

LYONS TALES



The Virginia Jaguar Club's annual planning meeting ... Story on page 2

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VIRGINIA JAGUAR CLUB
VOLUME 18 NO. 2
March-April, 2019

LYONS TALES

LYONS' ROAR

VJC board and members make plans for the year

Dear Fellow VJC Members:

Looking back at the files, I was surprised find that I'm entering my fifth year in the capacity of President of the Virginia Jaguar Club. Time has flown, but it also indicates how my efforts to recruit a replacement have so far been unsuccessful.

The Club held its annual meeting on January 19, 2019, at the home of Ron Gaertner and Marcia Balkan, who also provided the lunch. Their gracious generosity was and is very much appreciated. Eighteen Club members were present. Full minutes of the meeting were sent by e-mail to all members.



Mary & VJC Pres. Bill Sihler.

Financial health

On the financial side, Treasurer Larry Springer reported a small loss in 2018 of \$534.72, leaving a cash balance of \$14,119.63. The concours accounted for \$129.70 of the loss, and there were costs in excess of revenue for two other meetings. It was voted to donate \$500 to St. Josephs Villa in appreciation for the opportunity to hold our concours there.

Membership renewals

Roy Sumner, Membership Chair, said that of the 55 members the Club had in 2018, only 35 had renewed so far. He expected a substantial number of the missing 20 would renew. He is working on obtaining those renewals. This report was followed by an extensive discussion of increasing membership.

It was decided to explore getting Jaguar dealers in our territory to put some type of literature in their showroom lounges. Bill Guzek, the new Membership Chair, is handling this project.

See Roar, p. 3

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

SAVE THE DATE:

March 2, 2019:
 Virginia Jaguar Club
 Shop Tour, Richmond.

On Page One:

VJC Annual Meeting
 (Story in this issue)



Virginia Jaguar Club



All of the planning talk produced healthy appetites among those in attendance. Above, meeting host Ron Gaertner and Events Chair Susan Sumner, left, assist diners with the lunch buffet. (Photos by Greg Glassner)

Roar

Continued from p. 2

Concours

Extensive discussion of the concours situation was then held. Many ideas were proposed and rejected. It was decided that the best arrangement would be to continue holding the concours in conjunction with the Antique Automobile Club of America's Richmond chapter's annual show. This will be held on Saturday, June 22, 2019, at St. Joseph's Villa. It was also noted that VJC may be expected to be more supportive than we were in 2018. Vice President George Parker will coordinate this effort. Wayne Estrada was selected to be Concours Chair again this year. Wayne will not be able to attend the event itself because of a conflicting engagement, so careful advanced planning will be necessary. I have been working with Wayne in planning the workload for the concours.

Events

Susan Sumner, Events Chair, reported on possible events for 2019. She recommended aiming to hold at least one



Ron and Marcia Gaertner's gracious living room was the meeting site.

event every other month, although there are clearly other events of interest to which members should be alerted. A lengthy discussion of alternatives followed.

See Meeting, p. 4

Meeting

Continued from p. 3

Susan noted that a key element for a successful event is to have a key individual take responsibility for it. She will begin planning a schedule of events, but member-sponsors will have to be found.

Other topics discussed included cooperation with other Jaguar clubs in the region. The idea of a regional concours was discarded, at least for the moment, because of lack of potential participating clubs in our region. Ron Gaertner, JCNA Director and Vice President, mentioned his effort to start a regional newsletter. This led to consideration of soliciting advertising for the Club's newsletter. Editor Greg Glassner said he had no objection to running the ads but that he would need someone else willing to solicit them and collect the revenue.

Board Departures

Before turning to the election of officers, Bill Sihler thanked Larry Springer for his work as Treasurer and Roy Sumner for serving as Membership Chair. Larry stepped down because of his imminent move to Northern Virginia. Roy's health no longer allows him to hold down the



President Bill Sihler displays his versatility and agility as he runs the meeting, takes notes for the minutes and juggles a plate of appetizers.



Peter Schowalter and David Glick discuss possible VJC point of purchase displays for Jaguar dealerships. (Photos by Greg Glassner)

Membership Chair responsibilities.

Board Election

The following were elected as officers: Bill Sihler, President; George Parker, Vice President; Nick Chamberlain, Treasurer; Brian Trickett, Secretary; Bill Guzek, Membership Chair; and Susan Sumner, Events Chair. Nick Chamberlain's and Bill Guzek's willingness to take on the Treasury and Membership positions was very welcome and essential to the Club's smooth operation.

Board appointments

At a subsequent brief board meeting, Greg Glassner was elected to serve as Editor of "Lyons Tales," Wayne Estrada as Concours Chair, Sherman Taffel as Concours Chief Judge, and Ron Gaertner as a Member-at-large. Later, the Board added David Glick, David Harrison and Peter Schowalter as Members-at-large.

Happy Driving!

-- Bill Sihler

VJC MEMBER TECH TIP

Bleeding brakes and clutches made easier

By David Glick
VJC Webmaster

Historically, my biggest problem when it comes to bleeding brake and clutch hydraulics usually centers around not having a second person handy to pump the pedal. Getting easy access to the slave cylinder for my Midget or E-Type can be quite the challenge. As I learned from helping a friend the other day, a Spitfire is on that list for the clutch slave cylinder as well.

Having ordered rather expensive remote bleeder kits for the E-Type rear brakes and clutch, I started researching other options easily tailored to most all of our cars. The result was something called Speed Bleeders, marketed by Speed Bleeder as well as Russel (Eddlebrock), Goodridge and others.

So, what are they? Take something that looks like a normal bleeder valve, add a spring-loaded ball valve and sealant to make a tight seal when installed. I have been a fan of vacuum bleeders for a while, but they are not perfect as air always gets around the threads of the bleeder valve. However, when used in combination with Speed Bleeders, the outcome is game changing.

Let me set the stage. The other day I went to move the Midget and I had no clutch. Looked in the master cylinder and found it empty. There was no fluid on the floor, so I can only assume I must have a mouse that has a taste for synthetic brake fluid.

Thinking the master and slave have been on the car since the early 90's. I decided it would be best to replace them both along with the clutch flex hose. Flash forward to installing all of the components, which included installing the Speed Bleeder on the slave, snugging it up and backing off a half turn as instructed.

With new master, slave and even fixed pipe (another story) there was nothing but air in the entire system. Attached my vacuum bleeder and pulled the fluid through in seconds until I saw no air bubbles. Gave the pedal two pumps. Reached in and tightened the bleeder valve. Checked the pedal and I had a perfect pedal feel and clutch operation. The entire process took less than two minutes, never spilling a drop of fluid, without the assistance.

Even without the vacuum bleeder, just pump the pedal and tighten when done. A short piece of clear hose into a bottle



helps to keep the mess to a minimum. On an empty system, the vacuum bleeder is a must and great time savings, as it can be otherwise difficult to prime the system.

We tend to have three basics sizes of bleeder valves, 1/4 x 28 Part no. SB1428 or Russel 639540 (for example drum brake cylinders on MGB and Midget), 5/16 x 24 Part no. SB51624 or Russel 639590 (Midget and MGB front calipers, Midget slave), and 7/16 x 20 Part no. SB71620 or Russel 639510 (MGA/MGB slave). OK, there is another variety such as 5/16 x 24 long Part No. SB51624L (think Jaguar E-Type front calipers). Of course, the cars listed here are for example only. We could compile a more complete list.

Amazon and eBay seem to be the best sources at a cost averaging \$12 for a pack of two with free shipping. They are available from a variety of other sources. Just be careful when ordering as there are SAE and metric sizes.

All I can say is wait until you try these. For hard to get to applications like the clutch slave cylinders, they are an absolute must. Who could have ever imagined one-person, perfect bleeding of brake and clutch systems in minutes? Now we can reserve calling a friend to come over just to watch how great these things work.

FROM THE EDITOR'S LAPTOP

Today's impressive power-to-weight ratios

By Greg Glassner
L.T. Editor

It is yet another cold, rainy day in February as I write this and, unlike with some issues of the Lyons Tales, I have not been mulling around ideas for weeks before putting pen to paper or, more realistically, fingertips to keyboard.

However I have been thinking about power-to-weight ratios of late and the fact that my personal power-to-weight ratio has been slipping steadily and needs some improvement. Since you don't want to read a column about diet and exercise, I decided to apply that principle to cars.

Those of us who love sports cars are aware that lower weight and/or higher horsepower results in better performance.

Like most of you, I am aware that modern technology has resulted in some stupendous horsepower figures even with mundane econoboxes currently on the market. Although modern cars have become heavier in order to provide us with crash protection, climate control, sound systems and navigation devices, they still boast power-to-weight ratios far superior to what we had in the 1950s, 1960s, or 1970s, when some of the cars VJC members own (or remember owning) were built.

I decided to ward off the rainy day blues by researching some statistics from cars I have owned and had fun driving and, with my calculator, computing their power to weight ratios.



My 1958 Fiat Abarth carried 27.5 pounds per horsepower.

The first car I bought as a callow 19-year-old was a 1958 Fiat Abarth 750 Derivarione Berlina, basically a Fiat 600 sedan that was bored and stroked and hopped up to within an inch of its life up by Carlo Abarth and his elves, doubling the horsepower to 42 bhp. Mine, when I purchased it, had a rollbar and had been raced and further massaged into what I am estimating as 48 bhp. Not much by today's standards, but it powered a car that weighed a mere 1,320 pounds. The power-to-weight ratio was 27.5 pounds per horsepower.

My next car was a 1959 Sunbeam Alpine Series I convertible. It boasted a 1.5 liter engine claiming 78 bhp, enough to propel it to 99 miles per hour with overdrive and a 0-60 time of 13.6 seconds, according to the British magazine Motor. The befinned bodywork, which was designed by Raymond Lowey's studio, looked sleeker than the Fiat sedan, which resembled a baked potato. Yet I don't recall having any more fun driving it fast than I did the Fiat. At 2,130 pounds, the Sunbeam had a power-to-weight ratio of 27.3 -- nearly identical to the tiny 750cc Fiat Abarth!

"Eureka!" I exclaimed. "That explains a lot."

Now let's fast forward a few decades.



Editor Greg Glassner driving Miss Virginia around in his XK8.

See Laptop, p. 8

VJC MEMBER COMMENTARY



Jaguar XJ8.

Convergence: Jaguar XJ8 versus Mercury Grand Marquis

By David Harrison
VJC Past President

Last year Una and I bought two vehicles, coincidentally both were the same year and both cost seven grand. The first was a 2004 Mercury Grand Marquis with only 45K miles on the clock, a quintessential “Yank Tank,” big and comfortable, 4.6 litre V8 and all the options. It replaced our 2001 Grand Marquis which was still running well but had accumulated 180K.

Later in the year we bought a black 2004 XJ8 with 80K from the JCNA classifieds, it was from Connecticut and personally unseen but advertised by a JCNA member.

A bit of history here. Ford bought Jaguar (and Land Rover) in 1989 to better compete in the “luxury” market, dumped

a ton of money into the acquisition, then sold JLR to Tata in 2008 after twenty years of losses. But did Jaguar’s 20 year marriage of convenience result with an injection of Ford DNA into Browns Lane cars, or vice versa?

Una and I now had a full size Ford (a.k.a. Mercury) and a Jaguar from the same year, an opportunity to check the DNA convergence theory.

The Mercury is a big improvement over our 2001. It is much more powerful, has sharp handling and gets 26 mpg on a run, not great by British standards, but about 15% better than the 2001 model. Needless to say, it is most comfortable on the highway, and has a huge trunk, but finding a big enough parking space in town can be a challenge.

See Commentary, p. 8



Mercury Grand Marquis.

Commentary

Continued from p. 8

The styling inside and out is definitely old school but still pleasant, particularly in silver or champagne.

The Jaguar wins hands down on styling. It's still old school Jaguar, the last of the traditional XJs, but really stunning inside and out in black-on-black. I took it to Wally Groom for some work and he complimented me on a beautiful Jaguar. Performance is almost scary, in fact I have never yet really put the pedal down. Maybe I can take it to a drag strip. But the general handling feels rather like the Grand Marquis. Or vice versa, so I believe some DNA swapping went on.

The lavish interior makes the old XK6 look plain. The heated black seats are really nice in winter, though I might

change my mind come July. The PO forgot to tell me about some scratches on the front bumpers, kerbed rims and the drooping headliner, so I will have to get these fixed (any recommendations?). The headliner may be a generic Jaguar problem, I read that there was a rash of dropped XJ8 headliners in the UK this summer due to the heat wave. I usually leave my working cars outside but think I will have to park the XJ8 under cover come June.

It seems that the 20-year Ford/Jaguar marriage resulted in some swapping of DNA and benefited both companies, their products, and their customers. I hope to keep both these fine cars for a long time.

Laptop

Continued from p. 7

My 1990 Mazda Miata is a spiritual descendant of those 1.5 liter British sports cars of the 1950s and 1960s. Its twin-cam 1.5 liter engine produces 116 horsepower and it weighs 2,160 pounds, only 30 pounds more than my old Sunbeam Alpine. Its power-to-weight ratio is a superior 18.6, resulting in a 9.0 second 0-60 time (and much better handling than the Sunbeam).

This is the newsletter of the Virginia Jaguar Club, of course, so I have not forgotten about the cats from Coventry.

The Jaguar XK120, produced from 1949 to 1954, was considered truly remarkable in its day, with 160 rorty horsepower, a 0-60 time of 10.0 seconds and top speed of 120 mph. It weighed 2,856 pounds and had a power to weight ratio of 17.8.

Compared to my 1998 Jaguar XK8, that seems almost sluggish. The XK8 boasts 280 horsepower and even though it hits the scales at a hefty 3,800 pounds, its power-to-weight ratio is 13.57, good enough for a 0-60 time of 6.7 seconds and top speed of 154 mph, when new, anyway.

And both the 1950 XK120 and 1998 XK8 look slow compared to a 2019 F Type, which, in 5.0 liter V8 guise, pumps out 550 horsepower, good enough to push its 4,141 pounds to a 3.9 second 0-60 time and 186 mph top end. The power-to-weight ratio? An impressive 7.53 pounds per horsepower.

As you can see from the following list of cars (prices in 2017) you no longer have to be a gazillionaire to purchase a ride with an impressive power-to-weight ratio:

Under \$25,000 – pounds per horsepower

- 2017 Ford Mustang (\$24,915) – 11.75
- 2017 Ford Focus ST (\$24,775) – 12.79
- 2017 Jeep Wrangler (\$23,995) – 13.60
- 2017 Hyundai Elantra Sport (\$21,650) – 13.76
- 2017 VW Golf GTI 2-Door (\$24,995) – 14.15
- 2017 Mini Cooper S Hardtop (\$24,400) – 14.60
- 2017 Mazda MX-5 Miata (\$24,915) – 15.05
- 2017 Fiat 124 Spider (\$24,995) – 15.22
- 2017 VW Jetta GLI (\$24,830) – 15.49

Under \$50,000 – pounds per horsepower

- 2017 Camaro 1SS (\$36,905) – 8.1
- 2017 Ford Mustang GT (\$32,920) – 8.5
- 2017 Dodge Challenger R/T 392 (\$37,995) – 8.73
- 2017 Dodge Charger R/T 392 (\$39,995) – 9.07

2017 Mercedes-Benz AMG CLA (\$49,950) – 9.2

- 2017 Mercedes-Benz GLA45 (\$49,900) – 9.22
- 2017 Nissan 370Z Nismo (((\$41,990) – 9.54
- 2017 Chevrolet SS (\$46,625) – 9.6

Under \$100,000 – pounds per horsepower

- 2017 Dodge Viper SRT (\$87,895) – 5.24
- 2017 Chevrolet Corvette Z06 (\$79,450) – 5.42
- 2017 Chevrolet Camaro ZL1 (\$61,140) – 5.97
- 2017 Dodge Challenger SRT Hellcat (\$62,495) – 6.29
- 2017 Cadillac CTS-V (\$85,595) – 6.47
- 2017 Dodge Charger SRT Hellcat (\$65,945) – 6.57
- 2017 Chevrolet Corvette Z51 (\$60,450) – 7.17
- 2017 Alfa Romeo Giulia Quadrifoglio (\$72,000) – 7.53
- 2017 Mercedes-Benz AMG C63 (\$65,200) – 7.59
- 2017 Lotus Evora 400 (\$89,900) – 7.88.

JAGUAR RACING HERITAGE



Bob Tullius and some of his racing Jaguars at a Laguna Seca reunion.

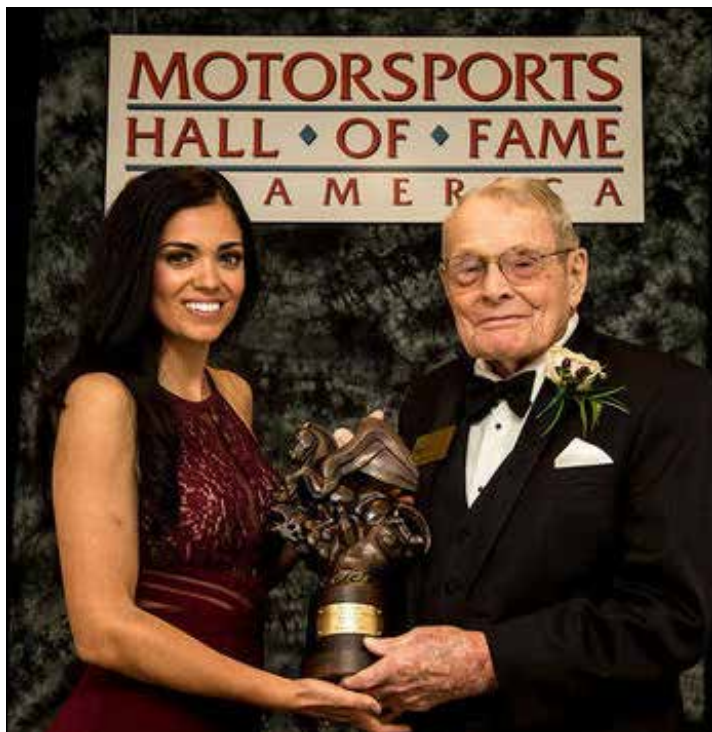
Bob Tullius: Jaguar racer extraordinaire

By Greg Glassner
LT Editor

When you talk about notable Jaguar drivers in American sports car racing during the 1950s and 1960s, the names of Briggs Cunningham, Walt Hansgen, Sherwood Johnson, Ed Crawford and John Fitch come up. Slide the dateline from the late 1960s through the 1980s, and one name stands out: Bob Tullius.

Tullius and his Group 44 Racing, was synonymous with Jaguar and British Leyland successes in North America, posting hundreds of wins and podium finishes in Triumph TR3s, TR4s, TR250s, TR6s, TR7s, Spitfires and GT6s, MGBs and Midgets, and Jaguar XKEs, XJSs, XJR-5 and XJR-7.

Starting as most racers do, with one car, one driver and a few friends he talked Triumph into running Sports Car Club of America (SCCA) races with a more systematic approach than practiced by typical weekend warriors. The eventual result was Tullius' Group 44, a highly professional organization with 45 employees and one of the first Tractor-Trailer rigs in the paddock. Wins included numerous SCCA amateur and professional Trans-Am Championships and



Bob Tullius, looking dapper in a tuxedo, now finds his achievements are still remembered and result in a variety of awards and recognition.

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Ex-Group 44 Jaguar XJS at Goodwood motorsports reunion.

Tullius

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major IMSA GTP races.

Tullius was an employee of Eastman Kodak in upstate New York when he took his Triumph TR3 to an SCCA driver's school in the 1960s, won the race there, finished first or



Group 44 crew celebrating win in IMSA 3-hour at Palm Beach, Florida in 1987, with drivers Hurley Haywood and John Morton.

second in his next four races and took his first championship.

Tullius pitched his concept of creating an SCCA team. Triumph spotted a growing talent and gave Tullius a TR4, which he and Ed Diehl built into a race car. Bob took second place in its first outing at Lime Rock and totaled the new car at Lake Garnett, Kansas. He and Diehl bought two other wrecked TR4s and pieced together another racer. They shared that car for the rest of the year winning every race.

When his boss at Kodak told him to choose between career and racing, Tullius made racing his career, forming Group 44 Inc. with mechanical wizard Brian Fuerstenau and advertising exec Dick Gilmartin. Together, they fielded a meticulously prepped TR4 for Tullius, TR3 for Fuerstenau and Spitfire for Gilmartin, all running under Quaker State sponsorship. Their cars were not only superbly prepared, but they were always among best looking vehicles in the SCCA paddock with matching pristine white and green stripe liveries, team uniforms and 3-car transporter. I vividly recall the backward 44 numerals and green-tinted Plexiglas windscreens on team cars when I attended SCCA races.

The effort was professional in all respects and the results followed. Tullius and Group 44 became the semi-official

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Tullius

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British Leyland factory team in the Eastern U.S. For each race, the team got the local dealers involved: cars were displayed in showrooms, and this was used to motivate potential buyers. Group 44 also held marketing seminars for dealer sales staff to show them how the racing could boost sales. They held driving and safety classes in the community and they got team coverage in newspapers, magazines, television and radio.

“If I’d take a dollar from a sponsor or a manufacturer,” Tullius told one interviewer, “I made sure they’d get a dollar and a half’s worth of value back.”

When the antiquated Triumph TR6 started showing its age, Group 44 looked to the XKE V-12, persuading Jaguar to race it in the fast SCCA B-Production category in



Tullius examines the engine of VJC member David Harrison’s (at left) Austin Swallow at British Sports Car Hall of Fame induction at Moss Motors. (VJC photo by Greg Glassner)

1974. It took Fuerstenau and mechanic Lanky Foushee an estimated 3,500 shop

hours to turn the hefty Grand Touring machine into a racer. In its first outing at Watkins Glen, Tullius was leading his class when the gear shift lever snapped off. That flaw fixed, Tullius won his next five races, just missing out on the championship.

The following year, Tullius’ Jag and Huffaker Engineering’s factory backed XKEs were the cars to beat at the SCCA runoffs. Tullius won, in front of Lord Donald Stokes, the Managing Director of British Leyland, who was suitably impressed.

Tullius then took Jaguar to

another series, SCCA Trans-Am racing. They claimed the season championships in 1977 and 1978 in an XJS. From there, the partnership set their sights on the IMSA Camel GTP program. After finishing second overall in the 1983 points race, they headed to LeMans in 1984 and 1985; the move marked Jaguar’s return to that race after a 30-year hiatus. But the Group C machines there outclassed the Group 44 XJR-5.

Tullius raced a Jaguar XJR-7 in the IMSA Camel GTP Championship in 1985 and

See Tullius, p. 12



Tullius and crew celebrate a win in 1974. (Jaguar Daimler Heritage Trust photo)



EX-Bob Tullius and Group 44 Jaguar XKE V12. (Jaguar-Daimler Heritage Trust photo)

Tullius

Continued from p. 11

'86, finishing his racing career with one last victory. The team used Hurley Haywood as their fulltime driver in 1987, but the long relationship with Jaguar ended at the conclusion of the season and Group 44 fielded Audis.

Three years later, in 1990, after two more Trans-Am championships for Audi, Group 44 lost its sponsors and closed shop.

The championship-winning E-Type is now a popular

display at the Jaguar Daimler Heritage Trust on Browns Lane in Coventry, England. The company called it “a significant milestone in the continuing development and growth of Jaguar Cars and its related companies.”

After Tullius hung up his racing suit, he took up flying his P-51 Mustang fighter and other airplanes for a hobby. On more than one occasion, Tullius playfully buzzed the SCCA and Vintage car races at Summit Point in his vintage aircraft.

See Tullius, p. 13



Tullius and Group 44 in Falls Church at the beginning. (Moss Motoring photo)



Tullius doing a Jaguar TV ad shoot.

Tullius

Continued from p. 12

In an interview with Autoweek, Tullius acknowledged the many vintage racers running “ex-Group 44 cars,” which includes Amelia Island Concours d’Elegance impresario Bill Warner, who runs a TR4. Tullius joked that there appears to be far more of them in existence than he remembered ever building.

Tullius eventually moved his race car and airplane collection to a hanger in Sebring, Florida, where visitors were allowed entrance for a donation to the Humane Society and other charities. Aircraft he owned included the WWII P-51 Mustang he found in Venezuela and restored over a six-month period, a Beech Baron, Waco ZPF-6, T-6 military trainer, PT-22, PT-26, two King Airs, Cessna 172, Beech Bonanza and a Stearman.

At one point, Tullius had logged well over 7,000 hours of pilot-in-command time. “I’m not one of those pilots who just like to go up and fly around,” Tullius said in an interview. “If I fly, it’s because I’m going somewhere.”

Tullius and his Mustang appeared at more than 150 airshows and he logged more than 1,600 hours in it before donating it in 2003 to the Royal Air Force Hendon Collection, in North London, England.

In a magazine interview, Tullius described flying the P-51 Mustang as, “... kind of a masochistic pleasure; it’s cramped, it’s hot, it’s noisy and unstable as hell!”

Those words could also be used to describe at least some British sports cars.

In 2014 Tullius was inducted into the Sebring Hall of Fame. When he was inducted into the SCCA Hall of Fame in 2015, it was noted that as a driver, he was a four-time National



Bob Tullius in 2015.

Champion in three different classes. His Group 44 team was responsible for 21 Trans-Am race wins, more than 300 club racing wins and 14 SCCA National Championship titles.

Tullius was inducted into the American British Sports Car Hall of Fame (at Moss Motors in Petersburg VA) in 2016 and the International Motorsports Hall of Fame at Daytona in 2018. He is a true motorsports icon for both Jaguar and Triumph.

Editor’s Note: Bob Tullius started racing sports cars just a few years after I became a fan of the sport. I witnessed his mastery on several occasions and watched him fly above Summit Point in his P-51 Mustang. Information for this article was sourced from Autoweek, Moss Motoring, Jaguar Magazine of Australia and other publications.

Bob Tullius’ Racing Timeline:

1961: Goes to driving school with his TR3 and wins first race.

1962: Wins first championship in TR3 and gets first factory car from Triumph, a TR4.

1964: Wins the first American Road Race of Champions at Riverside in a TR4.

1965: Forms Group 44 Inc. in Falls Church, Virginia. Wins 9 of 11 races in his TR4 plus SCCA regional championship.

1966: Wins the first-ever Trans-Am race, held at Sebring, in a Dodge Dart.

1967: Wins the Trans-Am race at Daytona in the

Dodge Dart.

1975: Wins 12 of 17 races in SCCA B Production and the national championship in a Jaguar V12 XKE. Wins the SCCA National at Lime Rock in a Jaguar XJS, setting the B Production lap record.

1977 & ’78: Wins Trans-Am Series in a Jaguar XJS.

1983: Takes second in the IMSA championship in a Jaguar XJR-5.

1984 & ’85: Competes in Le Mans 24-hour race in a Jaguar XJR-5.

1986: Retires from racing with his last race victory.

1990: Racing operations end for Group 44, which had switched to Audi Quattros in 1988.

JAGUARS IN COMPETITION



Doug Grieve and Frank Morris found a good use for Frank's wife's sidelined XJ6. (Note Buick portholes on front fenders.)

Jag XJ6 'repurposed' into Bonneville racer

Looking for a suitable chassis for their attempt at setting a land speed record using a Buick straight eight engine they had built, Montana hot-rodders Doug Grieve and Frank Morris realized that the answer was in the form of Frank's wife Robin's former daily driver: a 1984 Jaguar XJ6 sedan with 100,000 miles on the clock. The sedan was in good shape except for the engine, which had expired after a hose had ruptured. The result: Salt Cat Racing.

The latest configuration of the original Salt Cat utilizes a 1947 Buick straight eight, displacing 320 cubic inches and fed via port fuel injection with an Electro-Motive engine management system and a 76-mm Turbonetics turbocharger,

which is air/water intercooled with a 30-gallon ice-water tank in the former back-seat area.

Why not build a Salt Flats racer with a Jaguar engine instead? Well, both men worked for many years as Buick technicians and they have a soft spot for those old overhead valve Buick straight eights. Given Bonneville's unusual class structures, the hybrid Jag-Buick probably finds a good fit. Now they just need some good salt to try again.

With 10 records and a current terminal speed of 194 miles per hour, under their belts, the boys at Salt Cat, both now in their 70s, have set their sights on a goal of 220 to 225 miles per hour.



Different sort of a Jaguar hybrid ?

I was one of many who did a double take when I spotted this English Brothers Racing Jaguar XK120 drag racer in the infield at the Watkins Glen vintage races last September. I talked to one of the brothers who said they had a couple of XK120 donor cars but had second thoughts about ruining them, so they sold them to a restorer and used a fiberglass body instead. The “Jagster” uses a big block V8 crate motor to run the quarter mile in 8.5 seconds. (Photo by Greg Glassner)



This artist's rendition envisions what a GT4 Jaguar F-Type would look like if Bob Tullius and Group 44 were still campaigning Jaguars in American sports car racing. It looks pretty good, doesn't it?

VJC EVENTS CALENDAR

Virginia Jaguar Club Events and related events

Shop Tour

March 2 -- (Saturday) 11 a.m. Please join us for a sports car workshop tour at Merlin Motor Sports, 2115C North Hamilton St., Richmond, 23230 followed by lunch at 12:30. Roy Stevenson has invited us to visit his shop in Richmond VA. The new shop is heated in case it is a cold day. The shop currently has many British cars in for work, including a vintage Rolls. Roy hopes to have an E type in for a clutch job by 3/2.

The event contact person will be David Harrison. (davidmharrison2003@yahoo.com)

Williamsburg Show

May 4 -- 20th Annual 2019 Williamsburg British & European Car Show (more information to follow)

CJC Road Trip

May 13-19 -- Shenandoah Valley Road Trip Carolina Jaguar Club Jerry Ellison. (more information to follow)

Motor Fest

June 8 -- Moss Motor Fest in Petersburg (<https://mossmotors.com/motorfest>)



Explore Merlin Motor Sports March 2.

VJC Concours

June 22 -- VJC Concours with AACARichmond at St. Josephs Villa. (More details to follow)

OTHER AUTO EVENTS OF INTEREST

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.

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

Bill Guzek, VJC Membership Chairman:

bill.guzek@ieee.com

and we will send you details on how to become a member.

Or fill in and return the

membership application on page 19.

Visit us online at: www.vajaguarclub.com

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

The Jaguar Clubs of North America

Submissions

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

below. To submit an article, please send to glassgreg@hotmail.com.

Make sure you reference

Lyons Tales somewhere in the subject line.

SUBMISSION DEADLINE

15th of the month preceding the issue month.

SUBMISSION SPECIFICATIONS

Text: any Regular Hoefler, Arial,

Calibri or New Times Roman

Font Size: 10-12 pt

Format: Word, Pages or Text file

BODGER'S CORNER

Noun:

bodge job (plural bodge jobs)

1. A job that was completed quickly and carelessly, possibly with one's mind on other things, or without using the correct tools, or parts, even if no mistakes were made.

Synonyms

- botched job

If you have any bodge jobs or techniques that you would like to share, please send them in along with a picture or two.

Send email to: glassgreg@hotmail.com.



Sometimes a larger sideview mirror can help a driver avoid reverse gear fender benders. (Contributed by Bill Guzek, VJC)



Zeke figured he could nurse his aging tread for a few additional miles until a tire sale coupon appeared. (Contributed by Bill Guzek, VJC)



Send your photo and story contributions for the Virginia Jaguar Club Newsletter to:

glassgreg@hotmail.com

CLUB OFFICERS & COMMITTEE CHAIRS

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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 Bill Guzek, 12331 Lake Meadows Lane., Forrest VA 24551

Check One: New Renewal

Name: _____

Spouse or Significant Other Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: Home (_____) _____ Cell (_____) _____

E-Mail Address: _____

Jaguar #1: Year _____ Model _____ Body Style _____

Jaguar #2: Year _____ Model _____ Body Style _____

Jaguar #3: Year _____ Model _____ Body Style _____

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

Car Shows Rallies Racing Club Administration Newsletter Web Site

Type of Membership:

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

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

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

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

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

*** Includes JCNA Membership

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

Signature: _____ Date: _____

Please, make checks payable to “Virginia Jaguar Club”

ANY ROAD TRAVELED

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

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

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

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

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

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

-- The Editor



Lyons Tales of the
Virginia Jaguar Club, Inc.
c/o Greg Glassner, Editor
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