered on, getting his Associate degree in mechanical engineering from Mitchell College in New London, Connecticut in 1968. During the early part of those years the XK120 was garaged at the Hansgen family home in New Jersey.

But during his last year at Mitchell College Rusty took the XK120 to college and gave many of his college buddies hair raising rides in the car....or as Rusty likes to say..."they aged a little before their time!" He had many memorable rides with the car during those years.

Again, let Rusty tell it: "Once I was stopped by the local police who had guns drawn as they approached my car. They were responding to a call that someone driving a sports car had just robbed a nearby store. Fortunately, the hot coffee and donuts I had just purchased convinced them I was not the one they were looking for.... Another memorable outing was in the winter when I drove the car to Vermont to visit my girlfriend in subfreezing temperatures. The car had no heater so I would warm my hands by placing them over a hole in the carpet next to the transmission tunnel where hot air blew through."

Rusty continued his education at New York University, receiving a degree in mechanical engineering in 1970. Upon graduation Rusty went to work for M&M/Mars in Hackettstown, New Jersey while the XK120 remained in the garage at the family home. Then in 1973 Rusty's mom moved to Florida and the car was moved to Rusty's home in Washington, New Jersey. Over the following years Rusty enjoyed many drives in the car over the northern New Jersey countryside. But it was beginning to show its age with overheating and lowering oil pressure. Now it was time for Rusty to put his own imprint on the car....he installed a Mk VII fan and shroud (Jaguar didn't know about shrouds when they designed the XK120) to cope with the overheating.

Then in 1976 Rusty's company moved him to Texas. He drove the car occasionally on those wide open Texas roads... this wasn't New Jersey anymore! But the motor clearly needed attention with low oil pressure, and a knock which was its way of protesting leaving the garage! So it left the garage on fewer occasions, and finally not at all. In 1977 it went up on jack stands in Rusty's garage in Woodway, Texas and stayed there for 27 years until Rusty's retirement in 2004.

Now Rusty had the time, space, and means to give the

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XK 120

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car what it needed....a restoration starting with the bracing of the body and its removal from the frame. From that point he performed a complete mechanical and cosmetic restoration including paint, chrome, rebuilt Borrani wire wheels, new stainless steel exhaust, and refurbishment of all mechanicals. And he made one improvement required by those Texas wide open spaces....he installed a modern five speed gearbox. Now, except for the fan and gearbox improvements, the car is as his dad, Walt, enjoyed it way

back in the early 1960s. So that's how XK120 VIN 660176 lives today....resting in Rusty's garage in Woodway, Texas when not out for an occasional fun drive, or at a club event, or entered in a local show. When it does appear in a show it almost always garners a First Place award for its owner. And when older spectators walk by and notice the name on the ID card in the windscreen they often ask, "Hey, are you related to that Hansgen?" Rusty's answer is always the same...."Yup, sure am. He's my dad! And this is his car!"

Hansgen

Continued from p. 11

Walt Hansgen had 244 race starts and 190 race finishes. He was in the top three 162 times, winning 106 races. He raced cars for Briggs Cunningham for 149 of his 244 starts.

Hansgen ran 65 races in Jaguars, another 35 races in Lister-Jaguars and seven races in the Jaguar-powered Hansgen Special, winning a high percentage of them. That's 107 starts in a Jaguar-powered race car.

Editor's Note: I began devouring copies of Road & Track in Junior High School and my first exposure to sports car racing was in 1957, when I persuaded my dad to take a day of our vacation week and drive over to Elkhart Lake for the annual June Sprints. I still carry a mind-picture of the three Cunningham D-Types, resplendent in white with blue racing stripes, running nose to tail. Walt Hansgen won that day.

I was assisted in my research for this story by my PCA friend Dan Graff, who shared his copy of Michael Argetsinger's fine biography of Walt Hansgen. George Parker then sent me his father's story on another ex-Hansgen Jaguar, which is reprinted in this issue of Lyons's Tales.



This XKE Lightweight E-Type coupe driven by Walt Hansgen and Augie Pabst at LeMans was one of the stars at August's auctions at Pebble Beach, selling for a reported \$8 million.

Come on out and support
the events of the
Virginia Jaguar Club

CALENDAR

Update on Sept. 16 JCNA Concours

By David Glick

VJC Concours Chairman

As we all know, the Concours is just around the corner, with Sept. 16th approaching quickly. So far, we have about 25 cars registered. With the addition of another vintage, sports and classics (especially British...) Class, sport, we should could easily have another 25 on display (50 total).

While our Concours is Saturday Sept 16th (with welcome reception at Virginia Crossings on Friday evening), many of those who are registered are planning to take advantage of the Virginia is for Jaguar Lovers theme and attend the NCJOC Concours the following day at the 868 Estate Vineyards in Purcellville VA. Others are choosing to enjoy Saturday night with the Central Virginia British Car Club, which includes a drive out to AW Shucks for a cruise in, and casual social gathering back at the Crossings.

For those planning on attending the NCJOC Concours, additional information and registration information can be found at <https://868estatevineyards.com/visit/jaguar-concours-2017/>

If you would be willing to assist with the VJC Concours in any way, please let me know personally. (dmgbcc@gmail.com)

Remember, registration for the VJC Concours is at www.VJC2017Concours.eventbrite.com

All Jaguars as well as other vintage, sports, and classics cars, especially British are welcome.

Reserve rooms now

Please make sure to secure your reservation at The Crossings Hotel & Conference Center for your hotel room rooms as soon as possible. (804) 727-1400 It is important to mention The Jaguar Concours/Classics on the Green to obtain your preferred rate! Depending upon your stay, rooms might be sold out. If so, we have suggested alternate local hotels just let me know if you need the list.

Sponsor update

Welsh Enterprises will be the featured sponsor for our awards reception. Please make sure to check out their summer specials. They have some great deals on a variety of Jaguar parts for both classics and newer Jaguars. http://www.welshent.com/pdf/welsh_summer_catalog_interactive.pdf

[welshent.com/pdf/welsh_summer_catalog_interactive.pdf](http://www.welshent.com/pdf/welsh_summer_catalog_interactive.pdf)

David and Candice Welsh will be at the Concours this year. Please come out and say hello. They love to speak Jaguar.... Wait until you see one of the latest restoration projects made possible thanks to the help from Welsh!

We would also like to welcome **Engel Imports/Terrys Jaguar** to the list of sponsors this year. <https://www.terrysjag.com/> or <http://www.englishparts.com/>

For those with Jaguars, Engel just started carrying several Jaguar accessories usually limited to England. They were gracious enough to provide a few to be given away as raffle prizes. You must be present with a registered Jaguar (judged or display) to win the embossed F-Type notebook, a carbon fiber leather portfolio, or one of 2 sets of the latest Jaguar cuff links. Engel carries a large selection of parts for MGs, Triumphs, Healeys in addition to Jaguars.

XKs Unlimited has returned to support this year's once again with a few other Jaguar branded items (glasses, caps, etc). They have long had the reputation for "Everything Jaguar," with their website offering a wealth of news, tech resources and easy to look up parts. We will even have a number of their famous parts CDs with expanded views to easily identify what you are looking for. <http://xks.com/>

Griots Garage <https://www.griotsgarage.com/> has long been one of my favorite resources for car care solutions. They have been gracious enough to once again provide a few car detailing items that always come in handy when spending time in the garage. They feature an abundance of tips to help keep your Jaguar looking great!

Please do not forget to support our other sponsors, **Hagerty Insurance & SNG Barratt**, both of whom have support the Concours for a number of years. <http://www.sngbarratt.com> actually a highly skilled in-house staff to produce 1000's of parts that are no longer available for your Jaguar.

If you have not visited the Hagerty website lately, there is no better place to help determine the value of your jaguar or other classic car <https://www.hagerty.com/apps/valuationtools/search/auto>

Register for the Concours

Do not forget to register as soon as possible!! www.VJC2017Concours.eventbrite.com

I look forward to seeing everyone there!

36th SVBCC British Car Festival scheduled October 6-7

Shenandoah Valley British Car Club (SVBCC) will be hosting their British Car Festival on October 6/7 at Ridgeway Park in Waynesboro, VA.

The British Car Festival is among the oldest of its kind and one of the few multi-day British car events on the east coast. Entrants from more than 10 states participate each year.

All British marques and makes in all conditions are welcome, and new for this year's show there will be classes for kit cars based on British designs and other, non-British marques that have a distinct British DNA – such as Tesla, Volvo P1800 - see the SVBCC website for more information on these classes.

A show-quality car is not needed to share in the fun of this great event and awards are based on voting by participants. Also new for 2017 the class winners will receive their awards on the field at 3PM.

The festival starts with a Friday night reception that has proved to be very popular, so please think about joining us for that. We will have a special room available where you can purchase drinks, bar food/snacks, or a full meal. With videos in the background, this is an opportunity to get together with old friends or meet new ones. The reception is held at the host hotel – Holiday Inn, Staunton, VA. Please, again, see the website for information on this and other local hotels.

The show field opens at 9AM on Saturday with on field registrations until 11:30 AM and runs until completion of the awards, which start at 3PM. There is a caravan to the show

from the Holiday Inn, which leaves at 9 AM. Continuously through the show, our MC will be awarding spot prizes and there will be a silent auction. Blue Ridge Area Food Bank will be a beneficiary of this year's show.

The festival ends with a celebration banquet on Saturday evening at the host hotel, where all the days winners will be honored.

Please see the SVBCC website car show page at <http://svbcc.net/carshow.html> for more information about the festival and how to register for this wonderful event.

We look forward to seeing you at this year's festival.

VJC Events Schedule

September:

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

Sept 17 -- Classics on the Green, **CANCELLED!**

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

October:

Oct. 7 -- Waynesboro SVBCC show.

Oct. 21 -- Possible Historic Petersburg Walk.

November:

Battersea Plantation Oyster Roast and car show

December: open (Suggestions welcome)

December: (Suggestions welcome)

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.



Window busted? Try an umbrella.



What Englebert really wanted was a stake-bed pickup truck.



Well, it looked like it was bright and sunny out when this shopper went into the Walmart.

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 or make best offer. 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

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

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Traveler Contact: Bill Sihler

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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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