

LYONS TALES



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VIRGINIA JAGUAR CLUB

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LYONS TALES

LYONS' ROAR

Thanks to all who made VJC concours a success

Just a heartfelt note on behalf of the VJC and especially from me to thank everyone who contributed to the success of the 2018 VJC Concours. Despite the occasional glitch, the show came off extremely well.

Wayne clearly should have had a career in marketing given the success in drawing in such a great array of cars from such a wide area. Despite the no shows of cars and judges, Sherm kept the situation under control.

Without George Parker's spotting the opportunity and following up with AACA liaison, we probably wouldn't have had a concours. The Schowalters, David Glick, and David Harrison provided essential support before, during, and after.

You may have seen the e-mail from George Parker to the effect that AACA/Richmond appreciated our participation and welcomed us back next year if we wish. The date would be the same, fourth Saturday in June, June 22, subject to George's double-checking the date with AACA.

I suspect the consensus will be to sign on, but this also creates a problem. The conflict with Wayne's Navy Musicians' Reunion is serious because in 2019 it will be held in Minneapolis. That's not a location he can bug out of to get here for Saturday morning. He's offered to chair in absentia, but that could be difficult and an imposition. I'm sure Wayne would be willing to share his check list and coach a team, however.

Assuming that we can somehow get a team together to hold the concours again with the AACA's show, it would be a good idea to note anywhere we can see to improve the event. My very small list, so far, follows. Please add to it.

Bring some membership applications (several people asked about joining)

Acquire a couple of those vertical kidney-shaped flags with appropriate identifica-



See Roar, p. 3

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

SAVE THE DATE:

Carolina Jaguar Club Concours
July 12-14 Little Switzerland,
N.C.

On Page One:

Julian Brosseau of the New England Jaguar Club took First in Class with his Mark V Cabriolet. (Story on page 8.)

VJC Judges Summit at the Sumners



In April, VJC members gathered at the rural Orange County home of Roy and Susan Sumner for a social event and a judges workshop led by Chief Judge Sherm Taffel, right. Among those in attendance were, from left, George Parker, Roy Sumner, Peter Schowalter and Larry Springer. The main topic was the somewhat complex process of applying uniform judging standards to early XK120s, which were built in an era where British factories did not always subscribe to uniformity. (Greg Glassner photo)

Lyons Roar

Continued from p. 2

tion of the VJC/Jaguar event. Might not want specifically to label “Concours” because could be useful at things like Battersea Plantation.



The concours judges get their last-minute instructions before beginning their work June 23.

Some sort of gift for the judges that would make them easier to spot. We used red baseball caps a couple of years back, but those didn't provide much shade. The Georgia Club at the IJF last year provided straw hats with a band that said show judge. May be too expensive. Sherm suggested T- or polo-shirts, but there is cost and also sizing to deal with. And, not sure the judges would want to change shirts or to wear them over their regular shirt. Ideas here encouraged.

Give thought to whether we need to buy trinkets to put in the goodybags. The content this year was a couple of pens and a “sniff but don't scratch” label. (I have a lot of bags left over which we can use at other events this year.)

Again, many thanks for the fantastic efforts that produced such a great concours.

Just wish I had had time to check out some of the AACA vehicles.

*Best regards,
Bill Sihler,
VJC President*

VJC ACTIVITY REPORT



George Parker (XK120), Greg Glassner (XK8), Roy Sumner (XKR), Bill Sihler (XJL) and David Glick (Land Rover) line up behind the pace car for their track tour. (Susan Sumner photo)

Jaguars have play day at Dominion Raceway

By Greg Glassner
LT Editor

There is nothing quite like driving your Jaguar on a road course at something approaching racing speeds.

Our Virginia Jaguar Club visit to Dominion Raceway in Thornburg, on Memorial Day weekend was orchestrated by VJC Vice President George Parker.

After a pleasant drive to the track from the Atlee/Elmont area of Hanover County, our small convoy of vehicles (George's family heirloom 1954 XK120, my 20-year-old XK8 and David Glick's Land Rover), we met up with the Summers (XKR) and Sihlers (XJL Portfolio) at the track.

Following a pleasant lunch, we were allowed to trundle around the track behind a briskly driven Mazda Miata pace car.



VJC members Roy Sumner, David Glick, Bill Sihler and George Parker wait in the track's VIP Lounge for their turn at the track in.

See Raceway, p. 5

Raceway

Continued from p. 4

George had cautioned the pace car driver about the age and value of his XK 120, so we were not exactly testing the limits of our somewhat newer Jaguar-Land Rover products. (Six days after our excursion, a GM executive behind the wheel of an overpowered Corvette pace car at the Detroit IndyCar race demonstrated the folly of inexperienced drivers on unfamiliar race tracks.)

Anyway, a few of us, Roy Sumner and, ahem, yours truly, realized we could lay back a bit and then charge a few corners or the front straight.

This whole exercise took place at speeds that were exceeded by the traffic on nearby I-95, but, gosh darn, it was exhilarating. We had real corners with apexes and everything.

Afterwards I drove home in my somewhat temperamental XK8 daydreaming about getting some more track laps at an incrementally quicker pace.

For those of you who have really been bitten by the track day bug, the folks at Dominion would be happy to sell you a membership in their Driver's Club, which offers participants as many as 40 track days a year.

Other on-track opportunities exist for those of us with shallower pockets and/or less dedication.

I plan to investigate one of the SCCA's Tire Rack Track Night in America events at Dominion Raceway and will report on that later on.



With George Parker in the lead in his family 1954 Jaguar XK120, leads Glassner, Sihler and Sumner through the sinuous road course. (Susan Sumner photo)

Auction news



1955 Jaguar XK140 SE Michelotti Coupé was sold recently at auction to aid the Animal Rescue Centre, Ghent, Belgium. The custom bodywork was the result of the original XK140 being wrecked.

FROM THE EDITOR'S LAPTOP

Hidden treasures bring back memories

By Greg Glassner
L.T. Editor

In 2007, a year after my wife Hardy passed away, I downsized and moved from Ashland to modest digs in rural Caroline County, where my wife's cousin, my new landlord, allowed me to put up a four-bay carport. Not everything from our three bedroom abode fit into a one bedroom cottage, so another of Hardy's cousins allowed me to store some things in a large concrete block building near Montpelier.

I popped over there and hauled off an SUV load of "stuff" every once in awhile. Over time other relatives piled stuff around my stuff, filling the once spacious building to the brim. Finally the call came in early June. I was invited to remove what remained or it would be tossed into the bucket of a front-end loader and deposited in a pit. So I folded down the seats of my SUV and scurried over to paw through my forgotten treasures. Well, as you might expect, most of what remained went in the pit, but I did find several items that I had lost track of over the years.

What does any of this have to do with cars, you ask?

Well, two items I retrieved did.

One was the elegant metal and ceramic hood medallion from one of two used and abused Alfa Romeo 1300 Giuliettas I bought immediately after being commissioned a 2nd Lieutenant in the Army in 1967. A former college pal convinced me that with his expertise as

a mechanic and my new paycheck as an officer and gentleman, we could turn two derelict Alfas into one hillclimb car. As almost anyone else who has "gone racing," we discovered we were deficient in both finances and expertise. By the time he was drafted and I received overseas orders, he had competed in one SCCA autocross and one hillclimb and I competed in one autocross, all with, as they say, "mixed results." Years later, I mounted one Alfa emblem on a varnished plaque and hung it on the wall as a remembrance of that ill-fated venture. The other hidden treasure was a framed copy of the official results of the Robert Bosch VW Gold Cup Race held at Watkins Glen on Oct. 4, 1975, the day before the U.S. Grand Prix for Formula 1.

How's this for a driver lineup?

Bobby Rahal (future F-1 driver and Indy 500 winner), Keke Rosberg (future F-1 World Champion), Bob Lazier (future Indy 500 driver and father of Indycar drivers Buddy and Jaques Lazier), Bill Scott (racer and future owner of the Summit Point track), future pro drivers Howdy Holmes, Herm Johnson, Benny Scott and Eddie Miller, and... Walter Wilkins. (Walter who?) Car entrants included Carl Haas, Wilber Bunce, Bill Scott, Fred Opert, Ray Heppenstall and... Greg Glassner. (Greg who?) The race cars included Lolas, Royales, Tui Supernovas, Zinks and a dark horse Glassnerini RP18-A. (A what?) The SCCA Gold Cup Series, which lasted two decades, was for open wheel race cars powered by modified VW air cooled (and later water-cooled) engines. They were light, nimble and hit speeds of 150 mph or more. In its day, the VW Super Vee Gold Cup series was a good proving ground for future driving stars. Bill Scott took the title twice, Bob Lazier, Bertil Roos, Elliott Forbes-Robinson, Geoff Brabham, Al Unser Jr, Michael Andretti and Arie Luyendyk took the crown once each. The series ran at tracks in the U.S., Canada and Mexico, including the Glen, Daytona, Charlotte, Road Atlanta and



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

See Laptop, p. 7

Laptop

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Mosport on F-1, F-5000 or major IMSA weekends, offering young drivers exposure to the top teams.

So who the heck was Walter Wilkins and what the heck was a Glassnerini?

Read on my friend...

Having fizzled in two half-hearted attempts to be a racer myself, I was covering all types of motorsports for the Norfolk Ledger-Star in the mid-70s when contacted by Walter Wilkins, a recent college grad whose dad ran a local Chevy dealership. Walter's pop had agreed to a deal where he would fund his son's racing for a year or so if he graduated from college and went to work at the family business.

Walter drove SCCA Formula Ford for a summer and got the old man to buy a new Royale RP-18A Super Vee and bankroll a year of pro Super Vee in 1974. I wrote a few stories about the effort and flew with the family to a Gold Cup, F-5000, and IMSA Camel GT weekend at Mid-Ohio. I also met them at the Lime Rock, Charlotte and Watkins Glen weekends. I thought the kid was pretty good. Ray Heppenstall (of Howmet Turbine car LeMans fame) prepped the Royale for a number of starts and Walter, the youngest driver in the series, finished 11th in the 1974 Gold Cup standings while missing one race entirely and wrecking out of another. His best finishes were third at Road Atlanta and fourth at Charlotte. Elliott Forbes-Robinson was the champ that year. Hoping to crack the top ten they rented an updated Royale RP19 from Bill Scott for the season finale at Daytona. Young Walter jumped the start, passed half the field, clipped another car and flipped the new Royale end-over-end, landing him in the hospital where he watched replays of his crash on the evening news. In 1975, the old man pulled the plug on his son's racing effort. (I always suspected that someone at GM wondered why a Chevy dealer was sponsoring race cars with Ford and VW engines.) The realization that he almost lost his son at Daytona could have been a factor as well.

Walter was told the car was his, but he had to find sponsors or pay for the racing out of his own pocket.

As a part-time public relations guy and sponsor headhunter, I was not very successful. Walter did manage to take several SCCA National poles and wins, however, including a Watkins Glen Seneca Cup win. So my faith in his ability was not shaken, even if the budgetary well was dry.

The only pro start in 1975 was the Gold Cup event at Watkins Glen, which attracted an international audience of race team owners and sponsors looking for raw talent, or so we

reasoned. Rolling the dice, Wilkins emptied his pockets and rented a race engine from John Zeitler, a respected Formula Vee and Super Vee builder.

Because he had paid me a few bucks for my press releases and unsuccessful sponsor pitches, he talked me into coughing up the entry fee.

I agreed, as long as I got listed on the entry form and the somewhat updated Royale was listed as a Glassnerini RP18-A.

As befitting a driver, Walter and a hired mechanic holed up in a motel in Corning and I, the Commendatore, checked into my usual accommodations in the state park. Illuminated by a Coleman lantern and fueled by strong drink, I sat at a picnic table and painstakingly crafted Glassnerini logos and racing stripes out of shiny black and gold adhesive shelf paper.

My fellow campers called my efforts garish, but I thought they looked pretty slick. "If you can't win, you should at least look good trying," became the Scuderia Glassnerini motto. I was swelling with pride (and perhaps some gas from the weekend's beer and brats) when I saw "my car" on a grid of 44 Super Vees.

The green flag fell and the rest was history. The humble Glassnerini staged an upset podium finish and its driver and entrant went on to fame and fortune, right? Alas, no.

Super Vee specialist Tom Bagley (the future 1976 champion) beat eventual 1975 Champ Eddie Miller by a narrow .002 margin of victory. They were closely pursued by Rahal, Holmes and Lazier. Future F-1 champ Rosberg was sixth. (You can look it up. He was entered under the pseudonym "K.K.Ross" in what I presume was an attempt to hide his European ringer status.) The Glassnerini finished a lowly 28th. Zeitler's rental engine was something of a dud and we suffered a costly pitstop when the pencil-thin shifter stalk snapped off in mid-race. (Someone handed Walter a shop rag, he wrapped it around the stub and reentered the fray a lap down.)

The Glassnerini story did not end there, however.

We returned to the Glen the following summer and Wilkins defended his Seneca Cup win of the previous year.

That winter, on a bitterly cold and blustery day, we took the Super Vee to an abandoned WWII airstrip in Virginia Beach and carved a short road course out of the runways, after sweeping up the broken beer bottles. I managed to squeeze into the Super Vee, with the top bodywork removed. I took a few spirited laps, though the gearing was all wrong and I never got beyond third gear.

But at least I got to drive the Glassnerini one time.

VJC EVENT



Dr. Ron Gaertner's pristine 1953 XK120 fixed head coupe is certainly no stranger to perfect scores. (LT Photos by Greg Glassner)

Dark clouds vanish and sun shines on 2018 Virginia Jaguar Club's Concours d'Elegance

By Greg Glassner
LT Editor

The weather gods can be rather capricious in Central Virginia, especially in early summer.

After enduring five weeks of frequent rain and thunderstorms, Virginia Jaguar Club members cast their eyes nervously at the skies as June 23 approached. A steady rain in the 24 hours preceding our annual Concours d'Elegance did nothing to ease tensions.

Those of us who drove in toward Richmond's St. Joseph's Villa Saturday morning encountered damp roads and the grassy showgrounds were a tad squishy underfoot, but the sun came out a half hour before the appointed 9:30 a.m. "rags down" and it stayed sunny and warm for the rest of the day. It was so warm, in fact that the nearby shade trees provided a haven for folding chairs.

Our concours was held in conjunction with the Antique Automobile Club of America Richmond Region's annual car show, a well established event which has a large following.

The AACA provided the site, logistical support and a larger audience of car-lovers than we would have mustered on our own. Also welcome was the volunteer crew of the bright yellow Model T. Ford truck that brought ice cold bottled water around the showfield throughout the day.

In return, we added a couple of dozen Jaguars of various vintages that the AACA would not have had. (I know, a little one-sided, but we were also able to assist the antique auto enthusiasts in making a donation to our hosts, a charitable organization founded in 1834 to care for orphans and impoverished children.

The theme of the combined show was "Brass and Class,"

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Virginia Jaguar Club



Some of our happy winners hold their boxed trophies, which were elegant etched glass awards arranged by VJC member Peter Schowalter.

Concours

Continued from p. 8

in homage to the AACA's special display of cars ranging from 1903-1993, including several restored and original cars from the "Brass Radiator Era."

Even with the generous support of the AACA, putting on a JCNA sanctioned concours is a daunting task. Fortunately we had a seasoned group of Jaguar enthusiasts that proved

See Concours, p. 10



Camellia and Sherm Taffel with their Best of AACA show 1936 Packard. At left, the Ellisons put the final touches on their XK.

Virginia Jaguar Club



At left, a row of modern Jaguars. At right, Dr. Ron Gaertner holds court under his inviting umbrella.

Concours

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up to the job.

Our Concours Chairman was club founder Wayne Estrada, who orchestrated things from his home in the Nation's Capital, assisted on the ground in the Richmond area by VJC Vice President George Parker.

Chief Judge was Sherm Taffel, who managed to put together judging teams for each car, no mean feat since so many of our judges also entered at least one car. (I'll bet Sherm can also unscramble a Rubik's Cube quickly.)

Veteran judges were paired up with rookies and novices and the seasoned jurists (Dr. Ron Gaertner and Dr. Bill Sihler

among them) boasted decades of experience as well as well-earned reputations for fielding 100-point cars of their own.

Ably assisted by statisticians Jefra Showalter and Mary Sihler, the judging crew was able to sort everything out in time for a 2 p.m. Trophy Ceremony, as requested by the AACA.

Concours Chairman rattled off a few facts on Jaguar heritage and the VJC for the mixed audience and the awards, elegant etched glass trophies again coordinated by Peter Showalter, were handed out.

Those participants who did not have to pack up and head home or out to the weekend's second JCNA concours hung around for photos and the AACA announcements.



At left, the water truck crew makes a delivery as VJC members seek a little shade. At right, George Parker's freshly restored 1954 XK120 looks splendid.

Concours

Continued from p. 10

Instead of bringing down one of his Jaguars, our chief judge, Sherm Taffel, entered his rare 1936 Packard 160 S Super Eight Touring Coupe in the AACA show as an expression of solidarity to let the Antique car group know that Jaguar owners have interest in other marques as well. He was awarded their Best of Show trophy!

Incidentally, Sherm purchased his Packard from the estate of a former President of the Jaguar Owners Club of Ottawa, Ontario, so there is a strong Jaguar connection.

The Unofficial VJC Concours results:

Championship Class

C1 -- 1st Place, Julian Brosseau (New England), 1950 MK V.

C2 -- 1st Place, Ron Gaertner (VJC), 1953 XK120 fhc.; 2nd Place, David Povich (NCJOC), 1950 XK120.

C4 -- 1st Place, Ron Gaertner (VJC), XK150 dhc; 2nd Place, Barry Hamms (CJC) XK150 dhc.

C5 -- 1st Place, Terrance Smith (Pitt), E-Type, Series 1;

2nd Place, Ryland Bennett, 1962 E-Type.

C7 -- 1st Place, Thomas Inwood, E-Type, Series 3.

C11 -- 1st Place, Howard Meyers, 2009 XK8.

C12 -- 1st Place, Stephen Thomas, XJS Cabriolet.

C14 -- 1st Place, Ted Hill (CJC), 2004 XKR; 2nd Place, John Stremsterfer, 2001 XKR.

C19 -- 1st Place, William Sihler, 2013 XJ.

Special Class

S2/MOD -- 1st Place, Howard Bollinger (CJC), 1961 E-Type.

Driven Class

D1/PRE -- First Place, Gerald Ellison, (CJC) 1956 XK140; 2nd Place, George Parker (VJC) 1954 XK120.

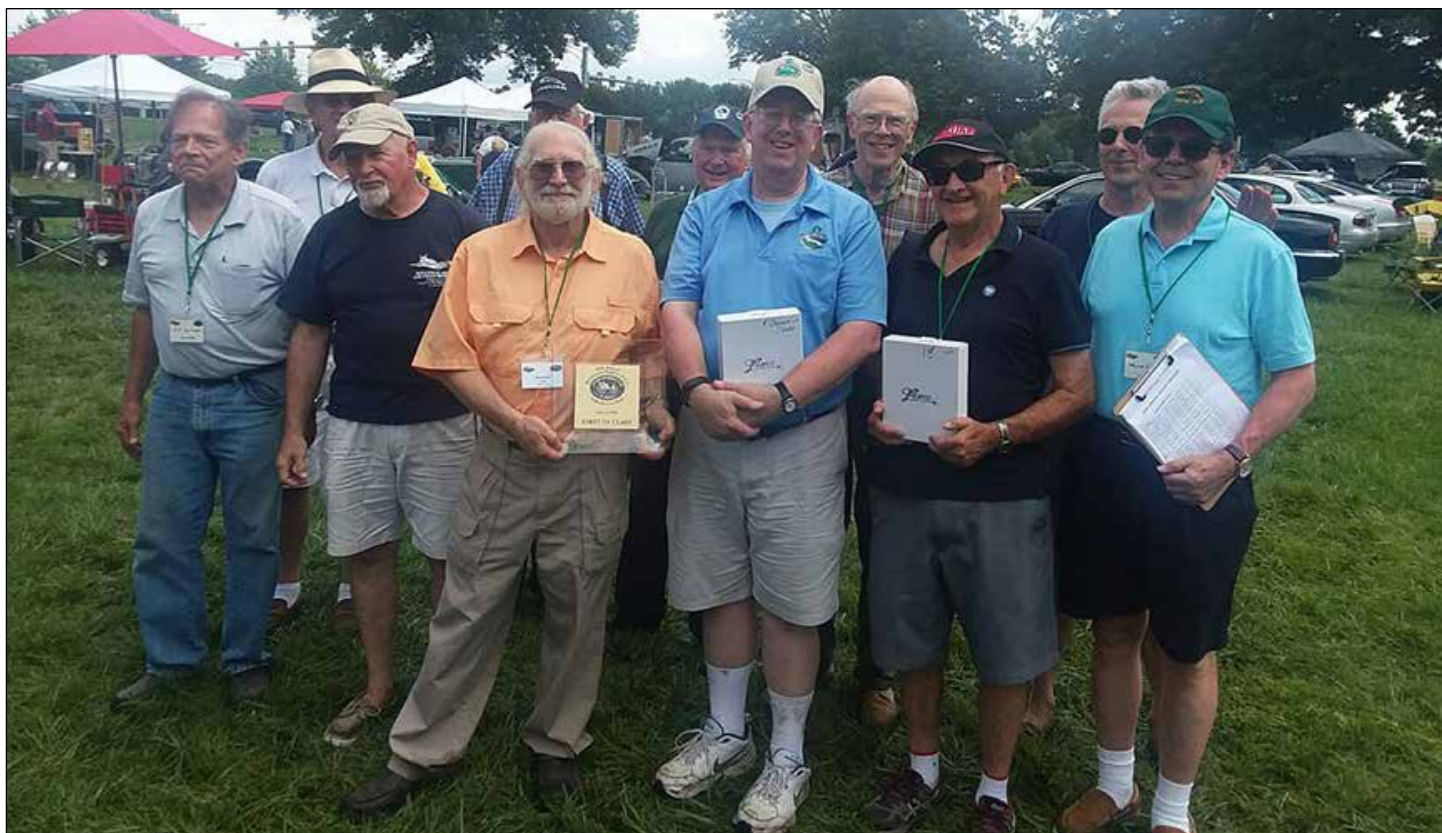
D2 -- 1st Place, Lewis Pollard, 1967 E-Type Series 2.

D3 -- 1st Place, Chris Van Ess (VJC), 1969 E-Type.

D10 -- 1st Place, Bill Guzek (VJC), 2006 XKR.

D12 -- 1st Place, Dave Morgan (NC), 2004 XJ8 VDP.

D13 -- 1st Place, Brian Trickett (VJC), S-Type R.



Many of our weary, but happy concours judges, including Chief Judge Sherm Taffel in orange shirt and Concours Chairman Wayne Estrada in blue shirt at right.

SHOP TALK

A Jaguar restoration comEdy, Part Two

Editor's Note: In our March-April issue, David Harrison began this saga of prepping his E-Type for Spring. It continues in this issue. But, as you can see, from the photo, it has a happy ending.

By David Harrison
VJC Past President

I expected the old master cylinder to be seized, which would account for the bent push rod, but it wasn't. I got a new master cylinder from Welsh, removed the generic threaded push rod and transferred the special E type forked rod. David had to grind the belled end of the rod to fit inside the bore. The master is relatively easy to install (compared to the slave), assuming you can squeeze under the dash to fit the clevis pin. I bled the cylinder carefully at the delivery line, then got under the car to bleed the system. This is where you really need a hoist, or be a midget, as the E type has little ground clearance. In my case I had to jack the car up and use stands and it was still a pain in the neck to access or even see the slave. Fortunately the bleed screw is easy to reach and I had a helper operate the clutch pedal while I opened and shut the bleed screw. I could see the slave rod moving about 1/2 inch and hoped the clutch would now release.

Well, its never that easy on a Jaguar. The clutch was still stuck, so it was either a bad slave or the clutch itself. The lesser of the two evils is a bad clutch slave cylinder, so I crawled under the E type again to remove the slave. Being



The bent master cylinder pushrod.

Brit-sized is a definite benefit. The slave is on two studs in the bellhousing and is up in a recess in the body. The lower stud nut is accessible if you don't mind removing it one flat at a time, the top one is even worse and is partially blocked by the body of the slave. After getting the top nut off with variety of bent open wrenches, I tried to remove the slave and found the studs were too long for the slave to clear them. I really believe Jaguar installed the slave with the engine out of the car. Some research online advised to remove the studs and replace with bolts, so reluctantly the nuts went back on the studs, which were long enough to use the double nut technique to unscrew them. The slave could now be moved, but not removed as it was still held by the metal hydraulic line. It is impossible to get a hydraulic wrench onto the slave cylinder hydraulic nut, but just possible to reach the nut at the other end of the line where it connects to the flex line at the bulkhead. After copious applications of PB the bulkhead nut started to turn, not by

See Restoration, p. 12



Harrison's E-Type ready for summer driving.

JAGUAR NEWS



Robocat? Jaguar announces autonomous car

The first self-styled “premium” autonomous car has been unveiled in New York - and it’s a Jaguar. The vehicle, made in conjunction with Google’s self-driving unit Waymo, will be tested on public roads this year.

By 2020, the firms say 20,000 self-driving Jaguar sport utility vehicles (SUVs) will be part of Waymo’s public fleet.

The launch comes a week after an Uber self-driving car

killed a woman in the state of Arizona. The investigation into that crash is ongoing. Waymo has committed to launching the first fully-driverless taxi fleet - without a human safety driver - in Arizona by the end of 2018.

“That Waymo is moving forward shows a lot of confidence,” commented Tim Stevens, editor-in-chief of news site Roadshow.com.

Restoration

Continued from p. 12

unscrewing, but by twisting the top of the metal line into a corkscrew. By this time I did not care as long as the line came off the car and the old slave came out. Doing all this while spending hours on my back was a real pain, just get your E type on a lift.

I could not find a new metal line but David Glick came to the rescue and fabbed up a new one using the old one as a pattern. Then, as the books say, reverse removal process

to install new slave cylinder and line . After getting it all together and bleeding the system, I eagerly expected to drive the car out of my garage. No such luck. The clutch push rod was moving like it should , the lever that goes through the slot in the bell housing was moving until it bottomed out on the end of the slot, but the clutch was still stuck.

Next episode. Time to call Wally.

VJC MEMBERS IN THE NEWS

Camellia Blackwell-Taffel receives state honor

From The Fauquier Times:

Camellia Blackwell-Taffel, owner of the 73-acre Camp Camellia Tree Farm in Goldvein, has been named the Virginia 2018 Outstanding Tree Farmer of the Year by Virginia Tree Farm Foundation. She'll receive the award on May 3 at the 2018 Virginia Forestry Summit at the Omni Hotel in Richmond.

The farm has been in the Blackwell family since 1895. It was one of 26 tree farms recognized in late 2016 as a Century Forest in Virginia honoring families who have owned working forest lands for more than 100 years.

In 2017, Blackwell-Taffel received a grant from Dominion Energy to install a footbridge over the ephemeral stream that runs through the property. This was done to improve access and to protect water quality. In addition, she regularly conducts outreach and education programs for both adults and youth, including the Virginia Tree Farm Foundation and local tree farmers.

Blackwell-Taffel did not grow up with rural forestry, but she regularly visited her grandparents' property in Fauquier County, and always loved the freedom and peace she found there.

"Many times, during my youth I heard stories about a farm in the family where my great-grandfather and grandfather would go to hunt game," she said. "But I only visited as a young adult, when I was 25. I found a lot of trees and evidence of wildlife all around. The birds were singing and there were tall trees blowing in the wind that looked beautiful to me."

The land was purchased by Blackwell-Taffel's great-aunt Emma Carter, great-uncle Robert A. Blackwell, and cousin Moses Burton in 1895. She is now the fifth-generation African-Ameri-



Sherm and Camelia receiving the award.

can to own it. A deed dated 1901 references the 1895 purchase. In 1926, her great aunt, Emma Carter, deeded the farm to her great grandfather, David I. Blackwell. In that very same year, he left it to his son, Reginald Blackwell.

Then, Blackwell-Taffel purchased an interest in the farm in 1976 and began managing it with her father, Clarence David Blackwell, in partnership with the Virginia Department of Forestry in its Reforestation Program. The first forestry plan, of what would become three consecutive Forest Stewardship Management plans over the course of 36 years, was developed prescribing a clear cut and reforestation (replanting) with Loblolly Pine seedlings between 1980 and 1984.

Over the course of her tenure, Blackwell-Taffel has consolidated several separately-owned parcels, had numerous management plans written and had a timber sale.

Blackwell-Taffel has incorporated her career in art education in visits and workshops for children and summer camp programs.

She also hosts tours for disabled veterans and created a scenic and accessible Veterans Trail at the farm. Representatives from the Virginia Department of Forestry, Virginia Extension Tech Horticulture Program and the Department of Veterans Affairs, the VA Medical Center in Washington have visited for tours, forestry workshops, technical training along with an organic peach tree planting demonstration

"We spent the day working with Camellia, promoting tree farming and gardening, to veterans of all abilities through hands-on experience and education," Juanita Ann Bailey, founding member of All Veterans Garden noted. "All the veterans left with smiles on their faces."

"She's the most enthusiastic and the most consistently active

landowner I've had the pleasure of working with," said Joe Rossetti a senior area forester in Northern Virginia Work Area of the Virginia Department of Forestry.

Susan Hillary, agriculture and natural resources teacher at Fauquier High School, has visited with her students for field trips in order for them to earn credit for the Future Farmers of American Club.

Hillary said it was a "realistic experience for the students to see the management decisions and benefits of a forest management plan."

So, what's next for this highly motivated woman who knows her way around the trees and through the forest?

Well, this Outstanding Tree Farmer of the Year will soon be nominated for American Tree Farm System regional and national OTFY awards.

Virginia Jaguar Club



REFLECTIONS: The mirror finishes on entrants' Jaguars reflect cloud patterns and trees at our annual concours. (LT Photos by Greg Glassner)



MEMBER CLASSIFIEDS

I am selling my 1960 Mark IX. This was a barn find six years ago and I have restored it to driving condition. It is in fair condition. Solid car, but does show some age.

Upgrades include much work done at Abacus racing, brakes redone. New tires (It still had Western Auto tires when I purchased it). New GM 700R4 transmission (John's Cars kit) Petronix electronic ignition.

I drive it around town occasionally and to a car show now and then.

Selling it because I have some health issues and do not want to continue with more projects. (Also selling a 1994 Miata, but that is another story)

If interested, contact me for additional details and photos.
Preston Garner, 317 Woodberry Dr., Chesapeake, VA 23322-5739.
prestongarner@cox.net
757-650-9832 (C) 757-547-2801 (H)

Jaguar Clubs of North America Presents

JGNA International Jaguar Festival

Oct 31 - Nov 4 2018 / Santa Barbara, California

Hotel Reservations: <http://aws.passkey.com/e/49537591>

Peterson Automotive Museum Dinner/Tour (limit 100): markmayuga@att.net



Jaguar Owners Club Info: lajagclub.com

Peterson Automotive Museum Dinner Tour. Concours. Rally. Slalom. Wineries

Hilton Santa Barbara. Santa Ynez Valley. Coquelicot Winery



VJC EVENTS CALENDAR

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

July

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

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

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

Saturday September 15 -- Nation's Capital Jaguar Owners

Club 2018 Concours d'Elegance. Contact Bob Eng, (410) 544-3167, email: rheusn@msn.com

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

Watkins Glen Grand Prix Festival honors Jaguar marque

September 7-9 -- The Watkins Glen Grand Prix Festival 2018 has Jaguar as the Featured Marque

Last year, an estimated 25,000 spectators helped celebrate the birthplace of modern sports car racing in the United States. As in previous years, a tribute to the Grand Prix races are featured in a variety of events Friday of this three-day festival. Events include the Walk of Fame award ceremony, a historical lecture called The Legends Speak, a pre-race Tech Inspection at Smalley's Garage, as well as several rolling events and two car shows known as the Stone Bridge Driver Events.

The featured highlight of the Festival is a tribute to the original Grand Prix races using the old 6.6 mile road course. Always a crowd pleaser, the Watkins Glen Grand Prix Tribute is designed

to recreate the ambiance of the 1948-52 Watkins Glen street races. The race tribute is open to selected Sportscar Vintage Racing Association (SVRA) cars participating in the The U.S. Vintage Grand Prix races held at the nearby Watkins Glen International race course on the same weekend as the festival.

If you own a qualifying automobile and would also like to participate in the festival, you are not alone. Nearly twelve hundred festival attendees will choose to participate in the Festival by registering, as driver/navigator teams, in one of seven Stone Bridge Driver events. Each of the participants in these events share two things in common: a passion for driving classic sports cars and a desire to relive some of the excitement of driving on the original 6.6 mile circuit during the festival.

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.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.



Sometimes bodge jobs look better than original equipment. Former VJC President Davis Harrison submitted this photo of an original part, at right, and the more modern looking aftermarket replacement at left.



Events of special interest to Jaguar enthusiasts

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.

Sept. 21-23 -- Heacock Classic Gold Cup, VIR, VA.

Sept. 29-30 -- Atlanta Concours, Braselton, GA.

Oct. 5-6 -- Shenandoah Valley British Car Club show, Waynesboro, VA

Oct. 5-6 -- AACA Hershey National Meet, PA

Oct. 12-13 -- IMSA Weathertech Petit Le Mans at Road Atlanta, Ga.

Oct. 19-20 -- Euro Auto Festival, Greenville, S.C.

Nov. 3-4 -- Hilton Head Island Concours, S.C.

Nov. 8-11 -- Classic 24 at Daytona, HSR, FL.

Nov. 23-25 -- Turkey Bowl at Summit Point, VA.

Dec 1-2 -- Sebring Classic 12 Hour, HSR, FL.

CLUB OFFICERS & COMMITTEE CHAIRS

Who to contact about the Virginia Jaguar Club

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2017 AGM Delegates:

VJC votes by proxy.

MEMBERSHIP INFORMATION

You do not have to own a Jaguar to be a member of the Virginia Jaguar Club!

Virginia Jaguar Club - Membership

Please complete this form and present it at a meeting or mail to:

Virginia Jaguar Club, c/o Roy Sumner, 15434 Madison 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



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