

# LYONS TALES



**Parker family heirloom XK120 in new quarters .... Story on page 7**

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**VIRGINIA JAGUAR CLUB**  
**VOLUME 17 NO. 1**  
**March-April, 2018**

# LYONS TALES

## LYONS' ROAR

# Plans are well under way for our VJC year

By **Bill Sihler**  
VJC President

To begin with, please make sure you have paid your 2018 dues and made any updates to your information! Membership Chair Roy Sumner has sent out a number of reminders, but there are still members from whom he has not heard. There were several events during the first two months of the year that have implications for the remainder of the Virginia Jaguar Club's year.

First, the Club held its Annual Meeting and Kick-off Event on January 20 at the Virginia Historical Society in Richmond. Organized by David Glick, following the business meeting those present enjoyed high quality box lunches. During the business meeting, Ron Mitchell was thanked for his many years of service as the Club's Membership Chairman. We are fortunate that Roy Sumner had volunteered to pick up from Ron early in 2017. Roy was reelected to that position. Steve Bradley was also thanked for his serving as Treasurer, a task to which Larry Springer was elected.

David Glick, Acting Concours Chair for three successful concours, wished to step aside because of plans to relocate out of the area. Wayne Estrada volunteered to assume responsibility for the Club's Annual Concours, which offer was most welcome. This job will be a challenge of devotion for Wayne, the founder of the Club, because he is now living at some distance in Washington, D.C.

Respecting Sherm Taffel's wish to be relieved as Vice President, George Parker was elected to that position to put special emphasis on our relations with the clubs of other marques. Susan Sumner, who has been active in planning the Club's event schedule, was willing to accept responsibility for the Events Chair's job.

Peter Schowalter asked to step off the Board of Directors after many years of



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

### SAVE THE DATE:

**The Virginia Jaguar Club's ANNUAL CON-COURS is Saturday, June 23 in Richmond.**



## Virginia Jaguar Club



The Virginia Jaguar Club Board for 2018: Front row, from left. David Harrison (Past President), David Glick (Webmaster), Susan Sumner (Events Chair), Larry Springer (Treasurer), Sherm Taffel (Chief Judge); back row, Greg Glassner (Newsletter Editor), George Parker (Vice President), Roy Sumner (Membership Chair), Bill Sihler (President) and Wayne Estrada (Concours Chair). Not Present: Brian Trickett (Secretary). [Photo by Jeffra Schowalter]

## Lyons Roar

Continued from p. 2

service, but he offered to work setting up the awards at the Concours. Again, many thanks to Ron, Steve, David Glick, and Peter for their extensive efforts on behalf of the VJC and its members. Other officers were confirmed in their existing roles: Brian Trickett as Secretary, Greg Glassner as Editor of the Lyons Tales, David Glick as Webmaster, Sherm Taffel as Chief Judge, and yours truly as President. David Harrison kindly agreed to continue as a member of the Board of Directors.

The second event was an on-line survey about members' interests, designed to give Susan Sumner insights to help her plan the year's calendar. More than half the Club's members participated, for which many thanks.

There were two types of events for which there was little enthusiasm: Slaloms and Rallies. Over 50% indicated that the former had no or only slight interest for them. Rallies were slightly less unpopular. Tech sessions and displays of cars ranked high, with over 75% indicating interest or high interest in this type of activity. Events and drives with social meetings ranked highest. Cars and Coffee Meetings earned a respectable 61% support as of interest or high interest.

Elsewhere in this Lyons Tales, Susan will discuss how

she is working to meet these interests and also distribute activities throughout the state.

Perhaps the most important event news is that the Club's Annual Concours will be held in conjunction with the Saturday, June 23, 2018, show of the Richmond Chapter of the Antique Automobile Clubs of America (AACA). Put the date on your calendar and plan to enter or display a car! It's to be held rain or shine.

The R/AACA and our Concours will be held at St. Joseph's Villa, 8000 Brook Rd. (US1), in Richmond just south of the intersection of the I-295 interchange with US1. Another landmark is that it is just a block south of the Parham road intersection.

Wayne Estrada, George Parker, and Mary and I met with Bruce Woodson, who is organizing the R/AACA event to review the site and discuss cooperation. This will be the second year that R/AACA holds its show at the Villa. Bruce indicated the first year went extremely well, with over 200 cars entered and over 1,000 spectators. He said it was also a useful learning experience and that this year's show will be even better.

To summarize, the venue is a very lovely and spacious location, set well back from US1. The lawns make an at-

See ROAR p. 5

## FROM THE XKE FILES



Inspired by the Tesla in space (below), VJC Webmaster David Glick put his computer skills to work to launch his Jaguar XKE into space. Ain't computer science wonderful?

## ‘Jags in Space?’ Who knows what the future brings?

By David Glick

VJC Webmaster

***Ridiculous News Wire February 2018:*** On the heels of Space-X and Tesla launching the new Tesla roadster piloted by Starman into Space, the chaps formerly associated with

Top Gear, now the Grand Tour, decided to try something grander. Jeremy Clarkson, Richard Hammond, and James May thought it would make for a great idea to launch an iconic sports car into space as well, and see if it could catch up to, and maybe even pass, the Tesla Roadster.

What better car to choose than the magnificent Jaguar E-Type? At first glance, it seemed the fixed head coupe or 2+2 might have been the most ideal, being enclosed and having the most cargo space.

Then, they realized that the need to carry cargo was irrelevant, and even the driver was not necessary. So, in the words of Jeremy, “we decided to go for broke and launch a bloody Series 1, flat floor roadster into space to be the first

Jaguar to ever reach Mars.”

Sources close to the producers suggested that Jeremy tried talking Hammond into sitting in the driver’s seat, since the

See HHI Space, p. 5



# Roar

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Continued from p. 3

tractive setting in which to display the cars, and there is sufficient shade to provide protection for the participants. A pavilion provides cover for food vendors, and there is ample space for port-a-potties. The R/AACA also plans space for vendors of automotive parts and equipment. There is space for trailers and for spectator parking.

Bruce is working on special rates for accommodations at Virginia Crossings, about 3.3 miles away, for those who will come up the night before or want to stay on until Sunday. We hope to be able to arrange a social event Friday evening with the R/AACA group at the Crossings.

Wayne and George will be working with Bruce to finalize the event. As soon as sufficient details are firm, they will



St. Joseph's Villa.



Scene from last year's AACA show at St. Joseph's Villa.

be releasing them so you can make your plans.

It is unfortunate that the schedule uncouples the VJC Concours from the Nation's Capital Jaguar Owners' Club September concours. The opportunity to work with the R/AACA and the site it has found were just too good to pass up. We hope VJC members will take advantage of these arrangements to participate!

Volunteers to help with the event are welcome. Contact me at [sihlerww@embarqmail.com](mailto:sihlerww@embarqmail.com), George Parker ([george@cantstopthankingbig.com](mailto:george@cantstopthankingbig.com)), or Wayne Estrada ([DCTrptPlayer@gmail.com](mailto:DCTrptPlayer@gmail.com))

See you June 23!

# Space

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Continued from p. 4

Stig had apparently already left, sitting behind the wheel of the Tesla. Richard was quoted as responding, "think about how much more the E-Type will be worth when it returns from the trip...now the car is as much out of this world as are some of the prices they have brought at auction."

Among the special preparations for the trip, the jack and spare were removed to save weight, especially since they were deemed not quite useful in space. The tires were filled with helium in order to assist with lift. The standard complement of tools were left in the boot just in case a repair might be necessary along the trip. For reasons about to be explained, luckily the boot does not lock.

All things considered, the launch went relatively well, except for one small detail. Within minutes after liftoff of the latest generation of the Russian made space plane,

currently being thought of as a space shuttle replacement, James realized he forgot to leave the key in the ignition. The good news is the early cars were quite easy to hotwire, and it is likely that someone will figure that out at some point.

In the meantime, if someone is planning to catch up with the E-Type, and maybe bring it back home, as the boys forgot to plan for the same, "you are welcome to stop by and pick up the keys," said May.

One does have to admit, the azure blue (specially chosen color) E-Type, with glistening brightwork, looks quite amazing cruising in space. While the Tesla might be eons ahead with the latest technology, not much comes in handy floating through space, and the E-type looks quite a bit sexier, even without the Stig. Enzo Ferrari would be quite pleased! We are all looking forward to seeing the E-Type with the backdrop of the Milky Way.

## FROM THE EDITOR'S LAPTOP

# Teaming up with AACA is a sound idea

By Greg Glassner  
L.T. Editor

It appears that 2018 is shaping up as a great year for Jaguar lovers and for our own Virginia Jaguar Club.

This is the 70th Anniversary of the venerated Jaguar twin-cam six cylinder engine and this fact will be noted at our annual VJC Concours d'Elegance, which will be held in collaboration with the 49th Annual Antique Automobile Club of America's Richmond Region. The event will take place at St. Joseph's Villa in Richmond for the second year.

I have been a member of AACA Richmond for several years and have attended a number of their events, including last year's successful show. Like our club, the AACA folks have struggled with finding an ideal show site that also fits their budget.

I attended several of their shows held on the asphalt at Richmond International Raceway and on a hot June day that was no treat. Last year's show day was also hot, but the new site offered scattered shade trees which allowed entrants and visitors some respite.

I am sure some of our members may bring up the issue that our concours will be something of a sideshow to the larger AACA event, so I would like to answer that objection before it is raised.

First off, our club is one of the smaller clubs in JCNA and the idea of being associated with a bigger event has worked well in the past. We have seen this with the Chal-



**This handsome Jaguar sedan was one of several cars for sale at last year's AACA Richmond Region Show last year.**

lenge Championship when we hosted it, when we held our concours in conjunction with the Classics on the Green show, and again last year when we worked with the Nation's Capital Jaguar Club and the Central Virginia British Car Club to increase the car count at our Concours.

We can only field so many cars with our "little club," so exercising a bit of synergy with other clubs appears to be the way to go.

Secondly, although there are a lot of Model T and Model A Ford folks in the AACA, as well as devotees of "Detroit Iron" from the 1950s, 1960s and 1970s, there are also a lot of members who love British and European cars as well. From the cross section of AACA members I have met at their fun runs and shows, I can cite owners of MGs, Jaguars, Nash Healeys, Austin Healeys and a number of other imports and sports cars.

An AACA member in Pennsylvania who I went to college with is a recognized authority on Mercers and DuPonts. But he also collects Citroens and Panhards and owns a Citroen-Maserati as well as his vintage Mercer Raceabout.

I think you will find a lot of interesting cars to see at our combined AACA-VJC event and meet some fascinating people. Car buffs are cool guys and gals, regardless of the marque they are most passionate about.



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

## VJC MEMBER PROJECT



The Parker XK120 shows blistered paint as result of garage fire. (Photos by George Parker)

# Like the Phoenix of mythology, Parker's XK120 rose from ashes

**By George Parker**  
*VJC Vice President*

As we all know, my Dad's XK-120 suffered cosmetic damage in the house fire we suffered in May 2015. The photo above shows some of the most severe damage on the car. Following photos show various points in the car's refurbishment.

The job began with disassembly in January 2016. Around April of 2016, the car was delivered to Paint By Dillon in Ashland, VA, who had signed on at the beginning to do the

paint and bodywork. Bob (Dillon) does excellent work, and asked me what level of "restoration" I was looking for.

I told him that I wanted a great looking car (as it was before the fire), but not SO great that I'd be afraid to drive it. He told me he'd leave a flaw, but not tell me where it was - perfect!

Bob also told me that this car would not be on the top of his priority list, as Hagerty only settled for a portion of his hourly rate (they later settled for the difference - with no

**See Parker, p. 8**



The Parker Jaguar in the paint shop.

## Parker

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**Continued from p. 7**  
hassle, to their credit). But all along the way, he forwarded many photos of the progress. He finished his work in August of 2017 and the car was delivered to my new home's garage. Although I had hoped that Bruce Woodson would be able to handle the reassembly (he stepped up and rescued

the car and gave it secure storage right after the fire - I felt I owed him), but his plate is just overflowing. Further, he was reluctant to take on the interior as he's really not set up for that "clean" work. I had been in contact with Gassman Automotive (Mike Gassman) in Waynesboro, VA about doing the interior, and as Bruce and I discussed the project, he commented that the easiest course of action would be to just have Gassman do the full reassembly. So that became the plan.

When I first talked to Mike, he stated that he'd need about a month lead-time before he could get the car into his shop. When Bob Dillon gave me a completion date, I called Mike for a date on his calendar. He said it would be late October or early November before he was ready for it. But just a week later, he called and told me he had a cancellation and would I like to bring the car down the next week. You bet I would! So the car was delivered in early September.



Reassembly begins after painting.

See Parker, p. 9



## Virginia Jaguar Club



## Parker

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I accompanied the car to Waynesboro with my car loaded with all of the parts - interior, bumpers, trim, etc. At Gassman's shop, we sorted the parts onto a large cart for his team to be able to accomplish the reassembly with minimal fuss. As work proceeded, Mike had his staff forward periodic photos of the progress.

Finally - she was done! On December 7, a friend from Central Virginia British Car Club and I went down to look it over and see what else needed to be done. We developed a very short "punch list" - rear lights didn't work, mod to tonneau cover for better fit, and few other small items. When it was done, I arranged payment - my part for a few items

See Parker, p. 10



The Parker family heirloom XK120 is finally home in its new garage in Bowling Green.

## JAGUAR HERITAGE

# Norm Dewes gets his Hall of Fame wheel

By David Harrison  
VJC Past President

The British Sports Car Hall of Fame was inaugurated at the Moss Motorfest in Petersburg in 2016. John Nikas, Director of the Hall of Fame announced it as follows:

“The British Sports Car Hall of Fame was established in 2016 to preserve and perpetuate the legacy and impact of these legendary vehicles and to honor the men and women responsible for their success. Induction into the Hall of Fame is reserved for those who have made a significant and lasting impact on the British sports car industry and hobby, making it a singular honor for a lifetime of achievement.”

Norm Dewis was our honoured VIP guest when the VJC hosted the 2011 JCNAAGM and the XKE-xperience, which recognised the 50th anniversary of the E type. This VJC event was one of our club historic highlights, largely due to the efforts and contribution of Past President Dr Ron Gaertner.

Una and I kept in touch with Norm ever since we met him at the AGM at Pittsburg many years ago, and subsequently have visited him several times in his home in Shropshire.

Norm was a nominee for the Moss Hall of Fame event but was not able to attend. I had the honour of accepting the award on his behalf, a handsome engraved steering wheel. I arranged for Una’s sister to take it back to the UK, Norm was thrilled to receive it, and has sent the attached photo.

He is now 97 and an incredible ambassador for Jaguar, representing the marque at events all over the world.



Norman Dewes with his Hall of Fame steering wheel.

## Parker

Continued from p. 9

(like carb rebuild) not related to fire damage, and Hagerty’s for the rest. Again, to Hagerty’s credit, they covered all of the fire-related bills with no issues whatsoever.

The car was finally complete, bills paid, and ready to pick up in mid-January. Bruce Woodson (Mercer & Woodson, Central Virginia British Car Club, Richmond AACA, long serving/suffering Classics On The Green Chairman, semi-professional musician, and many other hats he wears!) took me down with his trailer to bring her home.

It was a long project, one which I clearly did not take on willingly. But in the end, the car is better than it was

- fresh paint (and underlying bodywork), fresh chroming, refurbished gauges, and completely new interior.

One final word about my Hagerty coverage. As already mentioned, they covered all of the fire damage with no hassle at all. But in addition, they called me very early on (June 2015) and \*offered\* to cover any unpaid medical bills as part of the med coverage I had on both the Jag and my old Spitfire (cause of the fire and, of course, a total loss). When was the last time you heard of an insurance company offering to give you money?

As long as they’ll have me, I’ll be a customer for as long as I own classic cars.

## SHOP TALK

# A Jaguar restoration comEdy, Part One

By David Harrison  
VJC Past President

We all know that Jaguars need regular exercise to be healthy. It was not a good idea to leave my Series 1.5 E type garaged from fall to spring, and I expected and deserved to have a problem or two when reviving her.

Well, both the Strombergs leaked as soon as I switched on, very typical with today's crappy gasahol which turns to gum when it sits. I removed the air cleaner intake and saw gas flowing out of the jets, a sure sign of stuck jet needles.

I wanted to back the car out of the garage before working on the carbs and pulled the power lead off the fuel pump to run on the fuel in the bowl. After drying off the spilt gas, the engine started up, but the car refused to go into reverse gear, or indeed any gear.

The clutch pedal went down but stayed half way down, so I also had a clutch system problem. Now an inoperative clutch may only be a bad master cylinder or a bad slave cylinder. You absolutely don't want to have a bad clutch itself.

The master cylinder is quite easy to replace. If you are Brit-sized you can crawl under the dash to remove the push rod clevis pin. The push rod is normally held in the master cylinder by a circlip but it just fell out of the back of the cylinder and I was surprised to find the push rod was badly bent.

It was not surprising that the clutch did not operate, but why did the rod bend? A frozen master cylinder seemed the obvious answer, so I went online and bought replacement master and slave cylinders from Welsh. That's when I found that current master cylinders come with a threaded pushrod end, not the special E type forked end, you have to buy that separately and install it.

While waiting for the clutch parts I drove down to Moss to get new, original style Stromberg fuel intake needles, then pulled off the carbs as a pair. There are eight nuts holding the carbs to the intake manifold, most of them are almost impossible to reach and they come off one flat at a time using a skinny 9/16 open end wrench and your fingers.

Once off the car and on the bench, I found that the carb bowls and the bowl plugs were gummed into place. My pet Stromberg peeve is the brass plug in the bottom, which always leaks with time. Plastic ones on TRs leak even worse. The brass plug has a shallow screwdriver slot, but no screwdriver I've ever seen will fit it and unscrew the plug, so most plugs are scarred up with vise grip marks, my being no exception.



The bent master cylinder pushrod.

I did file off my new vise grip scars later.

I unscrewed the plug and its dried up O ring, removed the six small bowl screws and eased off the stuck bowls. The bowls were full of gritty sand and bad gas. I cleaned everything inside and out and installed new jets and floats, new gaskets and new O rings for the plug. Then the carbs went back on the car for more fun with the 9/16 nuts. The darn Strombergs still leaked so off they came again. My friend David Laughton said Grose jets were better, and I made another trip to Moss for Grose jets and gaskets. After another rebuild with the Grose jets the darn carbs leaked yet again. I was getting pretty good at getting them on and off, but was beginning to lose confidence in my rebuild technique. I called on my E type guru David Glick for help, David is deep into his second S2 E type restoration. While waiting for him I worked on the rest of the fuel system. I removed and cleaned the glass "Sediment Bowl" mounted on the firewall, it had trapped about 1/4 inch of sand and the gas was pretty rank. Fortunately Jaguar provides an easy way of draining the E type tank via the brass sump, and was half a gallon of dirty gas in the tank to get rid of. After cleaning out the brass sump I added some fresh gas plus stabilizer, and ran some through the system to purge any residue and ensure a clean supply. In retrospect its amazing the engine ran at all.

I had the carbs on the bench for David Glick to look at, and he immediately criticized my technique of keeping them coupled, he was right, parting them at the throttle shaft and fuel lines makes them much easier to handle. David shimmed the jets to set the float heights. I replaced the two short rubber lines from the central fuel supply Tee as the old ones were oversized and starting to crack. The tee itself needed work to fit the twin 3/16 hoses and the 1/4 inch supply hose. The hoses and clamps were all replaced and the carbs installed for the third time.

This time they held pressure, and the engine fired right up. Now for the dreaded clutch problem... .

**(To be Continued)**

## WAYNE'S WORLD

# Automobiles for a modern world

By **Wayne Estrada**  
*VJC Concours Chairman*

I recently stayed with David and Una Harrison, and while there he was kind enough to give me an old copy of the January/February 2012 Jaguar Journal. In it was an article that I wrote that I had completely forgotten about called "Originalists vs. Modernists," describing how JCNA club members seem to either embrace the older cars of yesteryear or the newer cars of the last couple of decades.

In re-reading this piece, it reminded me of a shift in my thinking from an experience three years ago while driving from Los Angeles to San Francisco along the beautifully scenic Highway 1 that runs up along the coast.

My wife Jeanne and I flew into LAX where we rented a premium level car for our vacation from Hertz (received free on points from business travel) of a brand new top-of-the-line Chrysler 300 sedan. After a couple of splendidly beautiful days in Santa Barbara, we hit the road again and set off along the spectacular views of the coastline and the Pacific Ocean from there to Monterrey.

In that day's journey, we tuned the included satellite radio to the "Sinatra Channel," opened the front of the dual sun roofs, enjoyed the heated/cooled seats that seemed to be infinitely adjustable, received a call through the in-car Bluetooth, and were entertained by the little blue dot on the GPS navigation screen as it slowly wound its way along the twisting road. The car was whisper quiet, smooth, had a solid feel, had an air of modernity about it that...

That's when we both turned to each other and had "The Look."

"Wow," my wife commented. This car is just so modern! And I looked back at her and said, "Yes it is. Why isn't our Jag like this?"

Well that was an easy answer.

Our car at that time was the magnificent and beautiful XJ12 sedan, but at the time of this trip, the Jag was fifteen years old. It was very clear that time, technology and style had evolved significantly since the glory days of Coventry's last V12 sedan. Time stands still for no one or no thing, and in this hyper-accelerating modern age of Smart TVs, Tablets, Cell Phones and Automobiles this is even more extreme

and evident. Every year things get faster and better-- and cars are no exception.

After returning, we began to reconsider about keeping the XJ12. Yes, it was (and still is) a strikingly beautiful and distinctive car, but after several years of extremely high maintenance and repairs, along with finding a competent shop that could deftly identify and correct problems with the car and locate hard to source parts, we decided to let the car go. Both the high fuel costs and ongoing maintenance issues were factors, but also with it was that memory of what a modern car could and should be.

Our new daily driver is a Genesis, and as an avid Jaguar lover, I must admit it is a fine vehicle with many of the aforementioned advanced creature comforts, but the point here is not to convince anyone (especially THIS reading audience) to switch brand loyalties, but to tout the vast improvements offered in the modern automotive world.

Looking back on comments from that 2012 article, admittedly one can make a strong case for the styles of Jaguars of old as opposed to the newest generation cars. Personally I am very fond of the styling of the new XJ and the F-Type coupe, but putting that aside, let's consider what new cars bring to the car-buying public.

As before with the Chrysler 300, not just Jaguar, but all new car manufacturers have transformed the automobile as we used to know it. Beyond the obvious not-so-fond memories of windows that had to be manually cranked up and down, 50,000 mile overhauls, tinny Am radios, and no air conditioning on hot summer days, modern cars even of modest means today offer all these plus much more with a plethora of built in options like trip computers, Bluetooth, multi-speed automatic transmissions, and dual climate control systems. The build quality is often superb with excellent NVH (Noise, Vibration, Harshness) characteristics, supreme safety systems of multiple air bags, crash crumple zones, superior lights and headlamps, built-in navigation and the like. Plus add to that excellent fuel economy, reliability, and handling far superior to cars of the past.

Oh! And don't forget acceleration and top speed. Twenty years ago not many cars could top 125 MPH or accelerate

See Estrada, p. 13

## JAGUAR CLUB NEWS

# Jaguar Clubs converge on Carlisle Imports show

By Gary Kincel

Event Coordinator, Jaguar Club of Pittsburgh.

I thought today would be a good day, with weather a little warmer in Pittsburgh, to extend an invitation to members of JCNA affiliate clubs, to join us at the upcoming Import/Performance Nationals in Carlisle Pa. on 5/18-5/20.

As you know this is the first Carlisle event for the year, and continues to have a real good number of flea market vendors along with many other activities to start the car hobby season. An additional event this year will be a special indoor roundtable managed by Joe Limongelli AKA GT Joey from the Long Island NY club. I am sure Joe will be sending more information on this special Jaguar event in the coming weeks.

As we have done for the past few years, the Jaguar Club of Pittsburgh has arranged for a tent on the non-judged show field convenient to all the activities, where folks can park their Jaguar and have easy access to everything going on at the event. Please spread the word to the members of your club so that they may register in advance and get a space with us on the show field.

Pre-registration is easy at the Carlisle events website. Simply go to the event page for performance/imports. Click

on the show your vehicle tab at the top of the page, Follow the link for 2018 Carlisle Import & Performance Nationals non-Judged Show field to register. Use the club dropdown to select the Jaguar Club of Pittsburgh and if you register soon, there is a 10% discount for early sign up, so you will only pay \$36.00 for a ticket that will allow entry to the field during the weekend.

Please let me know if your club leadership has changed and I should be copying someone else on this message. I have included a flyer for your use and to share with others in your club. Please let me know if I can answer any questions for you. I look forward to seeing your members in Carlisle.

### *Note from VJC Treasurer Larry Springer:*

*I've been doing this show as a vendor for the past thirty years or so and there is a great group of Jaguar guys who attend each year, some from as far away as the UK. Carlisle also offers reasonable accommodations, good local dining spots with local beers, etc. Best days for the flea market are Thursday and Friday if you're shopping for the odd part or two. Sunday is the car show with a lot of rare cars showing up affiliated with several clubs.*

## Estrada

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Continued from p. 12

in less than six seconds; while today most cars can do both quite easily.

When we examine performance cars, the differences are even more extreme. While the XK120 was a world-beater in its day, able to achieve its eponymous namesake 120 MPH, there are over twenty cars currently capable of over 200. In the mid 1960's the fastest cars like Ferrari could go from 0-60 around six seconds. Today the fast cars do it twice as fast--or better--all while achieving miles-per-gallon of what used to be that of an economy car sixty years ago.

Are the new cars better? Without a doubt, yes they are, in every aspect except perhaps one--styling. This is where only a handful of mass produced cars like Jaguar still stand out. Gladly Jaguar with the afore mentioned XJ and F-Type

are in that club, but there are a scant few others in the less than \$100K category.

And this brings us full circle to Jaguar. Are the current Jaguars "better" or "preferable" to the cars of the past? That is certainly a very subjective question. As a "daily driver," the current Jaguar line wins hands down on this point. Ultimately, it depends on a variety of factors, but no doubt, Jaguar are making the best quality and performance cars they've ever made today, all while increasing sales, winning new customers and (hopefully) new fans of the marque through innovation, technology, and continuing distinctive style blended with a proud heritage. It will be exciting to see what the next generation of the automotive world, and Jaguar, will bring.

## NEWS FROM JAGUAR CLASSIC



Not restored, the revived D-Types are brand new. (Jaguar Classic photo)

# Jaguar Classic will complete run of D-Types

*Ryton-on-Dunsmore, U.K.* -- Jaguar Classic is re-starting production of the iconic Jaguar D-type race car in Coventry, 62 years after the last example was built in 1956.

The first of these, an engineering prototype, made its world debut at the Salon Retromobile show in Paris.

Just 25 new examples of the D-type will be hand-built at Jaguar Land Rover Classic Works in Warwickshire. In 1955 Jaguar planned to build 100 D-type models. With only 75 completed, Jaguar Classic is now fulfilling the company's original ambition by creating 25 all-new, period-correct sports cars.

"The Jaguar D-type is one of the most iconic and beautiful competition cars of all time, with an outstanding record in

the world's toughest motor races. And it's just as spectacular today," said Tim Hannig, Jaguar Land Rover Classic Director. The D-type is the third continuation vehicle from Jaguar Classic, complementing the six missing Lightweight E-type models completed in 2014-15 and nine XKSS models built in 2017-18.

Jaguar Classic experts' painstaking research, with exclusive access to original Jaguar engineering drawings and records, ensures each new D-type will be built to the authentic specifications laid down by competitions manager Lofty England and his engineers in the 1950s. D-type clients can choose either 1955-specification Shortnose or 1956-spec Longnose bodywork.

# Southwest Florida Club hosts regional concours

Jaguar Club of Southwest Florida and Jaguar Ft. Myers, Fort Myers Florida will host the 1st Annual Southeast Regional 2018 Concours d'Elegance Florida, a JCNA Sanctioned Event on April 14-15.

Participants and spectators will behold a collection of beautiful and elegant Jaguars, from the 50's, to 2018 models, including the new E-Pace SUV.

The event will take place in an Indoor Facility, at the Charlotte Harbor Event and Conference Center, Punta Gorda, Florida. The facility is a 180-foot x 110-foot fully Carpeted, Air Conditioned Venue.

For more information, go to [www.jaguarclubofswf.com](http://www.jaguarclubofswf.com). or contact [philmannino2@gmail.com](mailto:philmannino2@gmail.com), (407) 312-0218.

## NEWS FROM THE WORLD OF JAGUAR



The Invictus Games Team.

# Jaguar's sleek F-Type is finally going racing

From Road & Track and Autocar

Five years after it went into production, the Jaguar F-Type is finally going racing. Jaguar debuted the F-Type GT4 today, a race car designed for the British GT Championship that'll be fielded by a new team, Invictus Games Racing.

The Invictus Games are an international sporting event held annually for wounded, injured, and sick (WIS) servicemen and women, and Invictus Games Racing has been created to promote its foundation. This team and the F-Type GT4 were conceived and funded by James Holder, one of the founders of clothing company Superdry and a racer himself.

In keeping with the spirit of the Games, Invictus Games Racing will field four WIS vets from the British Armed Forces—Ben Norfolk, Basil Rawlinson, Steve McCulley and Paul Vice—in its two cars. The team will also employ two professional racers, Jason Wolfe and Matthew George, to act as mentors.

The F-Type GT4 was built by Jaguar Land Rover's Special Vehicle Operations (SVO) and is based on the F-Type SVR road car. The F-Type GT4 is powered by the same 5.0-liter supercharged V8 that's in the SVR, though it'll probably be detuned to around 400 hp to comply with GT4 regulations. The GT4 will also ditch the SVR's all-wheel drive system,

since that's not allowed in GT racing either.

A Jaguar spokesperson told R&T that it has no plans to create a GT4 factory team, and it's not building any more F-Type GT4s unless an interested customer approaches SVO. So, F-Type GT4s won't pop up everywhere like GT4 cars from McLaren, Mercedes-AMG, and Porsche, but at least they're racing.

## You can save 30% on Jag swag

By Christian Guthrie

Branded Goods Senior Specialist, Jaguar Land Rover

I would like to pass on a promo code for you to distribute to your group for the official Jaguar online shop. As enthusiasts of the brand we are pleased to offer you 30% off your order at checkout.

You can apply the following promo code: JAGGROUP30 to your order when you checkout at: <https://shop.jaguarusa.com/>

This promo code will run for a limited time through the end of March and we will continue to restock the website with new product throughout the month as we are in the process of launching the 2018 Collection.

## VJC EVENTS CALENDAR

### Jaguar Concours, multi-makes shows, fun runs, lunches

#### March

**Saturday, March 17** -- Possible Junkyard visit TBD.

Plantation 3650 Historic Sully Way, Chantilly, VA 20151 <http://www.gwcmodela.com/events.asp>

#### April

**Saturday, April 14** -- 19th Annual British & European Car Show plus Lunch, The Shops at High St, 1430 High St. Williamsburg VA 23185 with lunch/dinner TBD. Hours 10 a.m. to 3 p.m. Saturday. Awards at 2 p.m. Admission is \$25 at show, \$20 pre-registration due April 7, spectators free. Info: <http://www.wmbgbrit.com/>, Roy Gavilan at [wbcregister@outlook.com](mailto:wbcregister@outlook.com). Show hotel is The Embassy Suites, 3006 Mooretown Rd, Williamsburg, VA, 757-345-7606, rate is \$139 plus tax, use code DLO. Reservation cutoff date is 3/16/18.

**Saturday, June 23** -- VJC Concours 6/22 & 6/23 Richmond (Wayne Estrada), Virginia Crossings for Accommodation/Dinner gathering 6/22 - Concours 6/23 AACAA St Joseph's Villa Richmond Judging 10 a.m.-12:30 p.m., Awards 2:30 p.m.

#### July

**Saturday, July 14** -- Carolina Club Concours July 12-14 Little Switzerland (of interest)

**Saturday, July 21** -- Possible Theater Run (Harrison) TBD

#### August

**Saturday, August 4** -- Cars & Coffee at Classic Car + Tech Session/Classic Car Center & lunch (Springer) 10 am TBD

#### September

**Saturday, September 8** -- Somerset Steam Festival (of interest) Somerset VA

**Sunday, September 23**, -- Winery Drive (in development)

#### October

**Saturday, October 13** -- Cars & Coffee VA Beach + Abacus Racing 1372 Baker Rd, Virginia Beach 23455 757-363-8878 <https://www.abacusracing.com/>

**Saturday, October 20** -- Cars & Coffee C Ville + Lunch (Sumner) Cars & Coffee C Ville at Greenberry's Coffee Barracks Rd. Charlottesville, 8 a.m. -1 p.m. with lunch TBD

**Saturday, April 21** -- Classic Car Center Swap Meet at 3591 Lee Hill Drive Fredericksburg VA 22408. (TBD)

**Sunday, April 29** -- Britain on the Green 10709 Gunston Road Lorton VA 22079 9:30 a.m. -3 p.m. [www.capitaltriumphregister.com/bog](http://www.capitaltriumphregister.com/bog) [www.gunstonhall.org](http://www.gunstonhall.org).

#### May

**Saturday, May 5** -- Lunch + drive at the Summers' followed by Montpelier Wine Festival. 15434 Madison Run Rd Gordonsville VA 22942

**Saturday, May 19** -- North Carolina MB Car Clubs Triangle British Classic Car show, North Hills Raleigh NC (<http://www.ncmgcarclub.org/>)

#### June

**Sunday, June 17** -- Sully Plantation/ Car Show (of interest) Sully

## 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](mailto: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.vajaguarclub.com](http://www.vajaguarclub.com)

Facebook: <https://www.facebook.com/groups/904051982964621/>The Virginia Jaguar Club is affiliated with

The Jaguar Clubs of North America

## Submissions

We encourage our members to submit articles, stories and pictures for publication in Lyons Tales. We kindly ask you follow the specifications listed

below. To submit an article, please send to [glassgreg@hotmail.com](mailto:glassgreg@hotmail.com).

Make sure you reference

Lyons Tales somewhere in the subject line.

**SUBMISSION DEADLINE**

15th of the month preceding the issue month.

**SUBMISSION SPECIFICATIONS**

Text: any Regular Hoefler, Arial,

Calibri or New Times Roman

Font Size: 10-12 pt

Format: Word, Pages or Text file



## EVENTS OF INTEREST

# Williamsburg British Car Show set April 14

The 19th Annual Williamsburg British Car Club British & European Car Show will take place at The Shops at High Street, 1430 High Street, Williamsburg, VA 23185, Saturday April 14,

The show field opens at 9:30 a.m., with the show running from 10 a.m. to 3 p.m. Food from onsite restaurants is available. Balloting closes at 1 p.m. with awards at 2 p.m.

Preregistration Guidelines: Preregistration must be received by April 7, 2018. All registered cars will be placed in a class for judging and award purposes. Cars must be parked with their assigned class to be eligible for awards. Trailer parking available nearby.

Display cars must be driven onto the show field under their own power. Classes will be determined by preregistered entries. This is a popular vote car show. Judging and balloting will be conducted by the registrants. The number of preregistered

cars in each class will determine the number of trophies awarded in each class.

This is a rain or shine show. A portion of the proceeds will be given to FISH INC. Door prizes will be awarded and there will be a 50-50 raffle. This year our featured marque is Daimler. Email: [wbccregister@outlook.com](mailto:wbccregister@outlook.com), contact: Roy Gavilan 757-637-5902.

Show hotel is Embassy Suites, 3006 Mooretown Rd., Williamsburg, VA, 757-345-7606. Use code DLO. Reservation cutoff date is 3/16/18.

Preregistration is \$20 by April 7. Late registration at the show is \$25. Make check payable to WBCC.

For more information, go to <http://www.wmbgbrit.com/> or email PayPal \$21 to [rggavpbl@yahoo.com](mailto:rggavpbl@yahoo.com)

Mail to WBCC, c/o Roy Gavilan, 115 Ware Road, Williamsburg, VA 23185

# Triangle British Classic Car Show slated May 19

May 19, 2018 will mark the 22nd annual North Carolina MG Car Club's Triangle British Classic Car Show. It is again being held at North Hills, in Raleigh, NC, where you will see more than 125 cars representing over 60 years of British motoring history.

There is no charge for spectators, who can vote for their favorite car. Just pick up a spectators' ballot at the voting booth beside the Regalia table.

Early registration will close on April 14. Registration must be postmarked by that date to be considered early. All early registrants will receive a free car show t-shirt. Early registration is the only way to guarantee that you receive a t-shirt. All early registrants will be entered in a drawing for a \$100 gift card.

You can find the information about the car show along with a registration form at <http://www.ncmgcarclub.org/>.

# Events of special interest to Jaguar enthusiasts

March 9-11 -- Amelia Island Concours, Fla.  
March 17 -- 12 Hours of Sebring, IMSA, Fla.  
March 23-25 -- JCNA Annual Meeting, San Antonio, TX.

April 14 -- Williamsburg British and Euro Car Show, VA.  
April 27-29 -- The Mitty at Road Atlanta, HSR, GA.  
April 27-28 -- Pirelli World Challenge at VIR, VA.

May 18-20 -- NASA Hyperfest at VIR, Va.  
May 19-20 -- Jefferson 500 at Summit Pt., VRG, W.VA.

June 2-3 -- Greenwich Concours, CT.  
June 1-3 -- VIR Historics, HSR, VA.  
June 8-10 -- The Elegance at Hershey, PA.

June 13-17 -- No. America MGA Register, Annual Meet, Richmond, VA

June 23 -- AACA/Virginia Jaguar Club combined Car Show/Concours, St. Joseph's Villa, Richmond, VA

July 21 -- IMSA Weathertech at Lime Rock, CT.  
July 22 -- Misselwood Concours d'Elegance, Beverly, Mass.

August 17-19 -- IMSA Weathertech at VIR, VA.  
August 26 -- Pebble Beach Concours d'Elegance, CA.

Sept. 1-3 -- Lime Rock Vintage Races, Concours, CT.  
Sept. 7-9 -- Watkins Glen GP Vintage, Concours, Races (Jaguar Featured Marque), NY.

## 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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Website: <http://www.VaJaguarClub.com>

Traveler Contact: Bill Sihler

Phone: 434-296-5354

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Officers (and other humans with varying degrees of prominence)

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Phone: 434-296-5354

Email: [sihlerww@embarqmail.com](mailto:sihlerww@embarqmail.com)

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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 Run Rd., Gordonsville VA 22942

Check One:  New  Renewal

Name: \_\_\_\_\_

Spouse or Significant Other Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: Home (\_\_\_\_\_) \_\_\_\_\_ Cell (\_\_\_\_\_) \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

Jaguar #1: Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_

Jaguar #2: Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_

Jaguar #3: Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_

I am interested and/or are willing to assist with (check all that apply):

Car Shows  Rallies  Racing  Club Administration  Newsletter  Web Site

Type of Membership:

Annual Membership (January – December): \$60.00 \*\*\*

Half Year Membership (July – December): \$40.00 \*\*\*

Annual Young Enthusiast (25 Years or Less) Membership (January – December): **\$35.00** \*\*\*

Half Year Young Enthusiast (25 Years or Less) Membership (July – December): **\$28.00** \*\*\*

Club Membership for Active JCNA Member (Club Membership Only): \$30.00

\*\*\* Includes JCNA Membership

(Memberships Include Spouse/S.O. All Memberships Expire on December 31st)

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please, make checks payable to “Virginia Jaguar Club”

## ANY ROAD TRAVELED

Disclaimer: Lyons Tales' purpose is to disseminate news, technical information and superfluous minutiae related to Jaguar automobiles.

Any maintenance technique, modification or bodge published in Lyons Tales should be weighed against conventional, traditional, and generally archaic maintenance practices and procedures established by The Knights Templar. LT is not the authority on maintaining or improving Jaguar automobiles.

The views expressed are those of the author of the article or person quoted and not necessarily that of the Editor, VJC, JCNA or JLR-NA or any of its parent organizations (although maybe they should be). Owners should consider possible techniques or modifications in light of common sense and compromises among economy, longevity, performance, reliability, drivability, legality, and resale value not to mention the affect on one's virtue, morality, integrity, dignity, honor, respectability, nobility, purity, ethics and good character.

Any modifications possibly affecting emissions or safety are just silly and should not be attempted.

Neither this publication nor this organization, editor or his minions will assume any liability for ensuing consequences for your inept application of those techniques described herein. So there.

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

*-- The Editor*



Lyons Tales of the  
Virginia Jaguar Club, Inc.  
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