

LYONS TALES



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VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR

Looking back and then forward to our new year

Dear Fellow VJC Members:

Please mark the date of Saturday, Jan. 19, 2019, on your calendar. That's the date for the VJC Annual Meeting. We're meeting at the Richmond Auto Museum. It's located in a small industrial park off East Parham Road just east of the intersection with Staples Mill Road.

The museum will open at 11 a.m., and we'll start the meeting at 11:30, with lunch to follow. Susan Sumner, our Meeting Chair, will put out further details including a sign-up so you can order a box lunch from the menu.

We selected the Auto Museum as the venue for the Annual Meeting because of the very successful event we held there in September. Our speaker at that session was Neville Swales, who talked about his reconstruction of the Jaguar XJ13, the racing car that never raced. Neville had permission from Jaguar to build five, which have been sold. He is now working developing a V-12 racer derived from the XJ13. He plans to build 25 of these, which are to be named after the racing group Ecurie Ecosse.

David Harrison organized a visit to Shirley Plantation on Oct. 13 followed by lunch at the Shirley Upper Vineyard. We were blessed with a lovely Fall day, the first of the season. After touring the plantation house, the group moved to the vineyard for lunch. The vineyard has an unusual arrangement as a vineyard event venue with a tasting room and cafe that offers light meals. The house tour group was joined on the terrace by those who came only for the lunch, bringing the total present to about a convivial dozen.



Mary & VJC Pres. Bill Sihler.

See Roar, p. 7

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

SAVE THE DATE:

January 19, 2018:
 Virginia Jaguar Club's
 Annual Meeting
 in Richmond.

On Page One:

Photo of VJC's October
 road trip to
 Shirley Plantation.
 (Story on page 12.)



VJC ACTIVITY REPORT



The EcurieCars LM69 draws inspiration from the legendary XJ13.

Reproducing the Legend: Jaguar XJ13

By Wayne Estrada
VJC Concours Chairman

The world is full of many great “what ifs?” that, if they had happened, would have changed history in an untold way.

For example, what if the Colonies were never separated from England or the South had won the Civil War or if Hitler had won WWII? There are many scenarios like this that are possible, and in these and others our world could be quite different.

In the automotive world, we could also ask the question, “What if Jaguar had developed the XJ13 to compete and win at LeMans?” What if they could have repeated their

See Legend, p. 4



Neville Swales and his partner Karon Ward appeared at the VJC gathering at the Richmond Auto Museum Sept. 8.

Virginia Jaguar Club



Virginia Jaguar Club members explore the Richmond Auto Museum. (Wayne Estrada photo)

Legend

Continued from p. 3

victories at LeMans in the sixties as they did in the fifties? How would the racing world and Jaguar cars have been different?

This was the question proposed at our recent VJC meeting at the “Richmond Auto Museum” (RAM) by master Jaguar enthusiast, engineer and historian Neville Swales...and it is an intriguing “What If?” for certain. Before reviewing Neville’s presentation and a review of our club meeting that day, we were treated to a tour of RAM developed by local enthusiasts but spearheaded by long time Britcar expert-enthusiast and well know local auto restorer, Bruce Woodson.

RAM is located in an industrial area next to the north-south rail line and one quarter mile off of Parham road that began as a rather run down warehouse/workshop, but has been transformed into a beautiful facility with meeting area, a small kitchen/bar and auto storage space. As a for-profit enterprise, vehicle owners can for a modest monthly fee keep their cars in a secured space that is monitored 24/7 both electronically and via video cameras. Bruce gave us a tour of the facility which houses a wide variety of cars of all makes, models, type and ages from a revered Model-T owned by Bruce and his family along with a rare Auburn bought by his father for a few hundred dollars sixty years ago, to a spattering of LBCs (Little British Cars) along with a racing car, RHD Rolls, and even a Cadillac with

two engines.

After the tour, club members retreated to the conference room to enjoy a box lunch and listen to a fascinating presentation about both the Jaguar XJ13 and a project dedicated to preserving its history and legacy, but before doing so, a brief history lesson is in order.

After a series of historic wins by Jaguar Cars at LeMans in ’51, ’53, and ’55 and later by the British racing team of Ecurie Ecosse in 1956/57, the fabled DOHC straight six Jaguars had become uncompetitive. By the late ‘50s and early ‘60’s, both time and innovation eclipsed the D-Type by newer cars with bigger and more powerful V8 and V12 engines incorporating fuel injection, advanced engineering, technology, and ever better aerodynamics.

See Legend, p. 5



XJ13 clone in bare aluminum.

Legend

Continued from p. 4

Sir William carefully observed this evolving competitive racing world as a brilliant business man, but also as an astute pragmatist who had one goal and one goal only in continuing to compete in racing; and that was to sell more cars. He did not love racing per se, but he did love what racing did for the marketing of his company and he was not about to risk entering a car into a race which might lose.

Beginning in the early 60's, secret work began at Coventry to develop such a car employing advanced engine technology, aerodynamics, and chassis dynamics that could dominate again at LeMans. The car and engine, like the then world beating C-Type and D-Types, would require a clean sheet approach employing the very best design. The result was the stunning XJ-13 ('Experimental Jaguar') featuring an all new 5.0 litre double overhead cam V-12 engine, improved suspension and superior aerodynamics.

The mid-engine monocoque layout included the V-12 engine as a stressed chassis member, the engine being mated to a 5-speed ZF transaxle driving the rear wheels. Suspension components had similarities to the existing E-Type with some major enhancements such as long radius arms in the rear suspension at an angle back from the central body tub with a single fabricated transverse lower link.

Unfortunately politics and lack of financing interrupted progress with the merge of Jaguar with British Motor Corporation (BMC) in 1966 and the project was relegated to a group of enthusiastic engineers working off hours to continue development. With limited resources and time marching on, by the later 1960's competitors such as the dominant Ford GT-40 appeared on the scene and the XJ13 was obsolete before it could turn a wheel in anger on the race track.

The XJ13 sat in storage until January 1971 when famed test driver Norman Dewis crashed the car while filming a promotional film at the MIRA test track. In an unfortunate incident due to equipment failure, he crashed and rolled and essentially totaled the sole prototype. Being but one of a series with no other cars in the wings, the damaged wreck was packed away in a warehouse in Coventry.

Enter our speaker, Neville Swales, who was captivated with the XJ13's history and design. Driven by both passion and curiosity, he wondered "what if" the XJ13 could be replicated. This quest would turn into a consuming passion and dedication for Swales requiring serious research and study involving hours of searching for detailed records, former suppliers, and connecting with Jaguar employees



VJC members check out an XJS at the Richmond Auto Museum, which cohosted the Swales presentation.

that worked on XJ13 as well as companies that had associations with the XJ13.

Of course the main focus revolved around the magnificent engine, and while only one car had been completed, Swales knew that there were other engines that had been used for testing that had survived. Through an amazing discovery-- on all places eBay-- a four cam XJ13 engine was located and purchased from Germany that had been transplanted into a Jaguar sedan. From there, Neville sought to accurately document and replicate replacement parts of the engine as well as to faithfully reconstruct the entire XJ13 just as it was in the 1960's.

Neville has since remanufactured a few XK13s with all new reproduction XJ13 V12 engines for a few customers, but unfortunately Jaguar Cars -- citing Intellectual Property rights-- has forbid the creation of additional cars. As a result, inspired by the path Ecurie Ecosse set in picking up the mantle of continuing to race the D-Type in LeMans, Swales started a "What If" quest to develop a modern car based around the DOHC XJ13 engine with significant improvements.

The result is the LM69 which his firm (www.EcurieCars.com) is developing for select customers. While possible to be road-legal, the cars are designed to be used for club or track day events. It would be an interesting what-if to see how competitive this car would be in competitive racing.

The club concluded the day with a group picture of VJC members with Neville Swales around a lovely E-Type coupe in the conference room. If you missed this meeting, you missed one of the most interesting and fascinating times that we have ever had in the history of the Virginia Jaguar Club. We thank Neville and his lovely companion for coming to Richmond from the UK and sharing his amazing project and story with us.

FROM THE EDITOR'S LAPTOP



Atlanta does not slight the Brass Rad brigade.



Jaguar XKs were well represented at Atlanta.

Multi-marque concours are proliferating

By Greg Glassner
L.T. Editor

I have enjoyed the Jaguar and Porsche one-marque concours I have attended and worked at over the years, but I also realize that variety is the spice of life.

I made it to the Amelia Island Concours for 10 straight years and hit the Hilton Head Concours and the Hershey Fall meet a handful of times each.

Pebble Beach and Amelia have blazed a trail and it seems that Concours events are popping up all over, affording car lovers a lot to choose from.

Since it worked into my schedule on a recent trip to Alabama and the Florida Panhandle (two weeks prior to



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

Hurricane Michael's visit!) I caught the third annual Atlanta Concours d' Elegance on my way home.

The Atlanta area has become a hotbed of the collector car hobby. It is the site of the largest monthly Cars and Coffee event, which launched its own cable TV show. The new concours is held at Chateau Elan, the resort built by the late Dr. Don Panoz, who also resuscitated the Road Atlanta Track and the IMSA racing series.

This year's event honored 70 years of Porsche, but there was also a nice selection of Jaguars and other sports cars, along with stately classics from the golden age of motoring.

I hit the road before awards were announced, but the Best in Show title was shared by collector cars from both sides of the Atlantic. Capturing Best in Show American was the 1934 Packard Super Eight Dual-Cowl Sport Phaeton owned by Millard Choate, while Best in Show European was awarded to the 1933 Isotta Fraschini Tipo 8A SS Castagna Sports Tourer owned by Steve Plaster and the Evergreen Collection.

The special Porsche class boasted some very nice 911 and 356 models. More exotic Porsches were probably at Rennsport Reunion on the West Coast, which was held the same weekend.

Jaguars displayed included XK 120, 140 and 150 as well as XKE. Also significant was a sleek 1958 Tojeiro Jaguar sports racer in Ecurie Ecosse livery.

I love cars that have a story to tell. Of interest was a 1953 Siata 200CS 8V. It's owner told me he assumed it had always been painted red until it was rear ended. During restoration

See Laptop, p. 7

Virginia Jaguar Club



Assorted marques..



Tojiero Jaguar..

Laptop

Continued from p. 6

they discovered the original deep blue paint it now sports.

A majestic Duesenberg Limo from the 1930s was once owned by an infamous New York madam who ferried her clients around in it. The stories it could tell.

The Atlanta Concours displayed 150 vehicles and there was ample room at the venue to expand this in the future.

I arrived and departed early and appreciated the fact that there was plenty of elbow room and you could view and photograph cars without being trampled.

This event is off to a good start and I hope to return.

Concours websites

There is now at least one website devoted to listing concours and similar car shows.

The following is a sample of them:

10,000 Lakes Concours d'Elegance, Amelia Island Concours d'Elegance, Ault Park Concours d'Elegance, Atlanta Concours d'Elegance, Boca Raton Concours d'Elegance, Cigar City Concours d'Elegance – NEW, Cincinnati Concours d'Elegance, Cobble

Beach Concours d'Elegance, Concours d'Elegance of America at St. John's, Concours d'Elegance at Copshaholm – NEW, Concours d'Elegance of Texas, Danville Concours d'Elegance, Dayton Concours d'Elegance, Des Moines Concours d'Elegance The Elegance at Hershey, Forest Grove Concours d'Elegance, Geneva Concours d'Elegance, Greenwich Concours d'Elegance, Hemmings Concours d'Elegance, Hillsborough Concours d'Elegance, Hilton Head Island Concours d'Elegance, Huntington Beach Concours d'Elegance, Keels & Wheels Concours d'Elegance, Keeneland Concours d'Elegance, La Jolla Concours d'Elegance, Milwaukee Concours d'Elegance, Muckenthaler Motor Car Festival, Misselwood Concours d'Elegance, New England Concours d'Elegance, New Jersey Concours d'Elegance, Palos Verdes Concours d'Elegance, Pebble Beach Concours d'Elegance, Radnor Hunt Concours d'Elegance, St. Michaels Concours d'Elegance, San Marino Motor Classic

Also:

Benedict Castle Concours, The Boston Cup, Carmel Artomobilia, Cars on Kiawah, Colorado Concours d'Elegance & Exotic Car Show, Concours in the Hills, Eyes on Design, Greenbrier Concours d'Elegance, Jaguars on the Island, Morgan Adams Concours d'Elegance, Renaissance Euro Fest Classic, Spring Classic Driving Tour, Sunday in the Park Concours, Vail Automotive Classic.

Lyons Roar

Continued from p. 2

The session provided the opportunity to discuss possibilities for future programs. High on the list is a shop visit. We have been frustrated for two years now when our prospective visits have been canceled because of issues the prospective shops had in accommodating us. Susan will be

looking for an opportunity either in November or after the Annual Meeting.

Hope you can make it and look forward to seeing you at the Annual Meeting.

-- Bill Sihler
VJC President

MEMBER TRAVELS



More than 100 Jaguars set out on Tour de Marque. (Photos by Greg Glassner and Keith Welty)

Jaguars celebrated at Watkins Glen Festival

By Greg Glassner

L.T. Editor

There were 20 United States Grand Prix Formula One races held at Watkins Glen and I attended at least 17 of them, starting with the first in 1961. (Uncle Sam held me hostage in California and Thailand during the 1966 and 1969 races and I may have missed one when I was in college.) I also attended many of the USRRC, Can-Am and 6-Hour endurance races there.

So I was not about to miss the 25th Annual Watkins Glen Grand Prix Festival Sept. 7 as well as the SVRA Hilliard U.S. Vintage G.P. at the track Sept. 8-9. After all, Jaguar was the honored marque for both events and Jaguars were to be found everywhere.

Watkins Glen is regarded as the birthplace of modern road racing in the U.S., which began on Oct. 2, 1948 on a 6.6-mile course that ran through town on Franklin Street and continued uphill on public roads before returning to town. Drivers such as Briggs Cunningham, John Fitch, Phil Hill,

Walt Hansgen Sherwood Johnson and the Collier Brothers were there at the beginning, many of them racing Jaguars.

The GP Festival, which is free, incidentally, is the best

See The Glen, p. 9



An SS100 at start-finish line display.



After running the old course, Tour de Marque participants gathered in LaFayette Park to hear legends David Hobbs and Davy Jones talk.

The Glen

Continued from p. 8

TCs, a Lancia D-24 Carrera Panamericana racer, and other interesting cars were closely scrutinized by “Flossie Smalley,” in a vintage shop coat.

Then it was on to the Concours d’Elegance at the entrance to the State Park, a short stroll up the street. This featured a row of Jaguars ranging from a nice Mk IV to an F-Type owned by Delaware’s Denny Spaulding, who was at our 2017 VJC Concours.

Of significance was an original C-type, serial number 009, which was built for importer Max Hoffman and driven to victory in the 1952 Seneca Cup race at Watkins Glen by John Fitch. (An artist’s rendition was on the cover of this year’s program and poster.) It was purchased in 1956 by David Darrin, brother of coachbuilder Howard “Dutch” Darrin. Darrin raced the car and it has been in the family ever since, running a number of vintage races in recent years.

After a leisurely lunch, we browsed the Watkins Glen drivers’ Walk of Fame, took in a parking lot full of Lotuses and looked at the gymkhana in an empty car dealer’s lot.

This year’s Tour de Marque, featured at least 125 Jaguars of various vintages and they wound their way around the historic road course and headed over to Lafayette Park where we met them at the bandstand to hear David Hobbs, IMSA Jaguar driver Davy Jones and others.

Hobbs regaled the audience with tales of his ill-fated apprenticeship with Jaguar as a callow youth. When the

program director told Hobbs he was habitually late for work, was failing all of his courses, and displayed little interest in being a mechanic or assembly line bloke, it looked like the end of his time there, he said.

Fortunately the boys in the race shop had seen Hobbs vigorously campaigning his father’s XK140 and found a place for him there. That relationship later led to Hobbs setting a British closed-course speed record in the experimental XJ13 in the late 1960s, a mark that lasted for 32 years.

Hobbs also discussed his transition from driver to broadcaster. He fared poorly in his first interview with a CBS bigwig who didn’t know the difference between a F-5000

See The Glen, p. 11



This C-Type had strong ties to Watkins Glen.

Virginia Jaguar Club



David Hobbs, right, gets set to spin a few yarns.

Jaguars outside the historic Seneca Lodge.

The Glen

Continued from p. 10
car and a stock car.

He did better on an unscheduled second interview. "I'd downed about three gin and tonics beforehand and was right at the top of my cam without having slid down the other side," he observed.

Up at the track Saturday, we braved a chilly, blustery day by strolling through the vintage racing and Trans-Am paddocks, checking out the action on the track, a cars and coffee style infield car show, and the Jaguar Art of Performance display.

The SVRA field featured a pretty good selection of Porsches, MGs, Corvettes, Mustangs, Camaros and more exotic sports racers such a Lola T-70s, Lotus 23s, and interesting one-off specials. Not a single F-1 car to be seen,

however, which I found odd, considering Watkins Glen's heritage.

Jaguar vintage racers hitting the track included Randy Williams, Steven Davison, Jack Busch and Jason Lare in XKEs and TV's "Car Coach" Lauren Fix in a tricked out 2000 XKR coupe of the sort that used to run in the old American Le Mans Series. She drives it pretty well, too.

At the infield Jaguar display we inquired about driving the autocross course and were promptly whisked away via golf cart to the Land Rover obstacle course on rugged terrain near the former site of the Glen's infamous "Bog."

Keith and I took turns at the wheel of a \$100,000-plus Range Rover and were suitably impressed with the leviathan's ability to handle some severe angles, climb over logs and negotiate a water hazard. I doubt many of these luxobarges see this sort of service at the country club and polo matches, but the willingness is there if needed.

We then hailed a golf cart ride to the autocross course set on a high paved area overlooking the hills above Seneca Lake. As Land Rover U grads, we were fast tracked through the line, sort of like priority boarding at the airport.

There we were cut loose in new XF sedans and F-Type coupes for all-too-brief flings through the cones. My "escort," one of many part-time racers who support their habit by working for Jaguar/Land Rover helpfully pointed the way through the maze and reminded me that he had an emergency shutdown button when I got a little too frisky in the F-Type.

It was a great weekend of car shows, racing and nostalgia. I hope Jaguar again rolls around as the featured marque while I am still young and mobile enough to enjoy it. (Triumph is next year's marque.)



Your LT Editor hustles an F-Type around autocross course.

VJC EVENT



Like 17th Century British Explorers, our intrepid VJC group stands on the banks of the James.

VJC members explore James River Plantation

By Susan Sumner
VJC Events Coordinator

Saturday Oct. 13 turned out to be a beautiful autumn day, both sunny and warm which made a welcome change from the weather we have been experiencing recently. After a pleasant cross-country drive, we started our visit with a tour

of the scenic Shirley Plantation nestled on the James River.

The house has many interesting architectural features, including a flying stair case. It was the first plantation in Virginia, and the house is still lived in by descendants of the original owners.

See Road Trip, p. 13



Jaguars grace the drive in front of the plantation.

Virginia Jaguar Club



Relaxing before lunch.

Road Trip

Continued from p. 12

We gathered for a most interesting tour of the home, which is open to the public on the main level. The upper two levels are used by the current owners.

After our visit, we drove a short distance to the Upper Shirley Vineyard where we had a delightful lunch on the veranda overlooking the James River, with the Jaguars occupying pride of place on the front lawn.

Thank you to David Harrison for putting this event together, and we are pleased to welcome our newest member, Robert Herring and his son Brady Edwards with his recently purchased Jag.

Attendees were Bill Sihler, David and Una Harrison, Doug Gilpin, Kevin & Lynne Smith (friends of Paul and Martha), Paul & Martha Meade, Robert Herring and Brady Edwards, Roy and Susan Sumner



Shirley Plantation House.



Nostalgia -- Remember when tech inspection at a sports car race was like this? Reenactment at The Glen, 2018.

WAYNE'S WORLD

Jaguar Elevator Music

By Wayne Estrada

VJC Concours Chairman

In the music business, the dream for performers and composers is to walk into an elevator and hear that the background music playing is an easy-listening version of their Top 40 Hit or composition. When that happens, you know that your art is so engrained in the culture that it has become a recognized symbol of something to be revered and appreciated. The same could also be said about particular cars.

Like music, certain automobiles can be classified in a variety of ways such as legendary, classic, popular or just plain cool. Some of these include vehicles like the Corvette, Mustang, VW Beetle, just about any Ferrari or Lamborghini, as well as many other exotic and custom cars. Vehicles like this are frequently featured in magazine articles, glorified on TV car shows, admired at swap meets, immortalized in posters on the walls of teenage boys, and in this modern era, the subject of endless on-line journalism.

Recently I was in a neighborhood drug store while waiting for a prescription for my wife to be filled, and to my great surprise at the end of one aisle amidst a bunch of small die-cast cars was an I-PACE Jaguar! Like the aforementioned elevator music, it seems that the electrified Jaguar has struck a strong chord (pun intended) among the interest of the general populace and now is an icon of sorts in the public sphere.

As the trend to vehicle electrification intensifies, times indeed are radically changing in car design. With the influence and integration of e-powered vehicles into the marketplace led by upstart and marketplace disrupter Tesla, the automotive world has had a swift kick in the rear to quickly move from the 20th to 21st century. Now all manufacturers are being forced to start partially or totally electrifying their product lines. While early adapters such as the Nissan Leaf opened the door, the buying public was not really willing to make a buying decision until Tesla's breakthrough Model S sedan. The company upped the ante recently by introducing the Model 3 crossover...and other companies are scrambling to follow suit.

However the creative engineering minds at Jaguar apparently anticipated this trend some time back and were stealthily in the background developing the I-PACE, beating the other big automotive companies to market with not only

an all-electric vehicle, but one that actually out-performed the Model 3 in almost every category. The proof of this has been the absolute explosion of extremely positive articles, reviews, and TV shows highlighting the design and performance of the I-PACE. Review after review have praised not only the exterior and interior styling, but also the real world practicality of the vehicle, almost always coming up on top when compared to the Model 3.

While the Tesla is the drag strip winner, Jaguar took a more real-world practical-approach by producing a product that not only looked good and provided the economy and range demanded by potential customers, but added that special style and feeling for which Coventry has long been known. By adding a degree of civility and class that Tesla lacks, it is no surprise that the I-PACE has had the honor of being placed at the forefront of popular culture, indicated by the die-cast car among other automotive icons.

Jaguar has committed to providing the next generation XJ sedan to be electrified, and there are rumors of a mid engine F-Type replacement that is either hybrid or all electric, and all other major manufacturers likewise are following the same path. Besides the economy of e-cars, one also cannot dismiss the immense reduction in complexity and maintenance costs versus ICE (Internal Combustion Engine) vehicles as well as the high performance available made possible by sophisticated software controls.

Despite the tremendous performance advances in petrol-powered engines, the electric motor cannot be beat for maximum performance. Tesla's announcement of their upcoming sports car being able to accelerate from 0-60 in less than 2 seconds has sent abject terror into the boardrooms of high end exotic companies such as Koenigsegg, Pagani, Ferrari and Lamborghini. The end of ICE is clear and the future is clearly electric, and the I-PACE among a rising tide of others is leading the way.

Sir William Lyons was always an innovator and automotive leader, and no doubt he would be proud of the new direction Jaguar has taken. It will be very interesting to see what the next generation of Jaguars will look like and especially... perform.

With Grace, Space, and Pace, Jaguar is definitely back with the I-PACE.

Mark your calendar!

Oysters, barbecue... Battersea!

Saturday, November 3, 2018 | 1pm-4pm



Kristie Kream and the Sugar Daddies

Advance tickets only, \$40.00 per person

Bring your chair or blanket

Purchase tickets securely through

Eventbrite

oysters ★ barbecue
cole slaw ★ baked beans ★ tea
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VJC EVENTS CALENDAR

Virginia Jaguar Club Events, other related events

November

Saturday, November 3, Battersea Oyster Roast, Petersburg.

December

Nothing scheduled at this time.

January

Saturday, January 19, 2019 -- VJC Annual Meeting.

EVENTS OF INTEREST

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.

Jaguars were there at beginning of Watkins Glen races

Jaguars were woven into the early history of racing at Watkins Glen, which began on Oct. 2, 1948 on a 6-mile genuine road course that ran through town on Franklin Street. George Boardman drove a 1936 SS-1 Swallow Tourer in the Junior Grand Prix on that first race weekend. Frank Griswold Jr. won that race as well as the featured G.P. in his 1938 Alfa Romeo 2900B.

In 1949, a Jaguar XK120 raced at the Glen for the first time. TV and Radio personality Dave Garroway entered both the Concours and the Seneca Cup race in his Jaguar SS100, taking a class win in the concours and 7th in the Seneca Cup race. Garroway's SS100 and several XK120s took place in the 1950 races.

In 1952, the great John Fitch drove a Jaguar 120C (C-Type) entered by legendary sports car importer Max Hoffman to

victory in the Seneca Cup race. Future F-1 Champion Phil Hill was running 5th in the Grand Prix in another C-Type when the race was stopped due to a wreck involving spectators.

In 1953, Walt Hansgen, in a C-Type, took the first of three Jaguar wins in the sports car Grand Prix. He also won in 1957 and '59. The first D-Type was entered at the Glen by Briggs Cunningham in 1955. Sherwood Johnson won on the 4.6 mile temporary course outside of town.

George Constantine won in a D-Type in 1956 on the new 2.3 mile permanent course up the hill from Watkins Glen. Hansgen repeated in 1957 in a D-Type. In 1958, Ed Crawford drove a Cunningham-entered Lister Jaguar, and Hansgen took the win in 1959 in the same car.

A few years later, Jaguar returned to the Glen track in the

See History, p. 17

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.



When Bobbi Sue Jones was named Prom Queen at West Podunk, Arkansas High, her dad, Billy Bob, was determined that she arrive in a stretch limo.



Above, Wolfgang was pleased that his new ride came with a run-flat spare. At left, Sometimes a few shims come in quite handy.



History

Continued from p. 16

1974 SCCA Nationals with a V-12 E-Type driven by Bob Tullius. Tullius also drove in the 1977 and '78 Six Hours in a Group 44 Jaguar XJ-S.

In 1984, when racing resumed at the resurrected road course, Group 44 entered two XJR-5s in the IMSA Camel GT event, with Brian Redman and Hurley Haywood finishing third. In 1985, the two Group 44 XJR-5s finished 4th (Redman-Haywood) and 14th (Tullius-Chip Robinson). They returned in the fall to take 3rd and 6th in the New York 500. Group 44 also posted fine finishes in 1986. In 1987, Tullius and John Morton campaigned a XJR-7.

Tom Walkinshaw's Castrol Jaguar team brought a pair of XJR-9s to the Glen in 1988, but both new cars DNF'd. 1989

brought similar results with a Walkinshaw XJR-9 and XJR-10. In 1990, the Castrol XJR-10s placed 3rd (Davey Jones and Alain Ferte) and 4th (John Nielson and Price Cobb).

Jones came back in an XJR-16 with Bud Light/Jaguar Racing, finishing 13th overall.

That was pretty much the end of factory (or quasi factory) support of Jaguars in racing in the U.S. and Watkins Glen, but privateers carried on in IMSA, Trans-Am and vintage racing.

The SVRA Hilliard Vintage Grand Prix at the Glen Sept.8-9 carried on that tradition with XK 120s, E-Types and even a battle tested (and much modified) XK8 seeing action on the track.

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Jaguar #1: Year _____ Model _____ Body Style _____

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-- The Editor



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