

LYONS TALES



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VIRGINIA JAGUAR CLUB
VOLUME 18 NO. 3
May-June, 2019

LYONS TALES

LYONS' ROAR

JCNA concours season is just getting underway

Dear Fellow VJC Members:

By the time this reaches you, Spring will be well underway and summer not too far off. That means getting your Jaguar spruced up for good-weather runs. Concours are underway already through out the country, with those in our vicinity firing up in late May. The Susquehanna Valley Jaguar Club's concours is the first, May 25 in York, PA. Delaware Valley follows on June 1 in Fort Washington, PA. Ours is the third, on June 22 in Richmond. Then the Carolina Jaguar Club is held July 11 at Little Switzerland, NC. The Nations Capital Jaguar Owners Club holds its event in Chevy Chase, MD on September 15, and we hope it won't be called off this year on account of hurricane warnings. Finally, for our general part of the country, the Jaguar Club of Pittsburgh holds its concours September 21 in Pittsburgh, PA



Mary & VJC Pres. Bill Sihler.

Wayne Estrada, Concours chair of our Club's event, has been busy organizing our Saturday, June 22 occasion. It will be held in conjunction with the Antique Automobile Club of America's Richmond Club's annual show on the grounds of St. Joseph Villa, 8000 Brook Rd. (US1) in Richmond. It's just west of Parham Road's interchange with I-95 and a mile or two south of the junction of US1 and I-295. The AACA show brings a large number of historic and interesting cars of all marques. There are also vendors and food trucks as part of the event.

St. Joseph Villa is an excellent site, as we found out last year. We are working on getting a location that is well shaded around the edge.

For those who are coming from a distance or who want to be close by for an early start, we've arranged with Marriott's Springhill Suites at 9701 Brook Rd., Glen Allen, for a discounted rate of \$119 for a Kingsized bed room the nights of June 21 and June 22. Call Springhill at 804-266-9403 to make your reservations.

See Roar, p. 3

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

SAVE THE DATE:

June 22, 2019:
 Virginia Jaguar Club
 Concours, Richmond.

On Page One:

VJC Shop Tour
 (Story on page 4)



VJC MEMBER TECH TIP

Ignition warning light: Charge or no charge?

By David Harrison
VJC Past President

The ignition warning light on my recently acquired early MGA 1500 suggested a dynamo or regulator problem.

An MGA problem in a Jaguar newsletter?

The connection is Joseph Lucas, whose company provided electrical systems for Jaguar, MG, and many British cars from 1902 up to the company's sale in 1996.

Although Lucas has its share of bad press, it could build quality systems when given a decent budget, for which Bill Lyons was not always noted. Problems in older cars are often due to corrosion in the many bullet connectors. New bullet connectors are only 39 cents single, 49 cents double but they can be a pain to access, disassemble and replace. Ask me how I know.

Getting back to the dynamo, a.k.a. generator, Moss offers a rebuilt Lucas generator for \$129. That's a reasonable price, but you need to surrender your old unit to avoid a \$250 core charge. You do not get your own generator back, but someone

else's, maybe a later one with push on terminals. Not only did I want to maintain the originality of my date stamps and screw-on terminals, it was possible that my generator was OK and the problem was in the regulator or wiring.

I knew there was an old-school electrical shop somewhere in the Virginia Union area that rebuilt Lucas dynamos and starters, and called VJC guru David Glick. He directed me to Automotive Manufacturers, located in an old brick building at 2400 N Lombardy St. I took along my generator for an expected rebuild.

Entering the gloomy shop was like time traveling. Thousands of dusty old generators, starters, alternators, brake shoes, clutch plates and other old stuff covered benches, racks and floors.

Owner Brad Duty took my generator, disappeared into the bowels of the shop for a few moments, and gave me it back, it was charging!

Even better was no charge (for the service).

Roar

Continued from p. 2

We're also planning an informal gathering at O'Charley's in the Creeks at Virginia Center at 6:00 pm on Friday, June 21. Meet in the bar and we'll go on to dinner about 6:30. This O'Charley's is at 9990 Brook Rd., just north of the I-295 intersection with US1, on the west side of US1 and back in a far northwest corner.

Wayne is contacting his old friends and old friends of the Club from other areas to invite them to participate as well as publicizing the Concours to our VJC members on the internet. Wayne and Sherm Taffel, Chief Judge, have been working on rounding up judges. A judge's training session will be held Saturday, April 27, at the Sumner's home in Gordonsville, VA.

We do need judges, but if you didn't make the training session, you can go on line to JCNA.com and find all the additions and changes to the judging manual in the Events/Concours section. There's also a test you can take. Send your score sheet by email to Sherm at staffel@comcast.net.

A Concours also needs non-judging help on the field to help entrants find their spaces, to review the score sheets to make sure they have been filled out properly, and to allow us to lend a hand to the Antique Automobile Club of America's Richmond Club, which is allowing us to hold our Concours at their annual event. Bring your Jaguar along as a Display even if you don't plan to have it judged and join the group to lend a hand.

Wayne will be sending out the registration details and also soliciting help with the event.

It's not final yet, but we are working with the new owner's of Richmond's Jaguar Dealership to bring some of Jaguar's new vehicles for display.

This year's Concours promises to be a rewarding and enjoyable event. Wayne, Sherm, the VJC Board, and I very much hope we will see you and, if at all possible, your Jaguar.

Happy Driving!

-- Bill Sihler
VJC President

VJC SHOP TOUR



Merlin Motorsports owner Roy Stevenson, right, gives the VJC members a guided tour under the bonnet of a customer's XK-E. (Photo by Greg Glassner)

A visit to Roy Stevenson's Merlin Motorsports

By Greg Glassner
VJC Editor

The Virginia Jaguar Club paid a visit in February to Roy Stevenson's Merlin Motorsports in Richmond, discovering an eclectic array of British and Italian machinery undergoing repair and restoration.

Roy was a partner in Sports Car Workshop on the Boulevard for about 10 years, before that venerable foreign car repair facility closed last year, a casualty of urban renewal in the area known as Scotts Addition.

As it turns out, Stevenson's background is as interesting and diverse as the cars he repairs.

Before becoming a full-time mechanic and restorer, Stevenson had been a project manager for an industrial design firm. As a young man, he had been a sculpture major at Virginia Commonwealth University and did graduate work at the University of California Berkley. After that, he taught for a while.



An Austin Healey 3000, Fiat-Abarth and Alfa-Romeo under repair.

See Merlin, p. 5



The VJC members look every bit like medical students gathered around a doctor in the operating room. “Would someone please pass the forceps?” (Photo by David Harrison)

Merlin

Continued from p. 4

His abiding interest in racing and all things automotive led him into his life’s vocation, however.

Stevenson raced a much-enhanced Fiat 850 spider in vintage events at Summit Point and VIR. It sits in the shop along with a sister Fiat racer awaiting another on track adventure.

On our visit, Merlin Motorsports was the temporary home to a number of client cars including a dignified 85-year-old Rolls Royce and several more modern Rolls and Bentleys, one of them a sleek Arnage model.

A Jaguar E-Type awaiting a new clutch caught the attention of the VJC membership, and Stevenson walked them through the intricacies of repairing an XK-E.

Other British cars on hand included a Triumph TR7, several MGBs, an Austin Healey 3000, and a rugged Land Rover brush truck with decades of patina.

On the Italian side of things there was one of only 500 Alfa-Romeo 8C Competizione coupes made between 2007 and 2010. Boasting a quad-cam V-8 with Ferrari lineage, this very modern sports car was in sharp contrast to a sassy mid-50s Fiat-Abarth 750 Allemano roadster which had been



See Merlin, p. 6 **Stevenson points to detail on 1934 Rolls Royce.**



Rolls owner Richard Bradshaw answered questions from VJC members about his stately car. (Photos by Brian Trickett)

Merlin

Continued from p. 5

bored out to 850cc for vintage racing. Its twin two-throat Webbers dwarf the tiny four-cylinder engine. In between this pair were an Alfa Giulietta, Graduate and Quadrifoglio.

After Stevenson walked the VJC delegation through the E-Type repair, the group moved on to a stately 1934 Rolls Royce 20/25 with Park Ward body. Its owner, Richard Bradshaw is a genuine car guy, who has three Jaguar 420s, a MK II, a couple of XJS and two X-Type sport wagons as well.

“I bought it on eBay,” Bradshaw said about his Rolls. “It ran, but the clutch was slipping on it and it had a pretty bad interior. All the parts and schematics are available. It has a 4-speed transmission and a self-lubricating system and was years ahead of its time. It runs great again,” Bradshaw added.

Following the shop tour, which whetted the collective appetites for sustenance and libations, the VJC contingent headed over to Tazza Kitchen in Scott’s Addition for a leisurely lunch and more car talk.



A Triumph TR6 and BMW sedan added to the variety in Roy Stevenson’s Merlin Motorsports on the day of the Virginia Jaguar Club’s visit.

FROM THE EDITOR'S LAPTOP

Launching a new Lyons Tales feature

By Greg Glassner
L.T. Editor

In this issue of the Lyons Tales, you will notice what I hope to become a regular feature: The Stars and their Jaguars.

This is actually a revival of a project I began a long time ago (about 25 years ago, to be exact). My wife encouraged me to collect stories and photos of movie and TV stars who were also car guys (or gals.) I think we both envisioned a coffee-table book as the end result of this effort.

Alas, other priorities emerged and the book never got written. However, I did set aside notes and magazine clippings about stars and their cars whenever I came across them, and I still have folders of these clippings stashed away somewhere.

Clark Gable, along with Steve McQueen, Paul Newman and Jay Leno, were on my Stars/Cars list from the beginning. With one of Gable's Jaguars being part of the tribute to the immortal XK120 at this year's Amelia Island Concours d'Elegance, the time seemed right to resurrect my long slumbering project. (Maybe I was compensating for missing the Florida event for the first time in 11 years!)

Anyway, I got cracking, as they say, finding the internet a handier research tool than leafing through 75 years of Road & Tracks and other magazines.

Clark Gable was not only a genuine car buff, but he was also a Jaguar guy in a big way. He was especially fond of



A mob surrounds the row of XK120s at Amelia Island.

Jaguar XK120s displayed at 2019 Amelia Concours:

Joseph "GT Joey" Limongelli 1952 Jaguar XK 120 by Bar-
ris; Rick Grant 1953 Jaguar XK 120 DHC; Mitch and Kim
McCullough 1954 Jaguar XK 120; Brad and Kathy Marsland
1952 Jaguar XK 120 Fixed Head Coupe; Mike and Deb Korneli
1949 Jaguar XK 120 Alloy Body; Dr. Richard Santucci 1954
Jaguar XK 120 M Roadster; Doug Feeney 1951 Jaguar XK
120; Lisa and Jimmy Dobbs 1952 Jaguar XK 120 Special;
Lionel and Karen Bessudo 1953 Jaguar XK 120 FHC; Jackie
Lederer 1952 Jaguar XK 120 OTS.

the XK120, having owned four of them.

Having expanded my recent research spree to actors, comedians and TV hosts, musicians, authors and sports stars, my hit list exploded to over 65 candidates. (Because it is my list, I arbitrarily excluded those with more money than taste, the sort of star who ran out and bought a gold-plated Lamborghini and a Maybach with oversized chrome-plated wheels.)

A surprising number of those on my list, like Gable, owned and cherished Jaguars.

I hope you enjoy reading this issue's feature on Stars and Their Jaguars as well as future instalments.

Gable died in 1960, missing out on the introduction of the Jaguar E-Type. Had he lived longer, I am sure he would have ordered one. When it came to the sports cars from Coventry, Clark Gable frankly gave a damn.



Editor Greg Glassner driving Miss Virginia around in his XK8.

THE STARS AND THEIR JAGUARS



Gable had one of his Jaguar XK120s personalized by West Coast customizer George Barris.

Actor Clark Gable was a true car guy

By Greg Glassner
LT Editor

In his day, Clark Gable was known as the King of Hollywood and a ladies' man. His line as "Gone With The Wind's" Rhett Butler: "Frankly, my dear, I don't give a damn," is familiar to movie buffs around the globe.

Less well known is Gable's status as a dedicated car guy in much the same way that Steve McQueen and Paul Newman were car guys. Gable also was a Jaguar guy, owning four XK120s, including one of the first ones to hit these shores.

A lot of movie, TV and music stars own exotic cars because they can afford them and enjoy being seen in and around



Clark Gable enjoying one of his four Jaguar XK120s.



Clark Gable and Sir William Lyons.

them. A few are passionate about them. Clark Gable belongs in the latter category. Long before William Lyons changed the name of his British sports cars from SS to Jaguar, Gable was buying the best cars available, driving them fast, and even designing several of them.

When he became a movie star, Gable gravitated toward Duesenbergs, which were among the fastest, best engineered and well-built American cars in the 1930s.

Only two supercharged 400-horsepower Duesenberg SSJ short wheelbase roadsters were built. So exclusive were

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Virginia Jaguar Club



Two supercharged 400-horsepower Duesenberg SSJ short wheelbase roadsters were built. Gary Cooper had one, Clark Gable the other.

Stars

Continued from p. 8

these that Hollywood star Gary Cooper had one, which Duesenberg reportedly sold him at cost. Fellow actor Gable possessed the other one, although his may actually have been a factory long-term loaner. The Auburn-Cord-Duesenberg Company appreciated star power when it came to selling luxury cars.

Reportedly, Gable and Cooper enjoyed racing each other

through the Hollywood Hills in these supercars of the 1930s.

Gable also owned a Model JN Convertible Coupe with body by Rollston, which he later took to the coachbuilders Bohman & Schwartz in Pasadena, Calif., for a complete reworking. He sketched out many of the changes he wanted himself.

“He also got hands-on with it and worked on it himself,” auctioneer David Gooding said in an interview. “I don’t recall an example where a celebrity got so involved and essentially helped craft the car.” The modifications included a body-colored radiator cowl and headlamp pods, raked windshield, relocation of the side-mounted spare tires to a double-deck continental kit at the rear, rear fender skirts, chrome side pipe exhausts (with a driver-controlled bypass lever) and a handsome, stowable convertible top. It was also repainted from a pale green to a luminous cream. Gable and actress Carol Lombard had gone for a ride in the car when they first began their affair in 1935. They eventually married in 1939 and Gable gave the freshly refurbished Duesenberg to her as a present. In 1941, they set off in the car on a vacation trip that took them from Southern California to Vancouver, British Columbia, a journey of about 1,300 miles. There they stored the car, planning to return the

See Stars, p. 10



Gable and his Duesenberg Model JN Convertible Coupe which he had rebodied to his design.

Virginia Jaguar Club



Owner Joseph Limongelli displayed the Gable-Barris 1952 Jaguar at Amelia Island in March as part of the Concours' tribute to the 70th Anniversary of the XK 120.

Stars

Continued from p. 9

next year to drive it back to California. In 1942, Lombard was killed in a plane crash while promoting War Bonds. Devastated, Gable had an agent sell the Duesenberg. He never wanted to see it again.

During World War II, Army Air Corps Capt. Clark Gable spent some time in England and got a look at what the European car scene had to offer. After the war he owned a Jaguar 3.5-Liter Mark IV Drophead Coupe, four Jaguar XK 120s, a 1955 Mercedes-Benz Gullwing, and a 1956 Mercedes-Benz 300 Sc, among other cars. In 1948, the new Jaguar XK120 was about to be unveiled to the public and Gable was immediately taken with the six-cylinder, 160 horsepower engine that propelled the sleek two-seat roadster to 120 mph. The XK120 was priced at



Gable in his first XK-120, a 1949 model.



The Ex-Clark Gable 1949 Jaguar XK-120, freshly restored, at Pebble Beach.

\$3,940 in the United States, far lower than many of the cars Gable had owned. But he went to International Motors on Wilshire Boulevard in Hollywood and insisted he be sold the very first XK120 on the West Coast. Gable's XK120 was one of the first customer cars to leave the Holbrook Lane production line in June, 1949.

Gable was so pleased with the XK120's that he shared his thoughts in a 1950 issue of *Road & Track* magazine in an article titled, "My Favorite Sports Car." He wrote about

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Stars

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his attempt to duplicate the XK120's official 132 mph top speed, which was achieved by a factory driver in a specially prepared car. Gable claimed he managed to coax 124 mph out of his completely stock XK120.

Another of Gable's XK120s was given to him by Indianapolis Motor Speedway owner Anton "Tony" Hulman, Jr., while the actor was in town filming "To Please A Woman." He would keep it stored there, and use it once a year in May when he came back into town to see the race. Four decades later, it still had only 6,500 miles on the odometer.

Gable's last XK120 was a 1952 model, which he promptly handed over to West Coast customizer George Barris to personalize it.

Barris began at the front end by shaving the trim from the headlights, as well as smoothing the front fenders by shaving off the turn signal plinths. The wing mirrors were removed and holes filled. Around the back, the boot lid is shaved, save for the handle, and the license plate relocated down low. A removable hard top was built to appear like a Carson Top, which features a full headlining and a leather trimmed parcel shelf that complements the red upholstery. To finish it off, a pair of subtle Barris Custom Cars badges were affixed to the cowl below the windscreen posts.

For his macho outdoor hobbies such as hunting, fishing and ranching, Gable owned a succession of Ford, Oldsmobile and Buick "Woodie" station wagons.

Carol Lombard gave Gable a red and white Ford Model "T-bucket roadster" as a Valentines Day present while they were still courting. After Lombard's death, Gable had the hot rod painted black and installed a hopped up flathead V8.



Customizer's certificate for Gable's 1952 Jaguar.

An Ariel Square Four motorcycle was another of Gable's prizes. He discovered it while stationed in England during the war and it joined his 1941 Harley Davidson 61 cubic inch knucklehead. After the war, Gable and friends formed the Morago Spit and Polish Club, an informal bunch of middle aged guys from Hollywood, including Howard Hawks, Ward Bond, Vic Fleming, Andy Devine, Keenan Wynn, and Bill Wellman.

Although he thoroughly enjoyed his Jaguars, Gable also paid attention to the new automotive products coming out of Germany. He owned a Mercedes 300Sc, a 300 SL "Gull-wing" coupe, and a 300 SL convertible.

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Rear view of Gable's 1952 Jaguar custom.



For a custom, Gable's 1952 XK-120 is understated.



Marilyn Monroe and Clark Gable in “The Misfits,” at left. At right, Gable shows off his new 300SL roadster.

Stars

Continued from p. 11

Gable played a tough guy who appealed to the ladies

William Clark Gable was born in Ohio in 1901, the son of an oil driller and farmer, whose mother died when he was an infant. A high school dropout, Gable worked at a tire factory and helped his father in the Oklahoma oilfields before joining several theater companies. Theater manager Josephine Dillon coached Gable in acting before becoming the first of his five wives, despite a 17 year difference in their ages.

Gable landed his first speaking role in “The Painted Desert” in 1931, and MGM signed him to a contract. His first leading role was in “Dance, Fools, Dance,” with Joan Crawford. He was a hit, and the studio started casting him as a roughneck opposite starlets Jean Harlow, Greta Garbo and Norma Shearer. MGM loaned him to Columbia Pictures for a Frank Capra comedy, “It Happened One Night,” which won Gable an Academy Award.

Movies such as “Boomtown,” “San Francisco” and “Mutiny on the Bounty” led to his role as Rhett Butler “Gone with the Wind” in 1939. In 1942, Carole Lombard, Gable’s third wife died in a plane crash. Devastated, Gable enlisted in the Army Air Corps at age 41, serving as a tail-gunner on five bombing missions over Germany and making a propaganda film for the Army. After his discharge, Gable continued to make movies with MGM, including “Mogambo” with Ava Gardner and Grace Kelly. He probably jumped at the chance to play racing driver Mike Brannan in “To Please a Lady,” a movie co-starring

Barbara Stanwyck that included filming at the 1950 Indy 500, a race Gable attended every year anyway.

Established as a Hollywood icon, Gable made at least one movie a year during the 1950s. He gave what some say was his best performance in “The Misfits” with Marilyn Monroe and Montgomery Clift. Two days after filming ended, Clark Gable suffered a heart attack. He died Nov. 16, 1960 at age 59.



CONCOURS NEWS

2019 VJC Concours update and report

By Wayne Estrada
Concours Chairman

Spring has sprung, and no sooner than we bat an eye summer will be upon us - as well as our JCNA Sanctioned Concours this year on June 22.

This year's theme is "From MILD to WILD!" and the graphic I created for the event conveys this. One of my hobbies is graphics design so creating this year's flyer like last year was a fun challenge. I was lucky to find a "mild" MK10 facing right and a "wild" hot-rodded MK10 facing left. FYI, this flyer were created in a free software program called paint.net (available at <https://www.nchsoftware.com/>) Here are a couple of interesting modified Jags that didn't make the cut into the flyer but were interesting!

As last year, we are privileged to be able to participate with the Richmond Chapter of the Antique Automobile Club of America and hold our Concours as a "Show Within A Show." Last year's maiden joint effort was a great success and only marred by a slightly soggy show field as a previous night rain storm gift by Mother Nature. Hopefully this year it will be dry and pleasingly pleasant temperature-wise as it was in 2018.

People wonder what does the Concours Chairman do and the answer is simple....lots of "paperwork!" My job is to create the artwork for the show, advertise the event to other JCNA clubs, create a database of all the entrants arranged by class, provide the show entrants by class to the Chief Judge, prepare all the judging forms, write a welcome



Line of Jaguars at last year's VJC Concours.

letter, create the participant's envelopes for the show day, create window cards, compile the scoresheets, answer any questions as they arise and once complete, put the results into the JCNA system for national rankings.

Thankfully the U.S. mail invites, registrations, and collecting checks is long past in this Internet age as this now is all done on-line through the Eventbrite web site. The "short" web site address to register to this year's Concours is <https://tinyurl.com/y3ekjj6x> but you can also get there through the club web site. Your entrance into the VJC show automatically also includes you in the AACA show and makes your car eligible for popular voting. You do NOT have to be "judged" to participate as there is also a "display" category for only \$10 so please bring your car out and have fun.

Two final important notes! Due to the lack of certified judges in VJC we have initially limited the show to 25 cars. If you are interested in getting certified, please attend CJ Sherman Taffel's judges training session listed here in the newsletter. Also Richmond AACA has asked our club to provide at least four volunteers to assist with field activities on the day of the show, so if you are not a judge and can help, please let me know so that I can get you on with their team.



Customized E-Type concept. (Graphic by Wayne Estrada)

CLASSIFIEDS

1954 Jaguar XK-120SE



For Sale by VJC Member: 1954 Jaguar XK-120SE. In family since 1981. Recent full cosmetic and electrical refurb (we all know that story). Also, recent oil drip repair and front end work. See more detail here: <https://120jag.forsale>.

1969 Jaguar XK-E



1969 Jaguar XK-E Coupe, Series II, canary yellow, black interior, 6-cylinder, 90,000 miles, no rust, one owner, car has been sitting covered in a garage for 30 years, located in Leonardtown, Maryland.

Sheila Mattingly
650-815-6121
sheila.m.mattingly@gmail.com

2002 Jaguar XJ8



I'm assisting my father-in-law in selling his pride and joy 2002 Jaguar XJ8. It has been garaged kept since he bought it new. It only has 54K miles and has been serviced/maintained only by Brown's Jaguar in Richmond, VA. Ideal for a Jaguar enthusiast that might appreciate how nice this 17 year old car really is. We are asking around \$10K for the vehicle given the pampered life it has led and low mileage.

Chris Fletcher
(804) 334-8035

AUCTION REPORT

Historic Mk2 sets record in Paris auction

A vintage automobile's provenance always adds to its collectibility. Such was the case of this 1963 Jaguar Mk2 Tour de France class winner, which set some sort of record for Jaguar sedans (or saloons) when it sold for 298,000 Euros at the Artcurial Auction in conjunction with the 2019 Retromobile vintage car show in Paris.

This Jaguar Mk2, according to the catalog, "is one of the most famous in France, or even the world. It is indeed the one with which Bernard Consten and Jack Renel won the Tour de France 1963, in the Tourism category.

Of the 122 starters, only 31 managed to reach the finish, 5,800 kilometers later. The Jaguar also finished third overall, behind two Ferrari GTOs. This fifth victory earned Consten his nickname "Mr. Tour de France." For the Tour, the car received strengthened bodywork, modified suspensions, a close-ratio gearbox and a six-cylinder



3.8-liter dohc engine with increased compression ratio. The car was equipped with an additional fuel tank, roll bar, bucket seats and modified pedals. With factory help, a subsequent owner adapted an intake manifold with three carburetors instead of two, and camshafts with the profile of the type D were fitted. The power is close to that of a Type D engine.

Virginia Jaguar Club

with the
Richmond, VA
chapter of...



Presents



From
MILD — to — WILD

2019 CONCOURS D'ELEGANCE

Richmond, Virginia

June 22nd 2019

VJC EVENTS CALENDAR

Virginia Jaguar Club Events and related events

VJC Meeting

April 27 -- The club will gather at the Sumner house on Saturday for lunch. We will meet at 10:30 a.m. for the concours judges training, with lunch at about 12:30. This is open to all. The location is surrounded by wineries, antiquing in Gordonsville, and historic Montpelier, home of James Madison, for those who would like places to head to after lunch. It is located at 15434 Madison Run Road, Gordonsville, VA 22942, (540-672-3230).

Williamsburg Show

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

Greenbriar Concours

May 4-5 -- The Greenbriar Concours d'Elegance, WV.

CJC Road Trip

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

Susquehanna Concours

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

Delaware Valley Concours

June 1 -- Delaware Valley Jaguar Club Concours, Fort Washington, PA.

Moss Motor Fest

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

VJC Concours

June 22 -- VJC Concours with AACARichmond at St. Josephs Villa. (See Pages 2, 13 and 15 in this issue.)

Carolina JC Concours

July 11 -- Carolina Jaguar Club is held July 11 at Little Switzerland, NC.

Festival of the Wheel

Sept 1 -- The 2nd Annual Virginia Festival of the Wheel, Boars Head Resort, Charlottesville VA.

NCJOC Concours

Sept. 15 -- The Nations Capital Jaguar Owners Club holds its event in Chevy Chase, MD.

Jaguar Club of Pittsburgh Concours

Sept. 21 -- Jaguar Club of Pittsburgh Concours, PA.

SVBCC Annual Show

Oct. 4-5 -- Shenandoah Valley British Car Club's 38th Annual British Car Show, Waynesboro, VA.

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

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/](https://www.facebook.com/groups/904051982964621/)

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.



Ivor wanted to lower his car so he devised this ingenious solution.



Cedric assured his wife Ophelia that his alternative personal transportation device was perfectly safe, not realizing the negative impact this would have on their future wedded bliss.



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

glassgreg@hotmail.com

CLUB OFFICERS & COMMITTEE CHAIRS

Who to contact about the Virginia Jaguar Club

Lyons Tales is the official publication of The Virginia Jaguar Club, Inc.

Mailing Address:

Virginia Jaguar Club, Inc.

c/o 3215 Heathcote Lane

Keswick, VA 22947, USA

General Information: 434-296-5354

Email: sihlerww@embarqmail.com

Website: <http://www.VaJaguarClub.com>

Traveler Contact: Bill Sihler

Phone: 434-296-5354

Officers (and other humans with varying degrees of prominence)

President: Bill Sihler

Phone: 434-296-5354

Email: sihlerww@embarqmail.com

Vice President: George Parker

Phone: 540-287-2311

Email: George@cantstopthinkingbig.com

Secretary: Brian Trickett

Phone: 804-639-2394

briantrickett1@gmail.com

Treasurer: Nicholas Chamberlain

Phone: 804-227-3806

Email: nickchamberlain@embarqmail.com

Past President: David Harrison

Phone: 804-748-4601

Email: davidmharrison2003@yahoo.com

Slalom Chair: Open

Membership: Bill Guzek

Phone: 434-525-0739

Email: bill.guzek@ieee.com

Events Chair: Susan Sumner

Phone: 540-672-3230

Email: Susan.sumner@gmail.com

Concours Chair: Wayne Estrada

Phone: 202-552-4074

Email: Wayne@SmartTriangles.com

Chief Judge: Sherman Taffel

Phone: 410-302-3930

Email: staffel@comcast.net

Rally Master: Ron Mitchell

Phone: 757-877-1132

rmitchelljag@cox.net

Webmaster: David Glick

Phone: 804-327-0084

Email: dmgbcc@gmail.com

Lyons Tales Editor: Greg Glassner

Phone: 804-349-6750

Email: glassgreg@hotmail.com

LT Contributing Editor: George Parker

540-287-2311

George@cantstopthinkingbig.com

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, P.O. Box.2034, Forest 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
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c/o Greg Glassner, Editor
20075 Jeff Davis Highway
Ruther Glen VA 22546