

LYONS TALES



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VIRGINIA JAGUAR CLUB
VOLUME 18 NO. 1
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LYONS TALES

LYONS' ROAR

Virginia Jaguar Club seeks members' input

Dear Fellow VJC Members:

Please be sure to mark your calendar for the date of the VJC 2019 Annual Meeting: Saturday, January 19, 2019 at the home of Ron Gaertner in Manakin-Sabot, west of Richmond, from 11 a.m. to 2 p.m. Planned arrival time is 10:30 with lunch at about 12:30. The lunch will be provided at no cost to attending members.

Ron is a former President of VJC and currently serves as a Southeast Regional Director of Jaguar Clubs of North America. Many of you have seen Ron and his XK120 and XK150 at our annual concours.

Susan Sumner, our Events Coordinator, is arranging for signups, with driving directions, via Eventbrite.



Mary & VJC Pres. Bill Sihler.

The meeting agenda will include:

- Financial Report
- Membership Report
- Report on 2018 Concours
- Plans for the 2019 Concours
- Plans for 2019 Meeting
- Jaguar Clubs of No. America Annual General Meeting, March 22, 2019
- Other JCNA items
- Election of Officers

All of the existing officers have agreed to be nominated. The list is:

- Bill Sihler, President
- George Parker, Vice President

See Roar, p. 3

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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

On Page One:

Jaguars at Battersea Oyster
Roast, HHI Concours, Merlin
Motorsports.

(Stories in this issue)



Mike Cook remembered by Jaguar, Triumph owners

Editor's Note: Mike Cook was known to many in VJC and JCNA as editor of the Jaguar Journal. We also got to know him better when VJC hosted the AGM and Challenge Championship events and when he was honored with induction into the American British Sports Car Hall of Fame at Moss Motors in Petersburg. He will be missed by many.

By Stuart Schorr

Vice President, Communications,

Jaguar Land Rover North America

On Nov. 28, 2018, Jaguar Land Rover lost a dear friend and passionate lifelong advocate, Michael Cook, to pneumonia at the age of 85. Mike had a storied career in advertising and public relations for a murderer's row of British brands: Rover, Land Rover, Austin, MG, Jaguar and his beloved Triumph. He retired from Jaguar as Director of U.S. Public Relations in 1991.

Up until this very week, Mike had been a constant, determined and cheerful fixture at the Jaguar Land Rover North American headquarters, running our JLR U.S. historical archives department, which he created with Karen Miller in the 1980s. For many of those years, Mike ran the Archives department like a car makers' skunk works operation: he was going to keep it going whether anyone officially knew about it or not. Mike personally kept the Rover and Land Rover (and Triumph) archival material at his home before anyone in the company ever thought it might be something we needed. Is there a stronger word than dedicated?

A visit to the Archives or an email exchange with Mike quickly revealed the impressive depth of Mike's knowledge and affection he had for these unique cars, and the people that made, marketed, raced and owned them. It was always a pleasure for Mike to assist someone, and a greater pleasure to be helped by him.

In addition to his 2nd career as Jaguar (and eventually Land Rover) archivist, Mike was prominent in the Jaguar



Michael L. Cook, 1933 - 2018

and Triumph Club worlds, and a prolific author and editor of historical publications. Did I mention he was a racer himself and publicist for numerous Jaguar and Triumph racing teams? Talk about being a "car guy"!

It's one of those career cliches we often hear: Do something you love. Mike Cook loved working with our company and British automobiles so much that he dedicated his entire career to it. We are all honored to have worked with him, we thank him again, and we will miss him dearly.

Mike passed away peacefully, in the company of his family, with his favorite Miles Davis playing in the background.

Lyons Roar

Continued from p. 3

Larry Springer, Treasurer

Brian Trickett, Secretary

Roy Sumner, Membership Chair

Susan Sumner, Events Coordinator

Although Larry Springer is willing to stand for reelection as Treasurer, he expects to relocate sometime during

2019. He is willing to serve until then if necessary. If you are interested in taking on that responsibility from Larry, please let me know.

Hope you had a very Merry Christmas season and will start the New Year off by coming to the Club's Annual Meeting.

-- Bill Sihler
VJC President

VJC ACTIVITY REPORT



Sixty years of Jaguars and an original Mini gathered at Battersea Oyster Roast.

Jaguars roost at annual Battersea Roast

A number of Virginia Jaguar Club members spent a crisp autumn afternoon at Battersea in Petersburg for oysters, barbecue, and classic British cars. This annual event showcases a beautiful 35-acre oasis and an amazing five-part Palladian style urban villa built in 1768 by John Banister, Petersburg's first mayor and a signer of the Declaration of Independence. They enjoyed eating oysters that were

roasted as they watched, sampled delicious craft beers and wonderful Virginia wines, and dined on a barbecue buffet lunch, relaxed on the lawn while listening to bluegrass and admired the well-maintained, painstakingly-restored classic British cars that were on display at the on-site classic car show arranged by VJC friend Mike Malone.

See Battersea p. 4



A pair of XJS and an XJ at Battersea. (Photos by David Harrison)



Bill Alley's beautiful black XKE gets admiring looks from festival attendees.

Battersea

Continued from p. 3

Battersea celebrated 250 years in 2018. In those 250 years, America declared independence, established the oldest enduring written constitution, fought a Civil War testing that constitution, became first in flight, survived two World Wars, a Cold War, super-



A stately Jaguar 420 sedan.

seded racial segregation, and put man on the moon. In that same span of 250 years, Battersea has stood as a testament to American culture, history and perseverance. Built in 1768, by the American patriot Colonel John Banister, Battersea encapsulates the early beginnings of our country and America's future successes with its own architectural grandeur and historical longevity. In 2018 they celebrated Battersea's 250th anniversary and all that it represents.

"Battersea is a remarkable place. That such an important colonial house survives into the 21st Century is a remarkable feat in and of itself. John Banister's role as the first Mayor of Petersburg, a Revolutionary delegate, a Congressman and a signer of the Articles of Confederation speak to the national importance of the events that took place within these walls and on this land," said David J. Brown, Executive Vice President for the National Trust for Historic Preservation.

Battersea Foundation is a non-profit organization in Petersburg. The Foundation's mission is to preserve Historic Battersea and offer educational, artistic and cultural experiences that inform, enrich and inspire the public. The events held at Battersea offer the perfect opportunity to continue moving forward fulfilling this mission.

FROM THE EDITOR'S LAPTOP



Plastic Jaguar emblem from 1998 XK8.



Reproduction classic emblem from XKs Unlimited.

Finely crafted emblems a thing of the past?

By Greg Glassner
L.T. Editor

They just don't make them like they used to.

Where have you heard that before, huh?

But they don't. The modern automobile is not built the same as it once was. In many respects today's cars are vastly superior to the cars of the '50s, '60s, '70s (even '80s and '90s), the ones that readers of the Lyons Tales cherish, yet find so frustrating at times.

Back when I was editor of the Madison County Eagle, I used to browse through the bound volumes of back issues, which contained some great dealer ads for Model T and Model A Fords, early Chevrolets and Chryslers, etc.

But I also came across a Letter to the Editor from the

owner of a Model T stating that he had driven up and down the rugged mountain roads of the day and went 1,700 miles before needing a ring job. He wasn't complaining, mind you. He was bragging about the durability of his new Ford. (That wasn't 170,000 miles or even 17,000 miles. It was 1,700 miles!)

However, there are some aspects of modern automobiles that I wish were made the way they used to make them. I refer to marque emblems and hood ornaments.

I first started thinking about this topic when walking through a shopping center parking lot and passing by a Mercedes-Benz coupe of recent vintage. I noticed that the grille, with requisite three-pointed star on it appeared to be cheaply stamped out of thin sheet metal. It was far less substantial and impressive that the Mercedes Benz grille (circa 1970s) that I have hanging on the wall of my den. (It nicely covers a window air conditioner unit, so it is functional as well as attractive – to my eyes, anyway.)

Since then I have started noticing the marque badges on modern cars and comparing them to those in the 1930s, 1950s and even 1960s.

This was prompted by the rediscovery of a grille emblem from one of the two Alfa-Romeo Guilietta spiders I owned in the mid 1960s. Both were late 1950s models. One I bought for \$400 and the other, a rust-eaten parts car for \$200, primarily because it had four nice Pirelli Cinturatos on it. I believe the emblem came from the parts car. Regardless, it is still a true object de art, the surrounding wreath is bare copper or bronze and the familiar Alfa emblem is baked

See Laptop, p. 7



Editor Greg Glassner driving Miss Virginia around in his XK8.



Hand-finished emblems like Aston Martin's now a rarity.



Have safety regulations doomed hood ornaments?

Laptop

Continued from p. 6

enamel and still beautiful 60 years later.

I compared my badge to close ups of the 1937 Alfa-Romeo 8C 2900B Touring Berlinetta that took top honors at Pebble Beach this past summer, and I believe they are identical in quality, materials and craftsmanship. The Pebble Beach winner was a custom bodied pre-war luxury car. My 1300cc Giuliettas were entry level sports cars mass-produced two decades later. (Pragmatists could argue that if Alfa had put its money into higher quality steel instead of frittering it away on nifty grille and deck-lid badges, the 10-year-old Giulietta I bought for a parts car would still have been on the road. I can't fault that logic.)

The corporate bean counters undoubtedly nix such foolish expenditures these days. I discovered one of many cost saving devices on my 1998 XK8 when I ran it through a brushless automatic car wash. When I returned home, I discovered the handsome emblem on the trunk lid was missing.



60-year-old Alfa emblem still a stunning work of art.

I drove back to the car wash the next day and found it on the floor in a corner of the wash bay. The blow drier had apparently blasted the plastic emblem off its chrome bezel. I doubt that would have happened to an old-school through-bolted all-metal badge.

I discovered that you can purchase a handsome old-school Jaguar badge from XKs Unlimited, but it will set you back \$85, and the JCNA Concours judges would not be amused by this nostalgic substitution on a modern Jag,

Another catalyst for my rambling dissertation was an article in Road & Track showing how Aston Martin's familiar winged emblem is still painstakingly handmade. A series of photos detailed the steps taken. Now, Astons are mega-buck sports and GT cars, so wealthy owners can absorb the extra cost presumably.

Hood or radiator ornaments are another item worthy of discussion. Jaguar's elegant three-dimensional "leaper" no longer graces the hoods of the cars of Coventry; nor does the 3-D three-pointed star the hoods of Mercedes-Benzes. I think you can still buy a Rolls Royce with the graceful and elegant "Spirit of Ecstasy" on the prow, but I believe it now disappears into the bodywork like an elevator going down to the main floor.

Cost may be a factor in doing away with leapers and three-pointed stars, but safety regulations are the principal culprits, I believe. I don't know if any pedestrians were impaled on these retro hood ornaments, but I am not volunteering to be a living crash test dummy to prove the point. (If a male pedestrian wearing a thong were to slide facedown across the hood of a speeding Jaguar Mk. 2, would it be possible for the leaper to snag his ...? Well never mind. I get the shivers just thinking about it.)

The days of finely crafted grille badges and hood ornaments are probably over, but they still can be admired at vintage car shows or hanging on the wall of a man cave or Garage Mahal.

MEMBER TRAVELS



The McCulloughs' Jaguar XK120 was an award winner in Preservation Class. (HHI Concours photo)

Jaguars rare at Hilton Head Island Concours

By Greg Glassner

L.T. Editor

I considered passing up the 2018 Hilton Head Island Concours d'Elegance until I received a call from friends Keith and Jeanne Welty, saying they had secured a condo for the week that had spare bedrooms. As a retired gent with not a whole lot to do that time of year I jumped at the invite, hit I-95 and hightailed it south on Nov. 3, which also happened to be my birthday.

Keith and I have teamed up for a number of car shows and race trips over the last decade, and Jeanne would rather relax or knit, so she was not at all put out that I was appropriating her hubby for the day.

Anyhow, with rain predicted later Sunday, we caught the shuttle bus to the show site at picturesque Port Royal Plantation fairly early and managed to see just about every vehicle before the storm closed in, in almost perfect synchronization to my legs screaming, "enough already." They were just beginning the awards ceremony as we headed for the shuttle bus stop and it poured on the way to the auxiliary parking area.

Special emphasis this year included classes honoring 70 years of Porsche, the 40th anniversary of the BMW M-1 and the 50th Anniversary of the BMW 2002. Jaguar had been honored in 2017, so the cars of Coventry were a bit scarce this year.

See HHI, p. 9



Entire row of Morgan trikes charmed spectators.

Virginia Jaguar Club



Judges take a good look at 1931 Stutz before nominating it for Best in Show. (G. Glassner photos)

HHI

Continued from p. 8

One Jaguar worthy of note was the 1954 XK 120 belonging to Kim and Mitch McCullough of Pompton Plains, N.J. The McCulloughs are the second owners of this unrestored Jaguar. The original owner was Bernie Yurt, who started the New England XK Association in 1968, which morphed into the Jaguar Association of New England (JANE). Yurt often used his car as a source of information for Jaguar Forums in order to help others restore their XK 120s. The McCulloughs still have the original bill of sale (\$3,395) and the Jaguar Daimler Heritage Trust Certificate in Yurt's name.

This car ran flawlessly in the 2015 Mille Miglia in Italy in 2015 and received second in class in the Post War Preservation Class at the 2017 Pebble Beach Concours d'Elegance. At Hilton Head it won a Palmetto Award in Preservation Class to 1965.

Other Jaguars included a 1938 SS Drophead Coupe belonging to Fred and Rhonda Reeser of Kiawah, S.C.; a 1960 Mk. IX of James L. Davis Jr., of Peachtree Corners,

GA. and a 1963 Daimler 2.5 entered by Wanda Smith of Marietta GA.

Best in Show

The overall Best in Show award went to a stately 1931

See HHI, p. 10



Sunbeam Harringtons are rare; a Sunbeam Tiger Harrington very rare.

HHI

Continued from p. 8

Stutz DV32 LeBaron Convertible Victoria belonging to Joseph & Margie Cassini of West Orange, N.J. This Stutz also won the award for Best Rolling Art in an automobile.

When other luxury car makers were building V-12 or V-16 engines, Stutz stuck with its inline eight. The Stutz 322 cubic inch DV-32 (Dual Valve, four per cylinder) ad copy proclaimed: "Without adding the complication of extra cylinders or making them larger, the new DV-32 straight-eight engine delivers the power and smoothness of twice as many conventionally valved cylinders. Eight cylinders do the work of sixteen!"

The Cassini's 1931 Stutz was sent to a distributor in Argentina, and was once owned by heavyweight boxer Luis Ángel Firpo. The car remained in South America for three decades. After a complete rejuvenation by RM Restorations, the Stutz earned a first-in-class ribbon at the 2016 Pebble Beach Concours d'Elegance, where it was also one of three finalists for Best of Show

At HHI in 2018, the Best Performance Car award went to a 1967 American Shelby GT350 Fastback entered by Hunt & Pat Palmer-Ball of Louisville, KY., and the Best Road & Track Car Award went to the 1955 Mercedes Benz, 300 SL gullwing coupe of Jeff Files of Durham, N.C.

The People's Choice Award went to the 1929 Ford "Woodie" Station Wagon of Thomas & Donna Fitzgerald of Selma, N.C., which was displayed as a hunting/fishing rig, complete with roof mounted wooden canoe and a wooden



1932 Aston Martin Le Mans owned by Richard Schulze of Palmetto Bluff, S.C.

trailer. This was neither the flashiest nor most exotic vehicle on the field, but the presentation was outstanding.

Other cars of interest were the 1938 Peugeot Darl'Mat Special Sport which featured a nifty retractable windshield, a 1955 Cadillac Eldorado St. Moritz, which was built as a GM show car, and a 1938 Dubonnet Hispano Suiza "Zenia" from California's Mullin Collection, which was hidden during the Nazi occupation of France in WWII.

After a late lunch at Hudsons' Seafood, we headed over to the HHI Airport to check out the WWII B-24 Liberator bomber from the Collings Foundation, which was on display. Unfortunately, the weather closed in again and we did not see it take off.

For complete results from the 2018 Hilton Head Island Concours d'Elegance & Motoring Festival, visit HHIConcours.com.



This well equipped 1929 Ford Station Wagon was the winner of the People's Choice Award.



The VJC's roving correspondent checks out a B-24 Liberator at the HHI airport.

SHOP TALK



Merlin Motorsports is “veddy British” with a trace of an Italian accent. (David Harrison photos)

Sportscar Workshop spawns two offspring

By David Harrison
VJC Past President

Sportscar Workshop has long been a favourite venue for me and a place that has hosted VJC visits and tech sessions over the years.

Their corner lot on North Boulevard was a rare and welcome sight with a display of fine (mainly) British cars. But the gentrification of the area now known as Scotts Addition made the site more valuable than the business, and SCW closed its old location about six months ago.

However, like a Phoenix, SCW has been reincarnated and cloned into not one but two British car shops. SCW, operated by Mike Faatsi is now located at 2661 Hull Street, and Merlin Motorsports, operated by Roy Stevenson is located at 2115C N. Hamilton Street.

Sportscar Workshop

I visited SCW first. The new shop, a converted furniture

store, is open and airy and definitely more cheery inside than the traditionally basic old shop.

I recognised the red Series 1 E type roadster, a long term

See Shops, p. 12



A trio of MGBs at Merlin Motorsports.

Virginia Jaguar Club



A Series 1 Jaguar E-Type undergoing long-term restoration at Sports Car Workshop's new quarters.

Shops

Continued from p. 11

restoration, from the old shop. There were some TR6s, some Detroit, and a covered annex with some of Mike's racing cars and other cars being stored or for sale.

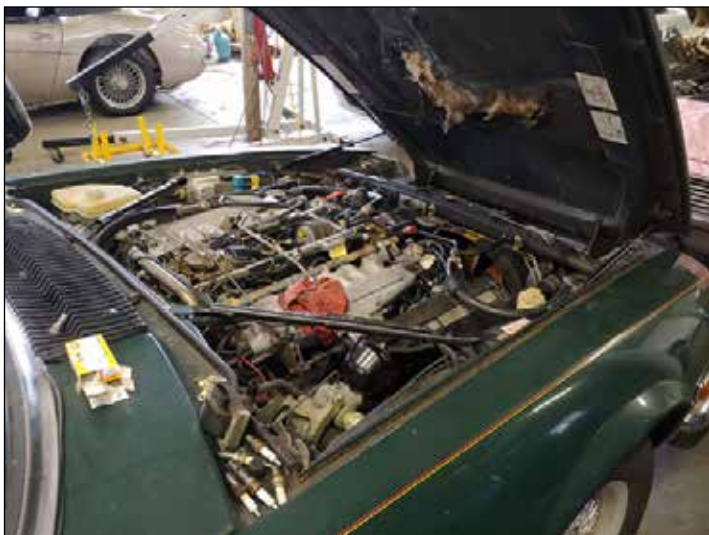
There was even a small boneyard with a Midget, a good MGA frame, some old MBs, maybe an Alfa Spider or two.

Mike said the VJC was welcome to visit and I will set that up next year.

Merlin Motorsports

Merlin Motorsports is in a relatively modern building,

See Shops, p. 13



Jaguar XJS V-12 at Merlin Motorsports.



MGB engine rebuild at Merlin Motorsports.

Virginia Jaguar Club



Triumphs being worked on at the new Sportscar Workshop.

Merlin

Continued from p. 12
more inviting than the old shop. It is dominated by an impressive vintage Rolls, there was a V12 XJS undergoing engine work, several big Healeys, an MG TD in the corner with its engine being nicely rebuilt on the bench, and rows of MGB runners and projects.

Roy said the VJC was definitely welcome to visit, so maybe we can hit both shops early next year.

If you want to contact them, SCW is at www.sportscar-workshops.com, 804-421-0295, and Merlin Motorsports is at royastevenson850@gmail.com, 804-303-3356.



The boneyard at Sportscar Workshop represents a variety of marques.

JAGUARS AT AUCTION



Stirling Moss and the late Walt Hansgen drove this Lister-Jaguar. (Bonhams photos)

Ex-Cunningham Lister -Jaguar at Bonhams

Assuming you won the lottery over the holidays or Santa placed a number of gold bars under your tree, you may wish to fly to Scottsdale Jan 16 and place a bid on this very special 1959 Lister-Jaguar with Costin designed bodywork:

Bonhams is pleased to announce that two very special mid-century sporting cars have been consigned to the January 2019 auction in Scottsdale, Arizona.

From England is the former Team Cunningham 1959 Lister-Jaguar Sports Racer driven by Stirling Moss and Walt Hansgen, and the SCCA C-Modified National Championship Winner. This victorious competition car designed by Frank Costin during the golden years of post-war racing is considered one of the most original examples in existence. Rare, pedigreed and successful, it's an exceptional motorcar worthy of the finest collections.

From Italy is an exquisite 1952 Maserati A6G 2000 Spider. This very rare model with coachwork by Frua – one of only three ever built – has been expertly researched, documented and restored, and shown at the finest concours d'elegance in the world, namely Pebble Beach and Villa d'Este.

Renowned for its impeccable breadth of selection, Bonhams annual auction in Scottsdale, Arizona, now in its 8th year, during Car Week is one of the most anticipated sales of the year. Attended by a global gathering of automotive aficionados, each year has seen world auction records made

with models from Ferrari, McLaren and Porsche, to name but a few. The auction takes place Jan. 17 at the beautiful and easily accessible Westin Kierland Resort & Spa.



JAGUAR RACING

Legge, Sellers run I-Pace in 10-race series

The SAUDIA Ad Diriyah E-Prix Dec. 15 marked the long-awaited electric racing debut for the U.S. based Rahal-Letterman-Lanigan team after first announcing the Jaguar I-PACE eTROPHY program at the LA Auto Show in 2017. The team's two-car I-PACE program for drivers Katherine Legge and Bryan Sellers complements long standing programs in the IndyCar Series and IMSA WeatherTech SportsCar Championship.

The 10-race Jaguar I-PACE eTROPHY season kicked off with a race on Dec. 15 in Ad Diriyah, Saudi Arabia.

"The pre-season testing went quite well but I'm not sure how that's going to relate once we're on a proper circuit, surrounded by walls on a track that no one knows anything about," said Legge, who has proven herself a top competitor in CART, IndyCar and IMSA endurance racing. "I know that we have been pleased with how the cars have run but it's really going to be a discovery



Two-car RLL team on the grid for I-PACE eTROPHY series.

process for everyone. There are many unknowns such as how it will be to pass other cars, how the car will react over the course of a race, tire and battery use and etc.

"It's an exciting time for our team. But for all I think it will be a weekend of learning, maybe some surprises, understanding how these events will flow throughout the rest of the year and so on."

The Jaguar I-PACE eTROPHY is the official support race to ABB FIA Formula E from season five onwards. The championship, a world first, will take place over 10 rounds in nine global cities, with up to 20 entrants competing for a prize fund in excess of £500,000

After becoming the first premium manufacturer to enter the ABB FIA Formula E Champi-

onship in 2016, Jaguar has now created the world's first production battery electric vehicle race series – the Jaguar I-PACE eTROPHY. The history-making championship is the official support race to the ABB FIA Formula E Championship, with up to 20 cars taking to the grid from season five onwards.

The series supports the launch of the Jaguar I-PACE, Jaguar's first battery electric vehicle, and reinforces Jaguar Land Rover's future electrification strategy, commitment to electric street racing and 'Race to Innovate' mission.

Race Results posted

Editor's Note: In the team's debut, Bryan Sellers finished third after dueling for the lead much of the race. Legge started ninth and finished sixth. The race was won by Simon Evans

The Jaguar Panasonic Formula E team also did well in Saudi Arabia, with Kiwi Mitch Evans taking a fourth place finish and Brazilian Nelson Piquet Jr. 10th. The race was won by Antonio Felix da Costa driving for Andretti Autosports.



IndyCar and IMSA veteran Katherine Legge with new car.

VJC EVENTS CALENDAR

Virginia Jaguar Club Events, other related events

January

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

EVENTS OF INTEREST

Jan. 12 -- Formula E, Marrakesh, Morocco

Jan. 24-27 -- 24 Hours of Daytona, FL.

Jan 26 -- Formula E, Santiago, Chile

Feb. 16 -- Formula E, Mexico City, Mexico

March 9-10 -- Amelia Island Concours d'Elegance, FL.

March 10 -- St. Petersburg IndyCar G.P., FL.

March 10 -- Formula E, Hong Kong

March 13-16 -- 12 Hours of Sebring, FL.

March 22-24 -- JCNA AGM, Mahwah, N.J.

April 7 -- IndyCar G.P. of Alabama

April 12-14 -- Long Beach G.P., IMSA and Indycar, CA.

May 25 -- Susquehanna Jaguar Club Concours, York, PA.

Jaguar and Land Rover receive Residual Value Awards

(MAHWAH, NJ) – November 27, 2018 – Jaguar Land Rover is proud to announce both the Jaguar and Land Rover brands have received 2019 ALG Residual Value Awards in the U.S., including “Best Premium Brand” for Land Rover and highest residual value in the electric vehicle segment for the Jaguar I-PACE. ALG is the industry benchmark for residual values and depreciation data.

In addition to the esteemed “Best Premium Brand” award, four vehicles in the 2019 Land Rover lineup were also recognized as category leaders. The Land Rover Discovery Sport was awarded “Best Premium Compact Utility,” the Land Rover Discovery won “Best Premium Mid-Size Utility 3rd Row Seating,” the Range Rover won the “Premium Full-Size Utility” category, and for the twelfth year in a

row, the Range Rover Sport was named “Best Premium Mid-Size Utility 2nd Row Seating.”

“We are honored to receive six ALG Residual Value Awards this year for the Jaguar and Land Rover brands,” said Kim McCullough, Vice President, Marketing, Jaguar Land Rover North America LLC.

The annual ALG Residual Value Awards recognize automakers’ outstanding achievements for vehicles that are predicted to retain the highest percentage of their original price after a conventional three-year period. Awards are given in 26 vehicle categories and also for the two brands with the highest overall predicted residual values among all mainstream and all premium vehicles. This year’s awards are based on 2019 model year vehicles.

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.



A rare three-wheel-drive Audi?



When you need a motor mount and all you have is a toolbox and a welding torch, improvise. (Contributed by David Harrison, VJC)

Reflections on a D-Type

Palm trees and sky are reflected in the shiny surface of a D-Type Jaguar at a recent Amelia Island Concours d' Elegance in Florida.

Photo by
Greg Glassner



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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

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

-- The Editor



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