
LYONS TALES



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VIRGINIA JAGUAR CLUB

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LYONS TALES

LYONS' ROAR

VJC's annual Concours d'Elegance a big success

Dear Fellow VJC Members:

Our annual Concours d'Elegance was held June 22, 2019, on the lovely grounds of St. Joseph's Villa in Richmond.

Thanks to our Vice President George Parker's liaison efforts, we were again guests of the Antique Automobile Club of America's Richmond chapter. They allocated us a lovely but tight location with a good elevation and shade. The weather was perfect: warm but not baking, occasional cloud, dry ground, and a gentle breeze that kept everyone cool.

There were 19 cars to be judged, entered by 15 individuals - seven from our Club's members. We also had 3 more cars non-judged cars on display, due to Greg Glassner, Roy and Susan Sumner, and David Harrison. Thanks to the hard work of Wayne Estrada, Concours Chair, all the advanced organization went well despite Wayne's move to Tennessee and other events. Peter Schowalter took responsibility for the trophies and for laying out the field. Because of the tight location, it was a challenge to fit in the contesting cars and the new cars displayed by Jaguar Land Rover of Richmond. JLR Richmond was also a very generous sponsor of the Concours - extra special thanks to Ron Gaertner for securing this sponsorship. Other sponsors, who donated to our show and raffle, included SNG Barratt, Griot's Garage, Hendrix Wire Wheel, and Welsh Enterprises.

Our Chief Judge, Sherman Taffel, recruited 14 judges, several kindly coming from some distance to help us. This was very much appreciated and enabled us to get the judging done by 12:30. The hardworking judges included Ron Gaertner, Greg Glassner, Bill Guzek, David Harrison, John Larson, Bud Marston, Leland Miller, George Parker, Peter Schowalter, Bill Sihler, Roy Sumner, Sherm Taffel, Steve Thomas, and Brian Trickett. Jeffra Schowalter and Mary Sihler provided



Mary & VJC Pres. Bill Sihler.

See Roar, p. 3

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

SAVE THE DATE:

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

On Page One:

Lenny Fiore Mk II and other VJC Concours photos



VJC MEMBER TECH TIP

Current affairs revisited

By David Harrison
VJC Past President

In the last LT issue I wrote about my Lucas generator. It is from a recently acquired MGA 1500, the link to Jaguar being they used Lucas components into the nineties, so my MG Lucas saga may be relevant or at least of interest to Jagheads.

My MGA had spent much of its life in Ft. Lauderdale and been dry stored for at least 20 years. It needed a lot of coaxing back to life. I knew the brake system had to be rebuilt as the brakes were seized and the car had to be dragged onto the rollback. Getting the drums off to release them was an epic in itself.

I was anxious to confirm it had a good engine with decent oil pressure. To start it I had to remove and rebuild the SU pump, then of course the SU carbs leaked, then the points had to be replaced, then the water pump leaked so badly it dumped all the water in a few minutes. etc., etc. Replacing the water pump requires removal of the radiator, hoses and belt including the generator.

As I wrote in the last issue, and at the suggestion of David Glick, I took the generator to Auto Manufacturing Ltd. on N. Lombardy to check it while it was out. They have an amazing shop full of old stuff, they reline clutch and brake linings the old fashioned way and there are thousands of old dynamos, alternators and starters sitting around. Brad did a quick check

of my generator and came back with good news. It was charging and there was no charge (for the service).

I did a rattle can restoration of the generator and got everything back together. It was time to run the engine properly for the first time. The oil pressure was good, the engine sounded sweet but there was a pesky rattle. It was the darn generator! had to pull it off again, a much harder job with the radiator in, you need thin hands and long fingers and will still scrape your knuckles.

Back at the AM shop, Brad said, yes I thought it sounded a bit loose. I left the generator for a full rebuild. A couple of weeks later Brad called me and said the back bushing had worn out and the armature had been bouncing around and needed to be replaced. The good news was he had found one and could do a full rebuild.

At this point I was beginning to regret not buying the \$119 Moss new replacement as Moss gets \$89 just for an armature. Another couple of weeks and the rebuilt generator was ready for pickup. I arrived with an armful of cash expecting the worst. The bill was \$60! These guys at AM are great.

After another session of knuckle scraping, the generator was back on the car. Now the engine sounded really sweet. Only one problem remained, when I hooked up the terminals and ran the engine, the charge light on the dash started flashing on and off like a turn signal. The car is positive earth, something I forgot to mention to Brad, and the wiring is unknown territory, so there are still some current affairs to resolve.

Roar

Continued from p. 2

logistic help and Camellia Blackwell-Taffel handled the photography.

Many thanks to all who were so helpful in making this event a success.

And now, the bad news...

On a sad note, an internet scammer, pretending to be me, persuaded our treasurer to send him (or her) most of our treasury. It was only several days later, after running into another member of the Club who was more aware of this type of scam, that the scam was realized. We have met with the banks involved, although Bank of America refused to release any information about the scammer's account without a court order. We have also filed reports with the police and the FBI (it was much too small an amount for the FBI to be interested in except for information). JCNA made inquiries to see if its insurance policy provided coverage (it

didn't). We are in the process of determining whether we have any legal recourse to gain the funds back. Our treasurer has resigned, and in the interim, I am the club's temporary acting treasurer. We are also investigating implementation of new club policies and procedures to prevent this from happening again, along with exploring all legal options to recoup the funds lost.

For some reason, the Jaguar Clubs and JCNA itself appear to be frequent targets for scammers of various types. It could be that we display so much information about Club officers and activities that it is easy to try. Cutting back information available to the public may hurt member recruitment, but the VJC officers are planning actions to protect the Club and its members while attempting to balance accessibility for recruitment purposes. It can't be said too often, if it sounds strange, it probably is up to no good.

-- Bill Sihler, VJC President

IN MEMORIUM



Norman Dewis, O.B.E. (Jaguar Media Photo)

Norm Dewis: Compact in stature but a giant of a man

By David Harrison
VJC Past President

I will not try to summarize the many excellent and informative eulogies about Norm Dewis' life and contribution to Jaguar that have been written since his passing at the age of 98, but add some personal notes.

Una and I first met Norm at the JCNA AGM in Pittsburgh in 2008, at a time when I was VJC president. We met Norm eating breakfast at the host hotel and struck up a friendship. We discovered that Norm lived in Church Stretton, halfway between Una's sister Ursula, who lived in Shrewsbury, and the rest of Una's family in Ludlow.

Over our next few trips to England to see family and friends, Una and I, and sometimes Ursula, would drop in to see Norm in his little cottage, an old Toll House filled with photos, memorabilia, racing gear and his paintings. We even got to see his notebooks, filled with meticulous carefully writ-

ten notes of test drives with the prototype E-Type and other iconic Jaguars. We would usually follow up with lunch at one of Norm's favorite pubs.

With this friendship, I was able to invite Norm to be our VIP guest when the VJC hosted the 2011 JCNA AGM and the following XKExperience, which celebrated 50 years of the E-Type. We were incredibly honored when Norm accepted, we were the only USA club to be so chosen by Norm in a year when he had many international E type invitations. The VJC put on a huge effort to host this important national event, one which I believe was an all time high for the VJC that will be hard to repeat. Fortunately, we had the able, generous and indefatigable leadership of Ron Gaertner as event Chair, along with the full support of the VJC membership.

Norm added great stature to the event. He gave talks and speeches, signed his books and anything put before him, shook a thousand hands, answered all the questions, greeted everyone in the Saturday British Car drive organized by Bruce Woodson, gave out awards and was the perfect genial host. He even braved the weather on Sunday morning's E-type parade when we had a surprise snowfall.

Una and I had the privilege of having Norm stay with us for a couple of days after the event, he checked out my 1929 Austin-Swallow Sports and sat in my 1933 Brooklands MG L type. Una and I continued to visit him and his son Graeme on our UK visits until last year when he was unable to meet us. That was when we first heard that he might be unwell. There is no one of his stature to replace him and he will be sorely missed.



Norm Dewis setting a speed record in Belgium in 1953 with modified XK120. (Jaguar Daimler Heritage Trust)

FROM THE EDITOR'S LAPTOP

Finding an appropriate wheel for my wall

By Greg Glassner
LT Editor

I have a small den (or Man Cave) where I spend many of my waking hours at home. It contains the requisite flat screen TV, recliner, couch, and a small lap-top/typing table where I work on Lyons Tales.

It also contains a bookcase full of car books, magazines, photos, presskits and clippings from my days as a newspaper motosports scribe in the 1970s. There is also a tall, narrow glass-front trophy case that contains far more car models than trophies.

The decor befits the owner of a "Poor Man's Car Collection." It includes several framed racing prints, event posters, two Porsche 912 hubcaps, a Jaguar Mk. II hubcap, the grille from a Fiat Abarth and a Mercedes-Benz, a replica Brooklands windscreen, and the finned aluminum toolbox from a 125cc Parilla Six Day Trials Replica motorcycle.

There is some sentimental attachment to most of the aforementioned items. The Jag hubcap came from our Challenge Championship silent auction and I boosted the Benz grille when a junkyard that was being downsized offered a "\$20 for all you can carry out" deal. This grille fits nicely over



Editor Greg Glassner driving Miss Virginia around in his XK8.

the small wall-mounted airconditioner unit.

I often thought about obtaining a steering wheel to hang in my den and I checked the prices of them at swap meets, which always seemed pretty steep.

When I attended the May 4 Williamsburg British and European Car Show, I wandered through the silent auction

See Laptop, p. 6



My "new" Brooklands steering wheel.



Photo of my old AC Bristol-Buick's cockpit.

Laptop

Continued from p. 5

room, which benefited The Arc of Greater Williamsburg. On the way out I perused the items awaiting bids and there was an old Brooklands steering wheel. The minimum bid was \$25. so I wrote in my name and phone number.

This steering wheel had seen better days and undoubtedly had been replaced by an authentic or reproduction unit. But the charity in question serves adults with developmental challenges, the same constituency as the Ashland Kiwanis' Aktion Club, for which I am the advisor. So I wrote in my name and phone number and made the minimum bid, figuring someone would top me later in the day.

Well they didn't, so I became the owner of a very used steering wheel that I didn't really need. I drove down to Williamsburg on a nice sunny day and claimed my trophy wheel at The Arc office. While there, I visited and compared notes with their Development and Marketing Coordinator, who it turns out, is the advisor to the Williamsburg Kiwanis Aktion Club.

Back home, I researched the Brooklands steering wheel and learned that they were standard equipment or factory options on a number of British marques, including Morgan, MG and Allard. Some sources contend the unique stainless

steel spoke design evolved as a means of coping with the inevitable "bump steer" from the rough high-banked track at Brooklands.

I imagine the drivers of the big Napiers, blower Bentleys and aero-engined specials that rocketed around the world's oldest purpose-built racetrack appreciated any steering assistance they could get.

While examining my new wall art and pondering all of this, I had a niggling thought that I encountered this sort of steering wheel before. However I attend so many car shows that I dismissed this notion, until I finally dragged out old photos of the Buick V8-engined AC Bristol that I had owned and restored in the late 1970s.

Damned if it didn't have a Brooklands steering wheel! The photo evidence is conclusive.

I suppose I should have remembered this. In my defense, I spent so much time sanding, repairing and repainting the bodywork and attempting to diagnose the myriad electrical hobgoblins lurking under the bonnet and beneath the dash, that I logged very few miles behind the wheel.

Many years later, however, I now have a sentimental reason to hang a Brooklands steering wheel on my wall.

Williamsburg British and European Car Show



A nice array of Jaguars, along with a large turnout of MGs and Morgans were present at the annual Williamsburg British and European Car Show in May. (Photos by Greg Glassner)

JAGUAR CONCOURS NEWS



Just a portion of the show field. (Concours Photos by Camellia Blackwell and Greg Glassner.)

Annual VJC Concours a grand show

By Greg Glassner
L.T. Editor

A fair wind blew through Central Virginia on the second day of summer, bringing near-perfect conditions to the combined Virginia Jaguar Club Concours d'Elegance and Richmond Region, Antique Automobile Club of America



It took a lot of tools to keep a MKV purring.

Show on the grounds of St. Joseph's Villa.

Thanks to the goodwill of the host AACARichmond group and energetic pre-event work of VJC Vice President George Parker, our display of 19 judged Jaguars, three display VJC cars and five spanking new Jaguars from Jaguar-Land Rover of Richmond occupied a prime, but snug piece of real estate.

Parker and planning guru (and trophy man) Peter Schowalter managed to work out a way to park all of these cars in the allotted space while still allowing room for judges and spectators to wander among them.

Word was out on the success of last year's show at this new site and participation and attendance was way up this year. The AACA added 179 Show Cars, 171 Cruise-in Cars, 65 Swap Meet vendors, and eight Car Corral vehicles.

While relatively small in number, the Jaguars were all top-notch cars. The entrants came from as far away as Georgia (Howard Myers) and Toronto, Canada (Julian Brosseau).

See Concours, p. 8

Concours

Continued from p. 7

Long-time friend of the VJC Lenny Fiore of Altoona, PA., brought four Jaguars to our Concours and another four cars to the AACA Show, including a mouth watering classic Bentley cabriolet.

Chief Judge, Sherman Taffel and his 14 JCNA Certified judges poured over the 19 meticulously prepared entries and got the judging done by 12:30. The trophy presentation by Taffel, Sihler, Parker and Schowalter preceded the AACA presentation at 2 p.m.

The judges had their work cut out for them and the competition was fierce with three entries receiving 100.00 scores and many others missing out on perfection by a mere whisker.

The provisional Jaguar results were:

Champion Category

Class C1: Julian Brosseau, 1950 MKV DHC, 100.00; Leonard and Frances Fiore Jr, 1950 MKV DHC, 99.97.

Class C2: Ron Gaertner, 1953 XK120 SE FHC, 100.00.

Class C4: Ron Gaertner, 1960 XK150 SE DHC, 100.00; Leonard and Frances Fiore Jr, 1958 XK150 SE OTS, 99.78.

Class C5: Leonard and Frances Fiore Jr, 1965 E-Type OTS, 98.65; Ryland Bennett, 1967 E-Type OTS, 96.65.

Class C7: Thomas Inwood, 1973 E-Type OTS, 99.89.

Class C14: Ted Hill II, 2004 XKR Conv., 99.99; John and Achsah Stremsterfer 2001 XKR Coupe, 99.80.

Class C16: Brian Trickett, 2005 S-Type R, 99.97

Class C17/PN: Steve and Mary Ann Thomas, 1975 XJ12C Coupe, 99.27.

Class C19/FJ: Howard Myers, 2014 XJ Sedan, 99.98.

Class C20: Dennis Spaulding, 2014 F-Type S Conv., 99.98.

Driven Category



Judges Harrison and Taffel pour over their score sheets at the Inwood E-Type V-12.

Class D1: George Parker, 1954 Jaguar XK120 OTS, 9.995; Gerald and Naoma Ellison, 1956 XK140 Roadster, 9.987.

Class D10: Bill Guzek, 2006 XKR Conv., 9.890.

Class D14: William and Mary Sihler, 2013 XJ-L Sedan, 9.890.

See Concours, p. 9



Above, one of the AACA entrants parades by the E-Types of Lenny Fiore and Ryland Bennett. At right, entrants compare notes on E-Types before judging begins.

Virginia Jaguar Club



Judges inspect the excellent Jaguar MKV of Canadian Julian Brosseau. The Sihler 2013 XJ-L provides a nice contrast and illustrates Jaguar's design evolution.

Concours

Continued from p. 8

Modified

Class S2/MOD, Leonard and Frances Fiore Jr, 1963 MkII Sedan, 81.89.



Judges Bud Marston and John Larson added their years of experience to the judging cadre.

Chief Judge's comments

"The participation of the now, very rare classic Jaguar MKVs added a wonderful cooperative blending with the AACAs support of Historically significant automotive legacies," Taffel noted.

"Also the diversity and representation of Post WW2 and 1960s-1980s museum quality Jaguars at this year's VJC Concours was a tribute to the relationships the club has fostered with our fellow JCNA Clubs. This 'family Comraderie' extended to the generous assistance of NCJOC and CHC members helping us conduct the judging." Taffell added.

AACA exhibit

In addition to the huge number of cars on display, the AACA also contributed several special displays, including a valve cover derby and kids car judging clinic, a featured display of rods and customs, model car displays, hit and miss engine demonstrations, and a 1903 Locomobile steam car demonstration.

See Concours, p. 10



The immaculate engine compartment of the Inwood V-12 E-Type.

Concours

Continued from p. 9

I also found time to attend a presentation on radiator mascots and hood ornaments by John Vellines, who has more than 100 of these automotive works of art in his collection.

Member participation

VJC members, David Harrison (XK-E), Greg Glassner (XK8) and Roy and Susan Sumner (XKR) also displayed non-judged cars.

The hardworking judges included Ron Gaertner, Greg Glassner, Bill Guzek, David Harrison, John Larson, Bud Marston, Leland Miller, George Parker, Peter Schowalter, Bill Sihler, Roy Sumner, Sherm Taffel, Steve Thomas, and Brian Trickett.

Jeffra Schowalter and Mary Sihler provided logistical help and Camellia Blackwell-Taffel handled photography.

See Concours, p. 11



The gleaming exterior and elegant interior of the Fiore Jaguar MKV.

Virginia Jaguar Club



Sherm Taffel and Peter Schowalter present Ron Gaertner (Center) with one of this two trophies. At right, AACA show visitors were made aware that the Virginia Jaguar Club was part of it.

Concours

Continued from p. 10

“Also notable is the hard work of Wayne Estrada, Concours Chair. The advanced organization went well despite Wayne’s move to Tennessee and other issues,” noted VJC President Bill Sihler.

“Jaguar Land Rover of Richmond sponsored of the Concours and Page Auto Group the AACA Show. Other businesses who donated to the VJC show and raffle included SNG Barratt, Griot’s Garage, Hendrix Wire Wheel, and

Welsh Enterprises,” Sihler added.

About a dozen VJC Concours participants also enjoyed an evening of dining and socializing at O’Charleys the night before the show.

The AACA organizing committee indicated that they are amenable to having us back again next year, so we can start thinking about how we can improve our VJC portion of the show and contribute to the overall event.



Just some of the happy trophy winners at the conclusion of the concours.

THE STARS AND THEIR JAGUARS



Dave Garroway out for a spin in his SS100 Jaguar. (Vintage photos courtesy Copley Motorcars)

TV pioneer Dave Garroway a Jaguar man

By Greg Glassner
LT Editor

What do Jaguars have in common with morning TV talk shows such as Today, Good Morning America and CBS This Morning?

The answer is Dave Garroway.

Almost every car guy and car gal knows about the passion former nighttime TV host Jay Leno has for cars. TV pioneer Garroway also had that passion, racing, showing and continuously updating his prized 1938 (Jaguar) SS100 over a 30-year period. He later acquired an E-Type when that sleek new offering from Jaguar made its debut.

The host of several local variety shows on radio and television, Garroway became a morning visitor into homes

across the country as the first host of NBC's Today Show, where he achieved fame for his nifty bow ties and having a chimpanzee named J. Fred Muggs as his co-host.

Garroway was a sports car enthusiast back in the day when they were few and far between. He drove his SS100 with enthusiasm and style on East Coast road courses like Watkins Glen, Elkhart Lake and Bridgehampton and at hill climbs at Giants' Despair and Mt. Equinox. These were purely amateur events, where the goal was to drive fast and compete for trophies and bragging rights, rather than fame and fortune.

"Dave was a gutsy driver but basically he was in the category as several of us – something of a dilettante driver,"

See Stars, p. 13

Virginia Jaguar Club



Above, Garroway loved the 1930s elegance of his SS100 but yearned for the performance of an XK120. Below, the crocodile interior Garroway installed. (Photos by Matt Howell, courtesy of Gooding & Company.)

Stars

Continued from p. 12

wrote friend Walter Cronkite.

Garroway bought his 1938 Jaguar SS100 in 1948. Originally finished in gunmetal gray, he repainted the car off-white. Seeking more speed, he had a supercharger fitted to the original pre-war straight-six engine.

“I blew out this powerplant while tearing off a few rounds at the Studebaker proving grounds. I guess the old boy just collapsed from over work – it’d been bored to the nth

degree,” Garroway reported.

When the overstressed engine expired in 1951, Garroway persuaded Jaguar to send him a twin cam XK 120 engine. This engine was fitted with racing camshafts, twin H8 SU sandcast carburetors and special ported and polished manifolds, which together gave the car a top speed of 118 mph.

Garroway retired his SS100 from competition in 1952, the year *Today* was launched, but continued to enjoy it and to appear at races as a spectator. Two years later he purchased six full alligator skins to reupholster the seats, steering wheel and dash, a modification that remains to this day.

In 1978, Garroway sold his SS100 to Jaguar collector Steve Sim Roberts, who chronicled its history. The car has appeared in more than 70 magazine articles. The car returned to England in 2007. In 2010 it was granted a Jaguar Daimler Heritage Trust Certificate. It has full UK registration on the original number plate CNP 947.

Garroway was a broadcast pioneer

David Cunningham “Dave” Garroway was a TV pioneer, hosting a variety of early entertainment shows, including the mother of them all, NBC’s *Today*. As the first host, Garroway defined the essence of that show and its many

See Stars, p. 14



Stars

Continued from p. 13

imitators. He left the Today Show in 1961, but his career lasted into the 1970s.

Garroway was born in Schenectady, New York. He earned a degree from Washington University in abnormal psychology and worked as a Harvard University lab assistant, book salesman and piston ring salesman before trying his hand in radio, starting at NBC as a page in 1938. He landed a job at Pittsburgh radio station KDKA in 1939 as a reporter. When the United States entered World War II in 1941, Garroway enlisted in the U.S. Navy.

After the war, Garroway went to work as a disc jockey at WMAQ in Chicago, hosting a series of radio programs including The Dave Garroway Show, and Reserved for Garroway. His fellow disk jockeys voted him the nation's best in the 1948, 1949 and 1951.

Garroway's relaxed, informal style became his trademark. On television, he was known for his signoff, saying "Peace" with an upraised palm.

Earlier radio and television voices spoke with an authoritative "announcer's" intonation, Garroway was one of the broadcasters who introduced conversational style and tone to television, beginning some broadcasts as though the viewer were sitting in the studio with him.

When Today hit TV screens on Jan. 14, 1952, Garroway was panned by critics but quickly attracted a large audience. His familiar "cohost," a chimpanzee named J. Fred Muggs, added to his genial manner, but his seriousness in dealing with news stories and ability to explain abstract concepts



Garroway projected the image of a friendly and folksy college professor, but he had a goofy side as well and didn't let dignity get in the way of good showmanship. Having a chimp as a co-host was a big hit on early network TV.

earned him the nickname "The Communicator."

In 1955 Garroway began hosting NBC's Sunday afternoon live documentary *Wide Wide World*, continuing with that series until June 1958. Another Friday evening variety show, *Dave's Place*, was on the air in 1960. He also hosted a radio show, *Dial Dave Garroway*, that went on the air as soon as *Today* wrapped up each morning.

Garroway suffered from depression toward the end of his professional career. His second wife, Pamela, died of causes related to drug-use in early 1961 and Garroway announced his intention to leave *Today*.

Garroway returned to TV on National Educational Television (the forerunner of PBS) with a science series called *Exploring the Universe*. Later he went back to working in radio.

In 1960, Garroway penned "Fun on Wheels," an activity book for children on road trips.

After heart surgery in 1982, Garroway was found dead of a self-inflicted gunshot wound.

Decades later, Garroway's SS100 commanded big money at the prestigious Gooding & Company Auction and his XKE was discovered on a recent episode of Wayne Carini's "Chasing Classic Cars." He is remembered in collector car circles as a dedicated "Jaguar man."



Dave Garroway straps on his helmet and gets set to conquer a road course or hillclimb.

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>.

1978 Jaguar XJ6L



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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 have reduced the price to \$6,900 for this pampered and low mileage vehicle.

Chris Fletcher
(804) 334-8035

VJC EVENTS CALENDAR

Virginia Jaguar Club Events and related events

Carolina JC Concours

July 11 -- Carolina Jaguar Club Concours 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



VJC members attended a Concours Judging Seminar and social event in spring at the home of Roy and Susan Sumner.

its Concours 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.



A contingent of VJC members took in the Moss Motor Fest in Petersburg in early June.

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.

Editor's note: VJC members submitted all three of this issue's Bodger's Corner nominees.



David Harrison submitted this crude, yet elegant, gate lock crafted from a large open-ended wrench and other bits and pieces laying about.



Bill Guzek submitted this creative substitute to going out and purchasing a new front fender for your aging grocery-getter vehicle.

These are “emasculated pliers” (sorry guys), used by some vets to neuter small farm animals (usually sheep). But there's a handy automotive use for them, too - grommets. When the handles are squeezed, there are four prongs which open on both the X and Y axes, making a larger square-ish opening in the grommet. If you have to pass something through the firewall - speedo cable, oil pressure line, etc - which has a large fitting on a small cable/hose/whatever, and hence a small opening rubber grommet, these can be used to open the grommet, pass the fitting through, then let the grommet close up over the cable/hose/whatever. Pass the large fitting through your firewall hole, work the grommet into place, and voila, big hole for small cable/hose/whatever is sealed. -- Submitted by George Parker

CLUB OFFICERS & COMMITTEE CHAIRS

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

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2019 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.

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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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