

# LYONS TALES



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Manifold Destiny

**VIRGINIA JAGUAR CLUB**  
**VOLUME 17 NO. 5**  
**September-October, 2018**

# LYONS TALES

## LYONS' ROAR

### Thanks to all who made VJC concours a success

The Carolina Jaguar Club's annual concours was held again at the Inn at Little Switzerland, July 13-14. It has become large enough that the group takes over the whole facility, although there are additional accommodations nearby. There is typically a road trip on Friday morning, with the afternoon free for vehicle preparation. (I've learned not to park under a tree.) The concours is held on Saturday morning with a banquet that evening. As usual, it was a well executed and enjoyable event.

Ron Gaertner entered two cars in competition: his XK120 FHC in BRG and his red XK150 DHC. They both scored 100 points for top honors, and the

See Roar, p. 3 **Mary & VJC Pres. Bill Sihler.**



Ron Gaertner's two cars are front and center. The red XK150 was the Public's Choice at Little Switzerland. (Photos by Bill Sihler)

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

## SAVE THE DATE:

Governor's Capitol Classic Car Show will take place on Saturday Sept. 15, 2018. (See pg. 12)

## On Page One:

Photos of VJC Past President David Harrison's continuing E-Type restoration. (Story on page 8.)



Little Switzerland can't be beat when it comes to ambience. Here a rainbow arcs across the valley. Does a golden D-Type await those who find the rainbow's elusive end?

## Lyons Roar

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Continued from p. 2

XK150 also won the Public's Choice Vote. Congratulations!

At the banquet, Ron made a few remarks in his capacity as our new Southeast Director. In addition to complimenting the CJC for its event, he noted that his objective was to attend all the concours offered in the Southeast Region. That is a major commitment of time.

Mary and I appeared to be the only other VJC members entered at Little Switzerland. We were the only entrants in our category, so we were awarded a first. We were surprised, however, to see that we did 0.1 points better than in the VJC concours.

### Upcoming events

The summer so far has been quiet, perhaps just as well given the record-breaking rain and weather so far. Susan Sumner, our events chair, is working on events for the late summer and fall. She has identified a number of attractive

opportunities.

With that in mind, you should consider entering or visiting the Nation's Capital Jaguar Owner's Club's concours

See Lyons Roar, p. 4



This F-PACE was sent to the Concours by a dealer.



**The Concours show field.**

## Lyons Roar

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Continued from p. 3

on September 16. Its location has been shifted this year to the GEICO campus in Bethesda/Chevy Chase. This is much more convenient in many ways than the winery they have used for the last couple of years.

GEICO's campus is located in Maryland just over the District line on Western Avenue a short distance south of Wisconsin Avenue. There is a Courtyard by Marriott a few blocks away, and there are stores such as Bloomingdales and Lord & Taylor plus a large shopping mall adjacent or across the street. There is also a subway stop there so access to downtown is easy. Check out the NCJOC page on the JCNA website ([www.jcna.com](http://www.jcna.com)) for more details.

Hope to see you at one of our events. Happy motoring.

*Bill Sihler,*



**An array of E-Types.**

Mark your calendar!

# Oysters, barbecue... Battersea!

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## FROM THE EDITOR'S LAPTOP

# The not-so-great OSCA Odyssey retold

By Greg Glassner  
L.T. Editor

All of us have lusted for a car that we could not afford at the time. Most move on from this unrequited automotive love affair. I am not wired that way.

I had an opportunity to purchase an OSCA sports racer in 1970 when I worked as an underpaid newspaper reporter in Syracuse N.Y. It was red and sported sleek bodywork with a faired-in headrest. This was a very desirable car, even a decade after its prime racing years.

The asking price was well beyond my means, however.

A couple of years later I was a news reporter in Norfolk, Va., and must have had more coins jingling in my pocket. I had sold my Porsche 914 to buy a cabin cruiser that was also my home. I was driving a sturdy but uninspiring Dodge Colt I'd picked up at a bank auction.

An advertisement for a 1959 OSCA Formula Junior caught my eye and after talking to the owner by phone was sufficiently encouraged, sight unseen, to send a \$100 deposit on an agreed purchase price of \$1,200.

Having given up on the SCCA and NASCAR after sampling those waters, I think I was aiming at a limited vintage racing career. I subscribed to Road & Track in high school and because of a malfunction in their labeling machine, I received 25 copies of the issue that featured Formula Juniors. It made an impression on me

The only catch was that the OSCA was in Naples, Florida.



A restored 1959 OSCA Formula Junior.

I don't remember if I already had a trailer or bought the first one I found. So I convinced two friends to go along. For the purposes of this account, let's call them Captain Schickel and Sonny P. A veteran newsman, Schickel provided a newish 6-cylinder Toyota wagon, I bought the hitch and offered to pay all food, gas and lodging expenses. Sonny was a tugboat company crewman and had a rep as a resourceful sort of guy. The three of us had quaffed many beers together at the Recovery Room and Dan's Hideaway.

When the day of departure arrived, we packed up the Toyota, hitched the trailer, bid goodbye to Schickel's somewhat apprehensive spouse, and motored out of their Graydon Avenue driveway. As we prepared to turn left on Colley Avenue to pick up Sonny, a pedestrian kept pointing to our tow car and mouthed some unintelligible words.

I got out and looked. Two half-full Budweiser cans were precariously balanced on the roof.

I should have taken this as an omen. But, like Odysseus and his men, we ventured on, undaunted by the challenges ahead.

It all too soon became apparent that Schickel and Sonny included beer and booze in the expenses I had promised to bankroll. A few Budweisers later we were motoring merrily along a two-lane road near North Carolina when we noticed there was no trailer behind us. Backtracking, we discovered the trailer had come to rest in a roadside highway storage area.

After assessing the situation we decided the homebuilt  
See Laptop, p. 7



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

# Laptop

Continued from p. 6

trailer I had purchased was poorly balanced and needed more weight on the tongue to keep it from hopping off the hitch on rough roads. The highway department provided us with sand piles and a few empty sandbags. We filled these by using a discarded stop sign as a scoop.

Outside of a stop at dusk to replace a burned out fuse in the trailer wiring harness, things went pretty smoothly through the night as we took turns at the wheel.

Dawn brought another challenge, however. Taking a break from driving, I napped in the back of the wagon as we approached the rural outskirts of Jacksonville and was awakened by shouts from the front seat. I rose up, looked out the back window and spotted my trailer majestically veering off in the direction of a roadside park all set up for a religious tent meeting.

Alas, the runaway trailer rammed a conveniently placed telephone pole, which arrested its momentum and spared a tent and rows of folding chairs from destruction. That might have necessitated some “splaining” to the authorities as they say.

Hastily rehitching the trailer, we slinked off and stopped at a dairy farm up the road, where we got directions to a trailer supply store from a blonde wearing a tank top, cut-offs and rubber barn boots. She also had a strong scent of gin on her breath, which Schickel picked up on, being somewhat of an authority on the topic.

(By now you may have doubts about my veracity. I swear it is almost all true. We had to pry Schickel out of that dairy farm, although maybe he was just thirsty.)

The trailer place sold me a different size ball and that worked for a while.

We finally arrived in Naples and found the OSCA’s address. The owner was off running a motocross race (on my \$100, apparently) but a relative showed us the car.

Not as advertised, would be an understatement. A definite barn find, and nowhere near ready to race. The 1100cc Fiat engine was in the driver’s seat and I’m not sure if it had a transmission at all. I could not have run when parked.

Had I known what I do now, I would have bought it anyway. OSCA, which was started by the Maserati Brothers, built only 15 Formula Juniors and survivors now bring megabucks.

I was so disappointed, however, that I forfeited the deposit and we turned our rig around and headed north. We checked into a nearby motel, ate fresh red snapper at a seafood place, and I agreed to buy drinks at a nearby bar where the three of us drowned my sorrows until closing time.

The return trip went reasonably well until we neared Lumberton, N.C. on I-95 and the trailer again went off on its own. We pulled off in a cloverleaf and snoozed on the grass until dawn.

This ill-fated adventure cured my OSCA lust, but rekindled my fascination with formula Juniors. A few years later I briefly owned another one.



**My sister and I went through several shoeboxes of old color slides a few weeks ago and I discovered these long lost views of my 1300cc Alfa Romeo “hillclimb car,” with my Simca 1000 Coupe in the background (circa 1967) and my very first car, a 1958 Fiat Abarth 750 Derivarione (circa 1963). What photos of your old cars do you have? Send them in to the Lyons Tales with a brief (or lengthy) description.**



## VJC MEMBER PROJECT



**The E-Type is almost ready for the road. (LT Photos by David Harrison)**

# Harrison's Restoration ComEdy, Part III

By David Harrison

VJC Past President

I had exhausted all efforts to free up the stuck clutch in my Series 1.5 E Type. The hydraulics had all been replaced. Brutal tactics such as warming up the engine then starting the car in gear while pumping the clutch, jacking up the rear wheels, then accelerating in top and hitting the brakes to generate reverse torques, etc. were unsuccessful.

I finally decided the clutch was terminally frozen. To replace it meant removing and replacing the heavy engine and transmission, a job way beyond my means, and I took the car to Wally Greene. Wally is well respected as a qualified retired Jaguar mechanic and works out of his well equipped shop in Goochland.

Of course a simple clutch job is never going to be that simple. Wally said the stuck clutch was the worst he had seen. The car had sat in a damp garage with the PO for fifteen years without a stuck clutch. I drove the car after an initial

restoration, then parked it one winter in my dry but unheated garage. OK, I should have started it up a few times and at least moved it a few feet. Except the Strombergs flooded every time I switched on and it was too cold to bother....

After removing the drivetrain, the gearbox top was found

**See ComEdy, p. 9**



**The old gearbox top shows bodedged repair.**





**The E-Type's engine before cleaning and painting.**

## ComEdy

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Continued from p. 8

to be cracked across the shift tower. I bought a used bare top on eBay but the selector forks and spacers had to be disassembled from my original and switched over. The gearbox front seal was dried up and had to be replaced.

The engine and gearbox needed cleaning and the block needed painting, as did the bonnet balance links. The alternator did not charge and I got the alternator rebuilt in Richmond, and new alternator loom and regulator installed. The fuel and cooling systems needed work too. Fortunately Jag guru Mike A was available to do the tricky jobs and I did some of the grunt work.

After about a month the car was ready and I was more than ready to drive my E-Type after almost a year off the road. I drove the twenty odd miles down I-288 to Chester during the rush hour. The clutch was fine and the car had more power than I remembered, but the accelerator linkage was stiff and the car would leap forward from the many rush hour stops.

This is a special problem with U.S. cars where the accelerator is on the opposite side from the carbs, requiring a complex set of links, rods and bearings. I got it a lot better with some help from David Glick, but it is still not as smooth as it should be. A throttle cable system a la TR

or MG would be better but not as aesthetic. I also lack a convertible top, I have the frame, so the E type restoration is still a work in progress.

Stay tuned.



**At left, time for a new wiring harness. At right, the new gearbox top looks so much better.**

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Jaguar Clubs of North America & Jaguar Owners Club of Los Angeles

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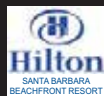


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# SHOP TALK

## Manifold destiny: to hump or not to hump?

By David Harrison  
VJC Past President

The 1961 Series 1 E type is recognized as a work of genius, unfortunately one that was subsequently tinkered with, and often to its detriment.

For example, the original intake manifold system was simple, three big SUs feeding three short manifolds directly feeding the intake ports in the head. By the time Jaguar built my 1968 Series 1.5, all that simplicity had been “improved” out of recognition.

The triple SUs had been replaced by two Strombergs. The triple manifolds had been replaced by a convoluted duplex manifold that diverted the mixture to the back of the engine, then over the top of the engine via a cast aluminum crossover tube to a clumsy hot spot bolted to the rear exhaust manifold.

The warmed mix then reversed its track and was then diverted back to the intake manifold and then to the ports. The system was restrictive so it was bypassed at full throttle via a linked system of butterflies. It was intended to improve partial throttle emissions but only was used for a year with the cast crossover as it spoiled idling and partial throttle response.

My 1.5 still had the factory intake system, and it also had poor idling and pickup problems. My E Type guru, Dr. David Glick (a VJC member) came over and showed me how to bypass the diversionary manifold by wiring the bypass butterflies open. That made a huge difference, but I did not like the crossover tube and the heavy and ugly hot spot system, which was now useless anyway.



**Proper factory manifold hump.**

The opportunity to change that came when my engine was at Wally Groome’s shop for a much needed clutch job. I bought a set of early exhaust manifolds, had them coated and installed. Removing the crossover tube left an open port on the duplex manifold, which was sealed off by a small cast bypass diverter on Series 2 cars. The hump-shaped diverter is extremely hard to find, no doubt others have been down the same route and dried up all available ones.

The lads at Wally’s did a super job on my frozen clutch and fixed other badly needed work. They could not find a replacement hump but made up a flat plate to seal off the crossover port, it did the job but did not look factory.

I looked all over the US for a hump but they seemed to be unobtainium. It seemed that my destiny was to have an ugly manifold.

David came to my rescue again and found a complete  
**See Manifold, p. 12**



**Temporary manifold hump.**



**The elusive manifold hump.**

# Manifold

Continued from p. 11

used early XJ6 manifold, including the hump, on the UK eBay website, I bought the whole thing and had it delivered to my brother-in-law Martin in Ludlow. When I was over there in August, I asked another brother-in-law, Nigel, who restores classic cars, to remove the hump so it would travel in my overhead bag.

The hump is secured by four big Allen screws which are also hard to find. It only took a few minutes to remove it from its stuck gasket, and only a few more back in my garage to remove the flat plate and install the factory hump.

Now the E Type looks as good as it drives.

## COMING EVENTS

# Richmond's Capitol Car Show Sept. 15

The inaugural Governor's Capitol Classic Car Show will take place on Saturday Sept. 15, 2018, from 9 a.m.-2 p.m. Show cars will be displayed around the perimeter of Capitol Square.

You may not have known Gov. Ralph Northam is a car guy. The Governor will provide each pre-registered registrant with a special signed Proclamation indicating your classic automobile participated in this inaugural event. Awards will be presented at 1:30 p.m. by the Governor for his choices of the top Classic car and top Sports car in the show. I heard the grand prize will be a flag flown over the Virginia Capitol.

You are invited to register your 1993 or older car for his historic event for only \$25. Space is limited, and registration is sure to sell out. For more information or to register a car go to <http://classicautoevents.com/>

So, if your Jaguar or other classic car is 1993 or older this should be a great event to display your car. If newer than 1993, at least come down to enjoy the day. There should be some special treats to see.

Space is limited and so is the pre-registration time, so



please register as soon as possible.

On behalf of Bruce Woodson, Bruce Haynes, Greg Lucyk, and the Classics on the Green Team, we hope to see you there.

-- David Glick

## SVBCC show set Oct 6

The SVBCC British Car Festival. 37th Annual Car Show will be held October 6, 2018, at Ridgeview Park in Waynesboro.

First held in 1982, our British Car Festival is among the oldest of its kind. Over 150 entrants from more than 10 states participate each year.

We welcome all British marques and makes in all conditions. A show-quality car is not needed to share in the fun of this great event. Awards are based on voting by participants.

For more information, go to [svbcc.net](http://svbcc.net).

## Watkins Glen honors Jaguar

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

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 race course.

# Virginia Jaguar Club 2018 Concours recapped



## VJC 2018 Concours Results

Score	Place	First Name	Last Name	JCNA_No	Class	Year	Model	Type	Color
1000.00	1	W. Ronald	Gaertner	SE12 36892 J	C02	1953	XK120	FHC	BRG
984.60	2	David	Povich	NE40 47113	C02	1950	XK 120	OTS	Suade Green
1000.00	1	W. Ronald	Gaertner	SE12 36892 J	C04	1960	XK150	DHC	Carmine Red
999.90	2	Barry	Harms	SE21 55702	C04	1959	XK150S	OTS	Red
997.40	2	Ryland	Bennett	SE12 48380	C05	1962	XKE	Roadster	Silver
999.90	1	Terence	Smith	NC45 22978	C05	1967	E-Type	OTS	Dark Blue
1000.00	1	Thomas	Inwood	NC28 42891	C07	1973	E-Type	Convertible	Azure Blue
1000.00	1	Howard	Meyers	NE98 48440	C11	2009	XJB	Saloon	Liquid Silver
994.10	1	Stephen	Thomas	SE21 25754	C12	1988	XJ-SC	Cabriolet	Silver
1000.00	1	Ted	Hill	SE21 50386	C14	2004	XKR	Convertible	Red
999.40	2	John	Stremsterfer	SE34 34878	C14	2001	XKR	Coupe	Platinum
999.70	1	William	Sihler	SE12 42749	C19	2013	XJ	Saloon	Rhodium Silver
99.97	1	Gerald	Ellison	SE21 35014	D01	1956	XK 140	Roadster	BRG
98.70	2	George	Parker	SE12 52152	D01	1954	XK 120SE	OTS	Blue
99.97	1	Lewis	Pollard	SE12 64001	D02	1967	E-Type Series 1	Roadster	Opalescent Silver
97.84	1	Chris	Van Ess	SE12 62746	D03	1969	E-type Series 2	Coupe	Red
99.78	1	Richard	Carnegie	SE12 62318	D10	2006	XKR Victory Edition	Convertible	Black
100.00	1	Dave	Morgan	NC29 48330	D12	2004	XJB VDP	Sedan	Black
99.80	1	Brian	Trickett	SE12 61778	D13	2005	S-Type R	Sedan	Platinum
999.40	1	Howard	Bollinger	SE21 46560	S02	1961	E-Type	OTS	Yellow

## MEMBER TRAVELS



This 1967 Caldwell D7 Can-Am car was built in Massachusetts and raced by Connecticut's Sam Posey.

# North East Motor Sports Museum contains gems

By Greg Glassner  
LT Editor

Whenever I take a trip out-of-state, I try to catch some sort of auto-related event or destination in the

region I visit. This summer, I made a point of stopping at the new North East Motor Sports Museum in Loudon, N.H. The museum is located on the grounds of the New

Hampshire Motor Speedway but built and operated by enthusiastic volunteers.

I expected this building to be heavily weighted toward stock cars and modifieds, so I was pleasantly surprised to find some "sporty cars" on display.

A number of exhibits are on loan by the owners, who sometimes liberate them to run a vintage event and then return them to the museum. (This is my idea of what auto museums should be like!)

Of specific interest is the only existing Caldwell D7 USRRC and Can-Am car, the Lola B05/40 Zytek that won its class at LeMans in 2007 and a 1932 MG imported by Miles Collier in 1938.

The Caldwell D7 took a step back in time and employed solid front and rear axles. Sam Posey still managed a 3rd at Riverside and a 4th at Mexico City. (Posey wisely jumped to a Lola the following season.)

I found this museum a worthwhile detour and enjoyed chatting with the staff.



Bill Binney's 2005 Lola LMP-2 prototype.



1932 MG J2.

## CLASSIFIED ADS



### **XKR Coupe**

2000 Jaguar XKR coupe. Phoenix red with white and beige interior. 70k miles. 4.0 liter V8 supercharged, 5 speed automatic. Excellent condition inside and out. In the four years that I've owned the car, I've put 22k miles on it and have done the following work: front brake disc rotors and pads; cooling system flushed and thermostat replaced; titanium tip spark plugs and one coil pack replaced; and timing chain tensioners replaced with aluminum parts. Fast, beautiful, and reliable. Asking \$10,000 (firm). You won't find a better, more exciting car for this price. Contact Lionel Mitchell at haymarket4@verizon.net.

### **X300 XJR**

1996 X300 XJR Supercharged: 52,300 miles. British Racing Green, cream leather interior. Excellent mechanical and cosmetic condition, inside and out. I believe it is a solid #2 car (Hemmings classification). Car cover, literature, maintenance history included. The car is garaged in Springfield, Virginia.

Only 6,547 of the supercharged X300s were made out of 92,038 cars produced by Jaguar in 1995-97. Jaguar wanted to capture some of the performance market and tried supercharging the "bomb proof" 6-cylinder, with its long history of reliability. Besides introducing supercharging, a new concept for Jaguar at the time, the XJR was built with an enhanced suspension and steering.

The wider Sport wheels made for a better driving experience and the car was set off with a distinctive mesh radiator grille. Factory-rated at 150 mph, this car had more horsepower, better acceleration, higher gas mileage than the V-12 and was much simpler to maintain.

Offered in Jaguar Journal at \$15,800 OBO, but owner is reducing price to \$13,500 OBO. (703) 272-7104. rkitterman@cox.net.

### **Mark IX**

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.

# Virginia Festival of the Wheel in Charlottesville

The Virginia Festival of the Wheel, which benefits the UVA Cancer Center, will take place Sunday, Oct. 7. We would be open to having a separate class for Jaguars at our Virginia Festival of the Wheel event in Charlottesville in October if there would be sufficient interest by your members. We currently have a class for European sports cars but would be glad to add another just for Jags if 8-10 of your members wish to participate.

The venue is the Sprint Pavilion on the Downtown Mall Charlottesville. We'll have a welcome reception there Saturday night with the show on Sunday which will feature interviews with racers and car restoration experts during the day. Please see our website [vafestivalofthewheel.com](http://vafestivalofthewheel.com) for more information. We have space available for 50 trailers close to the venue to accommodate those trailering their car.

This is a non-profit with all proceeds going to a great cause, the UVA Cancer Center. Our mission is to make a nice donation to the Cancer Center and enjoy seeing some great cars while we are it.

We will have a marque class for the Concours quality cars which will be staged on the grass terrace at the entrance into the Pavilion. There is only room for 12-14 cars for this class. VJC has at least 6-8 cars that could qualify and people's choice. There is no age limit for this class.

For the judged class, we'd like to keep the cars pre-1980 so that we're not comparing post-war 120's with an XJ6.

Contact: Michael Baldauf

703-932-9448

Email: [info@vafestivalofthewheel.com](mailto:info@vafestivalofthewheel.com)  
[vafestivalofthewheel.com](http://vafestivalofthewheel.com)

## VJC EVENTS CALENDAR

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

### September

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

**Saturday September 16** -- Nation's Capital Jaguar Owners Club 2018 Concours d'Elegance. Contact Bob Engh, (410) 544-3167, email: rheusn@msn.com

Saturday, September 15 -- The inaugural Governor's Capitol Classic Car Show will take place on Saturday Sept. 15, 2018, from 9 a.m.-2 p.m. Show cars will be displayed around the perimeter of Capitol Square.

**Sunday, September 23**, -- Winery Drive (in development). Look for details to come.

### October

**Saturday, October 6** -- The SVBCC British Car Festival. 37th Annual Car Show at Ridgeview Park in Waynesboro.

**Sunday, October 7** -- Festival of the Wheel, Charlottesville.

**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 (Sunner) Cars & Coffee C Ville at Greenberry's Coffee Bar-racks Rd. Charlottesville, 8 a.m. -1 p.m. with lunch TBD.

### November

**Saturday, November 3**, Battersea Oyster Roast, Petersburg.

## 55th NCJOC Concours d'Elegance slated Sept. 16

The Nation's Capital Jaguar Owners Club cordially invites you to its 54th Concours d'Elegance being held on Sunday, September 16, 2018, at the corporate headquarters of GEICO Insurance Co., 260 Western Ave., Chevy Chase, MD.

Conveniently located within three blocks of the Concours site are two hotels, 15 restaurants or coffee shops, and many stores for shopping. Also, the GEICO site lies just a 5-minute walk from the Friendship Heights station on the Metro Red Line that offers a 20-minute ride into the heart

of the nation's capital.

Guests wishing to stay overnight on Saturday, September 15 may reserve rooms from the Courtyard Marriott located within 3 blocks of GEICO site. For reservations call Kiuana Smith at 301-828-3364 x7000 or click the following link: NCJOC Concours Marriot Hotel Registrations.

For more information, contact Bob Engh, (410) 544-3167, email: rheusn@msn.com.

## Membership

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

For more informaion 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](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



## LATE BREAKING NEWS

# Program on XJ13 set for Richmond on Sept. 8

Neville Swales, whose company builds XJ13 replicas, is in the US for a brief time. Peter Crespin put him in touch with us to see if we would like to arrange an event at which he could talk about his cars. For a variety of reasons, Saturday, Sept. 8, in Richmond seemed the best, although that isn't very far off.

George Parker suggested we contact Bruce Woodson about a venue, which we did. Bruce suggested the Richmond Au-

tomobile Museum, which has at least a half dozen Jaguars on display. Bruce says there is good meeting space and it has a projection screen. BYOB for adult beverage. The museum is located just off East Parham Road east of the intersection with Staples Mill Road at 8605 Oakview Ave.

*EDITOR'S NOTE:* Look for more club information on this event by e-Mail.

## Events of special interest to Jaguar enthusiasts

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, WVA.

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

## 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 the solution to a problem is quite close at hand.**



## 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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