

LYONS TALES



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Upcoming Membership Meeting

VIRGINIA JAGUAR CLUB
VOLUME 17 NO. 1
January-February, 2018

LYONS TALES

LYONS' ROAR

Looking forward to the VJC's year ahead

By Bill Sihler
VJC President

The Virginia Jaguar Club's annual meeting will be held Jan. 20, 2018, at the Virginia Historical Society, 428 N. Boulevard in Richmond, arranged by David Glick (for which many thanks). David has already sent out one notice of the meeting and expects to send further notices to jog memories. There is ample parking behind the Society building. Also, if you wish, after the meeting you will find the Historical Society has several very interesting exhibitions.

The plan is to meet at 10:30 with coffee and refreshments before the business meeting opens. The main items on the agenda are election of officers and a discussion of how to make participation in the Club's events more attractive.

After the business meeting is adjourned, David has arranged for box lunches to be delivered. When you sign up for the meeting on line (no charge for that), you will have the opportunity to order from a selection of four box lunches. The charge for a lunch is \$12.50 and can be paid on line when you reserve your lunch.

With respect to increasing participation in the Club's activities, the board has held one informal discussion to generate ideas. Another is planned for January in advance of the annual meeting, so we hope to have some suggestions for the group to discuss and guide the officers for 2018.

Other topics that may come up are the JCNA Annual General Meeting, to be held March 23-25, 2018 in San Antonio and whether we should continue to offer a special membership fee for those who join after June 30.

With respect to the AGM, last year the participants at our annual meeting decided our Club should not contribute toward the expense of two delegates to attend. Several Club members considered attending on their own and would represent us,



See Roar, p. 8

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

SAVE THE DATE:

JANUARY 20, 2018
-- VJC Annual Membership Meeting at the Virginia Historical Society in Richmond.



HHI CONCOURS



This well-traveled 1950 Jaguar Mk V has found a loving owner and an appreciative concours audience in South Carolina. It received the HHI event's prestigious "Timeless Elegance Award."

Jaguars pounce at Hilton Head Concours

By Greg Glassner
LT Editor

I have been to the annual Hilton Head Island Concours d'Elegance four or five times and it continues to grow in quality and prestige.

One car buff I talked to this past November said he prefers it to the Amelia Island Concours because it is still undiscovered by the hordes that make it difficult to actually view the cars. That's a bit like damning with praise, I suppose, but there is some truth in this.

I am not ready to skip Amelia because it is too popular as it remains the premiere car show east of the Mississippi. Fortunately these two events take place six months apart so I don't have to choose between them.

As it has matured, the Hilton Head event has grown in appeal and for good reason, although HHI places more em-

phasis on American iron than does Amelia and still draws the majority of its entries from the Southeastern states.

With the Classic Daytona 24 vintage sports car race taking place six days after Hilton Head, the lure was strong enough for me to hit the road, although I skipped Saturday's "car club" meet at HHI as they charge more than it is worth, in my estimation.

Cognizant of my pro-bono duties as editor of the Virginia Jaguar Club newsletter, I kept an eye out for the Coventry, England products. They were in short supply this year, but I ferreted out a few.

My favorite was the stunning ivory 1950 Jaguar MK V belonging to Don Gant, of Amelia Island. On its own, this car well deserved the event's special "Timeless Elegance

See HHI Concours, p. 4

Virginia Jaguar Club



This 1955 Jaguar XK140 owned by John and Maria Gendelman of Flemington, N.J. was a Palmetto Award winner.

HHI Concours

Continued from p. 3

Award.” but its history added to the appeal.

One of 1,001 MK V drophead coupes produced between 1948 and 1950, and one of only 412 with right hand drive, it was discovered rusting in a junkyard in India and shipped back to England for restoration.

The current owner purchased it in 1979 in driver condition and gave it a second restoration in 2016. It has a 3.5 liter engine with a four-speed gearbox, which propels the 4,000-pound car to a reported 90 mph.

I asked how it got to India, thinking a maharajah might have been involved, but Gant said he suspected it was brought over by a British officer or civil servant who may have left behind after India gained its independence.

Not every Jaguar was once owned by Clark Gable, Briggs Cunningham, Steve McQueen or a British Royal, but a good mystery story adds some provenance, doesn't it?

The Best Jaguar in Class Award went to the white 1961 XKE entered by Kent and Melissa Hussey of Atlanta, with the crimson 1954 Jaguar XK140 owned by John and Maria Gendelman of Flemington, N.J. and silver 1962 Jaguar E-Type coupe of Robert Farris of Canton Ga. receiving

Palmetto Awards. Another notable Jag was the 1969 E-Type dhc of David Kirkman of Cumming, Ga.

I discovered after the event that our own Ron Gaertner's

See HHI Concours, p. 5



This rakish 1930 Aston Martin was part of the special display of LeMans class winners.



This 1962 Jaguar E-Type coupe of Robert Farris of Canton Ga. was a Palmetto Award winner.

HHI Concours

Continued from p. 4

XK 120 and XK 150 had been invited to the HHI event, but circumstances prevented him from attending. Either of his cars would have given the XK 140 and E-Types a run for their money, I am sure.

The HHI organizers always have a few extraordinary cars as you enter the grounds to knock your socks off immediately and these included Savannah collector Robert S. Jepson's 1919 Pierce Arrow (once owned by film star Fatty Arbuckle) and his 1926 McFarlan touring car (once owned by boxer Jack Dempsey).

Also up front were examples of sleek automotive design selected by auto historian Ken Gross. They included a 1937 Delahaye Type 135MS owned by Miles Collier, 1937 Bugatti Type 57S owned by William Connor, Buzz Calkins' 1955 Chrysler Ghia Gilda, and the 1959 Cadillac Cyclone show car from the General Motors Museum -- head turners all.

Cadillac was also this year's Featured Marque and there were enough tailfins and bulbous "Dagmars" present to satisfy the most dedicated fans of 1950s automotive excess.

After that, I needed a dose of minimalism and I found that in Class 12, for Micro Cars, this included two BMW Isetta, a pair of BMW 600s, a Vespa 400 Zundapp Janus, a Subaru 360, Austin Mini Moke, and a 1956 PTV 250, that I must have missed when I visited the Lane Motor Museum in May.

I don't know why someone of my girth would be fascinated by these little one and two-cylinder runabouts in their Easter egg pastel hues, but I am.

This year's "midway" attractions included a splendid display of wooden speedboats, including the historic U-19 Miss America IX and a collection of cars that won their class at LeMans.

More HHI Concours photos, p. 6



American elegance: A vintage Thomas Flyer.

HHI Concours

Continued from p. 5



A classic and very purple 1919 Pierce Arrow once owned by silent film star Fatty Arbuckle. It and the 1926 McFarlan touring car in background were displayed from the stable of HHI Honored Collector Robert S, Jepson.



A special display of cars that raced at LeMans.

Breaking News

Gaertner elected Regional Director

With great pleasure, I'm delighted to report that Ron Gaertner won election as one of the two Southeastern Regional JCNA Directors and a position on the JCNA Board of Directors.

Considering that the opposing candidate was a member of two large clubs, Ron's winning is a tribute to the respect that he has in the region for his work with JCNA, including leading the VJC in hosting a JCNA Annual Meeting and a Championship Concours while he was VJC President and for serving as chief judge and concours chair for our club's concourses.

-- Bill Sihler, VJC President

FROM THE EDITOR'S LAPTOP

My blue cat parade car strikes again

By Greg Glassner
L.T. Editor

Those of you who know me also know that my 20-year-old Jaguar XK8 has a mind of its own. It runs fine when it wants to and doesn't run so fine when it decides it deserves a day off.

My late wife was a cat fancier and I still have two yard cats who depend on me for vittles and the occasional kindly word and scratch on the neck, so I have spent a great deal of time coexisting with and observing cats.

I have noticed that cats are inordinately fond of Jaguars. I always keep a car cover on my XK8 because its soft convertible top is a magnet for cats.

On my recent trip south for the Hilton Head Island Concours, I spent two nights at a bargain-priced motel that was near a fireworks store. The owner or night manager of that enterprise drove a Jaguar XJS coupe and each time I passed by there were one or two stray cats sitting on it.

For these reasons I have come to the conclusion that Sir William Lyons chose a most appropriate name for his motorcars. Not only do cats sense a kinship to Jaguar automobiles, but Jaguars exhibit cat-like appearance and behavior. (The

earlier name, SS Motorcars, was also a good one until that unsuccessful Austrian artist adopted the brand.)

Cats and Jaguar motorcars usually look quite sleek and pride themselves on being well groomed. And they have a strong independent streak. But, unlike most dogs, you can't make them work simply by willing it to be so.

When they want to, however, they will perform flawlessly. Especially when they have an appreciative audience.

My metallic blue cat is on its best behavior when called on for parade duty.

You are probably tired of seeing the photo of me and my XK8 carrying Miss Virginia in the State Fair Parade several years ago. And we were called to participate in last year's Ashland Holiday Parade to carry Faye Pritchard, the former Mayor of Ashland and current Hanover County Supervisor.

On both occasions I had my fingers crossed as my blue cat had displayed some eccentric behavior prior to each event. But people were watching and she performed flawlessly.

This year we carried the Parade Grand Marshal, Rob Wait and his wife Jane in the 2017 Ashland Parade.

The sun was out and even my clumsy detailing looked pretty spiffy from ten feet away. We got a lot of compliments that day.

Stray thoughts on E-racing:

As a long-time auto racing fan, I am not sure what to think about Jaguar's plunge into open-wheel Formula E and then adding a Jaguar I-Pace spec series to run as a support race for Formula E. (Related story on pg. 8 in this issue of the L.T.)

I'd much prefer to see a factory F-Type competing against Porsche, Ferrari, Corvette, Aston Martin, Audi and BMW as a GT car in IMSA and the WEC. But I am prejudiced toward the internal combustion engine.

I witnessed electric racers compete on the relatively even (though vertical) playing field in the Pikes Peak Hill Climb in 2013. They were capable of generating huge power and torque for the brief uphill sprint.

And I have watched several televised F-E events which are run on urban and suburban street courses that are not my favorite venue. F-E currently involves teams from Jaguar, Audi, Renault and Mahindra and Porsche will soon enter the



My XK-8 at start of 2017 Ashland Holiday parade.

See Laptop, p. 8

NEWS FROM JAGUAR

Jaguar takes another plunge into electric car racing

As reported by Autoweek:

Jaguar and Formula E announced on Tuesday that the Jaguar I-Pace eTrophy series -- the first racing series using production battery vehicles -- will serve as a support race

series at select Formula E event beginning in late 2018.

No date for the first eTrophy series race was announced by Formula E. The 2018-19 -- season five -- Formula E schedule has not been released.

The plan is for the support series to feature Jaguar I-Pace cars to engage in practice and qualifying sessions followed by a 30-minute race.

“Jaguar returned to racing in 2016 with the mission ‘Race to Innovate.’ With the launch of the Jaguar I-Pace eTrophy, we’ve strengthened our commitment to battery electric vehicles, international motorsport and Formula E,” said Gerd Mäuser, chairman of Jaguar Racing, in a press release.

“As a British team, we’re proud to announce today the launch of the world’s first production battery electric vehicle championship. We’ve always said we want to prove our electrification technologies on the track -- this is the proof.

“I’m looking forward to seeing a full grid of Jaguar I-Pace race cars in late 2018, soon after the first Jaguar I-Pace hits the road in Europe.”



Jaguar spec series I-Pace.

Laptop

Continued from p. 8

F-E arena. So far the Jags have been less than spectacular and Mahindra and Renault dominate the series.

The F-E racers are just weird looking, a cross between a F1 car and an arachnid. They also sound weird with whirs, clicks and squeals instead of roars, screams and backfires.

They remind me of folksinger Tom Paxton’s old song “The Marvelous Toy:”

It went “zip” when it moved, “Bop” when it stopped, “Whirr” when it stood still. I never knew just what it was and I guess I never will.

The spec series, which will at least use cars that look like cars, will get Jaguar more exposure to young urban consumers who probably prefer Uber to buying new cars.

Not sure what the end game is in this endeavor.

Lyons Roar

Continued from p. 8

but ultimately those plans did not materialize. We gave our proxies to the North Carolina Club.

Roy Sumner, our Membership Chairman, has sent out several e-mails reminding Club members that the \$60 annual dues are due by the end of January. For those who delay until after June 30, the dues are \$45. We have to pay

JCNA \$30 per member regardless of when a member joins. The question is whether our Club should follow the JCNA in adopting a single membership fee regardless of when a member joins.

In any event, please heed Roy’s requests to renew your membership, support the Club, and make Roy’s life easier.

Look forward to seeing you on January 20 at the VHS.

VJC MEMBERS' EVENT



Our VJC contingent dressed for the wather and had a grand time. (Photos by David Glick)

Virginia Jaguar Club well represented at November Battersea Oyster Roast

By Bill Sihler
VJC President

The November VJC outing was held on the 4th at Battersea Plantation's annual fund-raising barbecue and British car show.

The weather this year was not nearly as pleasant as last year, a problem we have had several times with our events this summer. Despite the overcast, however, it did not rain.

The food was good, and the music was tolerable to these ancient ears. We felt bad for the Plantation because the attendance was much lower than last year.

Five of the seven Jaguars present are shown in the photograph above. From the left, two of Michael Malone's cars, the Sihler's XJS, the Harrison's XJ6, and the Schowalter's XK8. David Glick's newly restored E-Type was parked on the far side of the field.

There was one other Jaguar present for a brief time. David Glick took the photo of the intrepid group.

In addition to Jaguars, there were perhaps 15 other Brit-

ish marques. One interesting one was a Riley that had been handsomely restored. The car's engine was beyond repair, however. After some searching, the owner found that an engine from a contemporaneous Ford pickup would fit in nicely. These were readily available, so off he went.



Our merry band of Jaguar owners.

JCNA EVENT



The two-tone grey Mark II . (Photos by Bill Sihler)

Georgia hosts International Jaguar Fest

By Bill Sihler
VJC President

The North Georgia Jaguar Club hosted the second annual International Jaguar Festival (IJF) at the Lanier Islands Legacy Lodge on Lake Lanier Islands, Buford, Georgia, Oct. 12-14, 2017. The setting allowed various events to be held at various spots in the resort.

Thursday, Oct. 12, was the slalom competition., with a welcoming reception that evening. On Friday morning, the Concours was held, a convenient scheduling that allowed those who arrived on Thursday time to spiff things up a bit before the Concours and to participate in Saturday's Rally and other events afterwards. Friday night offered a dinner cruise around Lake Lanier with the Awards Dinner held on Saturday evening.

The Concours setting was at the edge of the Lake and up a slope to a pavilion, as the photograph shows, where the participants could get nourishment and keep out of sun (not needed) and moisture (a tiny bit).

The Jaguar whose nose is in the foreground of the pho-

tograph at right is a red 1972 XJ6, with a black 1985 XJ6 VDP heading the row of XKs in the center of the picture. The modern XKs were the second most frequent Jaguar model on display, with some 20 present.

See IJF, p. 11



The showfield downhill from the pavilion.



The Sihler 2013 XJL in a very scenic setting.

IJF

Continued from p. 11

Despite the overcast, and chilly breezes as the field was being set up before dawn, rain held off except for one very slight, brief bit of moisture.

After the National Anthem, the event continued with a performance by the Highlanders Pipes and Drum Corps of Stone Mountain Georgia. (Cover photo) The group played with vigor to entertain before the Rags Down was called.

Over 100 entrants were listed on the program, of which some 70 plus were being judged. The number of Championship models was well in excess of the Driven entrants partly because the IJF gets extra weight in deciding top North American honors. In case of a point tie among the averages of the top three scores cars in a class earned, the top car is determined by adding up all the points each car earned in exhibitions that year. Car with the most total points is the North American Champion in that class. For that calculation, the IJF gets to be counted twice.

The E-Types had the most representation, with 28 in competition by my count. As the photograph shows, the line of E-Types stretches off into the distance. There were 15 XK120, -140, and -150 listed, although Ron Gaertner was unable to make it to show two of his. A few of the

XKs appear in the photo that also shows a handsome Mark 2 painted two-tone grey.

What appeared to be the oldest car on the field was a lovely 1948 Mark IV DHC. A 1935 Swallow SS1 was listed on the program. If it was present, I missed the chance to photograph it.

See IJF, p. 12



The Queen's Mark IX, at right.

Virginia Jaguar Club



A lovely 1948 Jaguar Mark IV DHC.

IJF

Continued from p. 11

There were a smattering of other models, such as the Mark 2s shown lined up next to a 1960 Mark IX. That Mark IX belonged to Queen Elizabeth II. There were sundry sports cars such as F-Types and a 1957 Lynx XKSS. One utilitarian F-PACE was shown.

Finally, our 2013 XJL, photographed on the verge of the Lake, won first in its Championship class. Fortunately, it was the only one in its class because it does have a few issues.

I met a chap from Florida who had a 2012 XJL in BRG on Display. He had planned to enter his car in the Championship division but delayed signing up. Then the hurricane hit, the power was out, and he had other things on his mind. By the time he recovered power, the deadline for registration had passed and his plea for an extension was rejected. A sad story because I suspect he would have aced us.

We also participated in the very well organized timed Rally on Saturday. As relative novices in this event, we were very surprised to come in third despite having missed a couple of turns and not having kept accurate enough timing.

We were amused, however, by the drivers of an X-Type Sports Wagon, which we followed for some hilly and curvy parts of the course. They couldn't believe we could keep

up with them as they were rounding corners on two wheels.

The social events were well organized, and the food was good except for the cafe at the swimming pool. At the final reception on Saturday evening, JCNA announced a 60th Anniversary car badge and lapel pin as well as a poster showing the JCNA regions with the logos of all the member clubs. You can find these for sale on the JCNA website.

The next IJF will be held in Santa Barbara, California on Nov. 4, 2018. We will probably give that a pass. It's a lovely location, but it's a long way to drive.



The E-Type was well represented.

JAGUARS AT PLAY



This lightweight E-Type of Jim Pace and Russell Gee held its own against a variety of machinery. (Photos by Greg Glassner)

HSR Classic Daytona 24 a big hit

By Greg Glassner

LT Editor

I have been a fan of auto racing since I was in junior high and prefer my racing on road courses as opposed to street circuits and oval tracks.

In the past 20 years or so I have gravitated toward vintage sports car racing. This is partly due to nostalgia but also to the low-key, fan-friendly atmosphere that prevails at these events.

Unfortunately, from my perspective at least, the value of vintage racers has elevated to the point that only the very rich or foolhardy will risk these blue chip investments on track. (Except for those zany blokes in Great Britain.)

A bunch of guys trundling around their local tracks in MGBs and Spridgets at 7/10ths still has some appeal, but lacks luster. I prefer more exotic fare. Which lured me to the

HSR Classic Daytona 24 Historics on the second weekend in November.

See DAYTONA, p. 14



Wanna' race? This E-Type was for sale in the paddock.



Ex-Group 44 Jaguar XJR-5 of Bob and Randall Smalley powers through a turn on Daytona Infield.

Daytona

Continued from p. 13

On alternate years, this event is a qualifying race for the Classic 24 Hours of LeMans, which pumped up the quality of the cars on the grid as well as the ability and motivation of the entrants and co-drivers.



Hotshoe Andy Wallace dogs a Porsche 962 in his Ex-Group 44 Jaguar XJR-7.

HSR (Historic Sportscar Racing) has adopted a liberal view of what a vintage racer is, which helps make up for the fact that few owners now risk their blower Bentleys and Type 35 Bugattis on the track. Generally speaking, if a car is no longer competitive or eligible for IMSA or FIA events, it is “vintage.” This makes for some odd bedfellows.

In addition to a gaggle of Porsche 911 variants, there were several Corvettes, Mustangs, Camaros. Less common were a pair of 2005 Audi R8 LeMans Prototypes, four Chevrons, three Lola T70s, a 1966 McLaren Can-Am car, two 1973 BMW CSLs, a pair of modern Ligier Le Mans cars, a Courage/Oreca, Aston Martin Vantage, a Dallara-Judd LMP, Pescarolo-Judd and a number of retired IMSA Daytona Prototypes.

Jaguar was represented by several lightweight XKE coupes and two ex-Group 44 Jaguar XJRs.

Not every entrant was a museum piece. A 1962 Volvo PV 544 looked a bit like a clown car out there among sleeker machinery but they ran through the night for a respectable 16th place finish in class.

Retired and semi-retired drivers still like to cut quick laps

See DAYTONA, p. 15



The Daytona garage area was open to spectators throughout practice and qualifying events. Competitor Bob Smalley owns both the ex-Group 44 Jaguar XJR-5 and the former Bruce Jennings Porsche 911. Great taste and terrific provenance,

Daytona

Continued from p. 14

and there were a bunch of them on hand to take the wheel on the combined Daytona road course and oval.

Retired professional driver Dieter Quester brought his old BMW M1 Procar over from Europe and Ron Fellows and his son Sam trailered Ron's 2006 Corvette down from Canada. Distinguished co-drivers included Jochen Maas, Jurgen Barth, Didier Theys, Andy Wallace, Patrick Long, Butch Leitzinger, Lyn St. James, Memo Gidley, Joao Barbosa, Terry Borcheller, Dion Von Moltke, Eric Curren, Gunnar Jeannette and Eric Van de Poel.

Other interesting co-drivers were rocker Brian Johnson, former NASCAR crew chief Ray Evernham and top F-1 designer Adrian Newey, who got to drive the first race car he designed, a March sportsracer.

Several days of practice and qualifying preceded the 24 Hours and not every car entered made the starting line on Saturday. Newey blew a tire in the March on the Daytona high banking and damaged more than could be fixed quickly. So he flew off to Brazil for his day job Sunday with the Red Bull F-1 team.

More than 130 cars survived two days of practice and qualifying races to take the start Saturday. They were broken down into six groups with each group running four 45-minute races around the clock with a mandatory 3-minute pitstop in race to encourage driver changes.

A good show all around. I hope to be back at Daytona again for this event.



They are vintage cars, afterall. This E-Type wound up on the end of a tow rope after difficulties in the qualifying race.

CALENDAR

Bring ideas to Annual Meeting in Richmond Jan. 20

The Virginia Jaguar Club's annual meeting will be held Jan. 20, 2018, at the Virginia Historical Society, 428 N. Boulevard in Richmond,

There is ample parking behind the Society building. Also, if you wish, after the meeting you will find the Historical Society has several very interesting exhibitions.

The plan is to meet at 10:30 with coffee and refreshments before the business meeting opens. The main items on the agenda are election of officers and a discussion of how to make participation in the Club's events more attractive.

After the business meeting is adjourned, David Glick has arranged for box lunches to be delivered. When you sign up for the meeting online (no charge for that), you will have the opportunity to order from a selection of four box lunches. The charge for a lunch is \$12.50 and can be paid on line when you reserve your lunch.

One Current exhibit is:

"A Material World: Photographs of the 1980s from the Richmond Times-Dispatch." After a defeat in war, disillusionment, advances in civil rights in the 1950s and 1960s, and disco, Americans became status seekers and shopaholics—the "Me Generation" was born.

The Eighties are remembered by many as a time of excess and extremes. But this materialism was not embraced or experienced by all Americans, and many pushed the



The Virginia Historical Society parking lot makes a great place to display your Jaguar in January. If weather inclement, bring your Land Rover.

boundaries of what was conventional.

Featuring forty-three iconic images from the archives of the Richmond Times-Dispatch and accompanied by historical objects that include fragments of the Berlin Wall and a tambourine and gloves used by Prince in Purple Rain, this exhibition highlights political and social issues as well as pop culture and fashion trends as they were experienced by Virginians.

Membership

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

For more information please send an email to Roy Sumner, VJC Membership Chairman:

Roy.sumner@gmail.com

and we will send you details on how to become a member.

Or fill in and return the membership application on page 19.

Visit us online at: www.vajaguarcub.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.



A stitch in time saves a plastic bumper cover.



Hey, who doesn't have a rusty C-clamp in their garage?



Well, the package did say "multi-purpose tie down straps."

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Show your pride in your Jaguar or other British automotive with our new redesigned Union Jack indoor car cover! Our car cover is made from a very soft, non-abrasive cotton material.

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Medium (13.78' X 15.42'): \$225.95
Large (15.42' X 17.06'): \$249.95

WELSH
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CLUB OFFICERS & COMMITTEE CHAIRS

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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

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P.S. If you don't know where you are going, any road will take you there.

-- The Editor



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