
LYONS TALES



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Clint Eastwood a Jaguar Man

VIRGINIA JAGUAR CLUB

VOLUME 18 NO. 5

September-October, 2019

LYONS TALES

LYONS' ROAR

VJC members impressive at Little Switzerland Concours

Dear Fellow VJC Members:

Three members of the VJC entered cars in the Carolina Jaguar Club's Concours at Little Switzerland. There were on the order of 29 to be judged with several additional ones on display. Some 13 were in the Championship classes with the others in Driven. This was a larger number of Driven, which may be a good omen.

The site was, as usual, very lovely. The photograph of the field was taken a little late in day when some cars had been moved out, but by then the sun had come out. The morning had been cloudy, but the rain that threatened the judging kindly stayed off in the distance.



See Roar, p. 3 **Mary & VJC Pres. Bill Sihler.**



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

SAVE THE DATE:

The Virginia Festival of the Wheel in Charlottesville, Sept. 1.

On Page One:

VJC's Ron Gaertner and his XK150 and XK120 at Carolina Concours. See page 3.



Virginia Jaguar Club



A great self-therapy exercise for former VJC president (and current JCNA Southeast Director) Dr. Ron Gaertner is showing his pristine Jaguar XK150 and XK120 at Little Switzerland. (Photos by Bill Sihler)

Roar

Continued from p. 2

The VJC members' cars all won firsts, not a surprise for Ron Gaertner's vehicles. In fact, somehow the judging teams got the judging sheets mixed up.

Because both cars got 100.0 points, the chief judge said it really didn't matter. The photo, again in the afternoon sun, shows Ron and his Championship winning XKs. (I didn't think I would be out in the sun long enough to need a hat while taking these pictures, but I discovered I was wrong.)

Ryland and Dot Bennett were at Little Switzerland for the first time with their 1962 E-Type, an early car, entered in the Championship Class. Ryland had brought it to our Concours and taken the judges' observations to heart. He had corrected the identified issues, and he is determined to bring the car to national level. As it was, the Bennetts took a first in class.

See Roar, p. 4



Bill and Mary Sihler's Driven Class winning 2013 Jaguar XJL. (Mary is with the car, as Bill was behind the camera.)



Ryland and Dot Bennett with their winning XKE. (Photos by Bill Sihler)

Roar

Continued from p. 3

Mary and I entered our 2013 XJL in the Driven classification. After six years and 66,000 some miles, we weren't sure it was still Championship quality. But, we lost very few points, won a first in class, and might change our mind next year.

Presidential Travels

We were a bit disappointed not to see any Jaguars during brief stay in London. Land Rovers, yes. We didn't have a chance to get out and about, but my recollection from a visit about ten years ago was that X-Types were much in evidence, especially the Sports Wagon.

When we got to the docks in Southampton, however, we noticed lots and multi-level parking garages packed with Jags and Land Rovers. I'll have a chance for further research when we are briefly in Scotland, where perhaps we will see a few XEs.

VJC Finances

On another subject, we learned from SunTrust that their

fraud department had been able to squeeze \$350 out of Bank of America in some sort of recovery for the scam perpetrated on our former Treasurer.

-- Bill Sihler, VJC President

Coming Attractions:



What's the story on this stunning GT car, and why should Jaguar enthusiasts care? See the Nov.-Dec. issue of the Lyons Tales for answers.

FROM THE EDITOR'S LAPTOP



The latest iteration of the Pasonic Jaguar Formula E race car. (Jaguar photo)

Jaguar's Formula E program improving

By Greg Glassner
LT Editor

The final race of the 2018-19 Formula E season was televised opposite an Indycar race, so I watched the Indycar race and recorded the F-E finale from New York and viewed it the following evening.

Hey, a guy has to have priorities, right? Had Jaguar not

had a Formula E team, I would have skipped the broadcast altogether.

Although my personal jury is still out on electric car racing, I discovered that Mitch Evans, Jaguar's lead driver, was a long shot for the championship and had a realistic chance at the race and championship podiums. I admit the racing was inspired and close, even though the cars still look like arachnids to me and the whine they make is just plain odd.

Formula E uses narrow, makeshift street courses in the heart of big cities around the world, so that is a second strike against the sport in my book.

It does seem to appeal to younger, tech savvy 20-some-things, however. Are they the Jaguar customers of the future? Maybe. The folks at Tata and Jaguar seem to be putting most of their eggs in that basket. ("Jury still out," "second strike" and "eggs in a basket?" Egads, I am a trite old geezer, far older than any automaker's target group!)

The technology has come a long way in five years and the drivers are able now to complete a short race on one set of batteries with the third generation cars. (They used to stop halfway and hop into second, fully charged cars.)



Editor Greg Glassner driving Miss Virginia around in his XK8.

See Laptop, p. 6



Formula E racers charge through a hairpin turn during season finale race in New York City. (Panasonic Jaguar Photo)

Laptop

Continued from p. 5

With Jaguar, Audi, BMW, Nissan and Mahindra sponsoring teams, and Porsche and Mercedes expected next season, Formula E has a lot of corporate push behind it.

The quality of the racing has improved as well. The drivers are all seasoned pros, many coming from the Formula 1 or endurance sports car ranks. If you put 24 professional drivers in shopping carts, you will still get a pretty good race.

The current Panasonic Jaguar Formula E car produces 250 kW (335 bhp) on demand and 200 kW (268 bhp) in power saving race mode. That is sufficient to move a 2,000-pound race car (including driver) to a zero to 60 time of 2.8 seconds and a top speed of 150 mph.

For the 2018-19 seasons, the Jaguar team was led by New Zealander Mitch Evans, who made his ABB FIA Formula E debut with Panasonic Jaguar Racing in 2016, when the British team returned to racing. Evans came up through karting, GP3 and GP2. In his second season with Jaguar, Evans scored a pole and podium finish, finishing Season 4 in sixth position in the drivers' standings. In Season 5, he won Race 7, in Rome.

Alex Lynn, 25, joined Panasonic Jaguar Racing for the second half of Season Five of the ABB FIA Formula E Championship. Lynn has excelled in single-seaters and sports cars. His career highlights include winning the 2017 Sebring 12 Hours, being crowned the 2014 GP3 World

Champion and doing a 2-year stint as the Williams Formula 1 Team test driver.

The 2018-19 season started in Saudi Arabia and Morocco. Other races were in Chile, Mexico, China, Italy, France, Germany and Switzerland. The finale was in New York City with two races, July 13 and 14.

Jean-Eric Vergne, lead driver for the Chinese-backed DS Techeetah team led in championship points coming into the Big Apple. Vergne wrecked in Saturday's race opening the door in the Driver's Championship for Panasonic Jaguar's Evans and Nissan's Sebastian Buemi, with Sunday's event the decider, although either challenger would have to win the race to clinch the title.

Evans started in worked his way up the field Sunday before a late race wreck dropped him to a 17th place finish. Buemi finished the race third and Vergne 7th. Vergne took the championship with Buemi in second. Evans dropped to fifth in the championship.

DS Techeetah won the manufacturers' title. Panasonic Jaguar was fifth.

The Panasonic Jaguar team has improved each season, so the 2019-20 season looks bright.

If only I could get my head into it the way I follow the internal combustion engine propelled IMSA and Indycar series and the hybrid Formula 1 circuit.

Maybe we can get Virginia Jaguar Club members together at a watering hole with big screen TVs and cheer the Jaguars on to victory during one of next season's F-E races.

VJC MEMBER TECH TIP



Adjustable link to Strombergs.



Carb side bell crank, correct degree of leverage.

Seeking the Well-Adjusted Jaguar E-Type

By David Harrison
VJC Past President

Most enthusiasts would agree that the E-type was a well-adjusted Jaguar. It was simple, fast and beautiful. However, the E-type was to some extent hand-assembled, requiring, and providing adjustments as needed for optimum fit and performance.

My first case is the accelerator linkage. UK buyers with RHD (right-hand drive) cars had their accelerator controls directly behind the right-hand located carbs, so the linkage was relatively simple. LHD (left-hand drive) E-types and their drivers are not so lucky.

After picking up my 1968 Series 1.5 E type from Wally Groom following a clutch change, I had to drive home down I-288 during stop-and-go rush hour. When I pressed down on the accelerator pedal nothing would happen at first, then the throttles would suddenly open with a surge of power. Talk about kangaroo petrol! The clutch was fine but my first drive after the clutch change was scary.

After I got home I called David Glick, my E-type guru, who owns two beautiful Series 2 E-types. David came over and showed me the adjustable bearing on the front of the carb slave shaft below the carbs (Strombergs in a 1.5). Mine was too tight, so I backed it off and it got a little better. But the linkage was still way too sticky.

I kept looking at the complicated linkage that runs from the driver's side, across the bulkhead to the carb side. There are two bell cranks that convert the vertical movement of the initial accelerator arm to the final slave shaft.

My mechanical engineer training said the system should be adjusted to give the best mechanical advantage to the bell cranks, along with the least lost motion. The bell cranks pivot on shafts welded to a bracket bolted to the firewall. The carb side shaft was worn. It is available and I replaced it. This removed some but not all of the lost motion.

I then noticed the compression fitting on the long horizontal link across the firewall. It was there to adjust the length of the link, which could be set so the link was pulling the last bell crank at the optimum 90-degree angle. I unloosened the compression nut and shortened the link to an optimum length, forgetting it also affects the carb opening. There is a final adjustable link to the carb shafts, you have to disconnect this, loosen the pinch nuts and adjust the link length so it just slips back in place.

Failure to do this will result in some surprising revs if you start the engine. Ask me how I know.

After all of the above, my E type is much more pleasant and controllable, with just a little kangaroo petrol now and again. I'm not sure what more to do. Maybe I should buy a RHD E-type.

THE STARS AND THEIR JAGUARS



A young Clint Eastwood poses with his 1958 newly acquired. Jaguar XK150.

Clint Eastwood fond of Jaguar XK150s

By Greg Glassner
LT Editor

A lot of actors and a few actresses qualify as car buffs. A few of them also managed to have memorable movie roles in which their love of cars became an integral part of the films.

Steve McQueen's, "Bullet" (Mustang) and "LeMans" (Porsche 917), James Garner's "Grand Prix" (F-1) and "The Rockford Files" (Pontiac Firebird) and Paul Newman's "Winning" (Indycars) and "Harper" (Porsche 356), come to mind.

Perhaps the master of this was Clint Eastwood. Who can forget "Play Misty for Me" (Jaguar XK150), "Pink Cadillac," and "Gran Torino?" Eastwood also sat behind the wheel

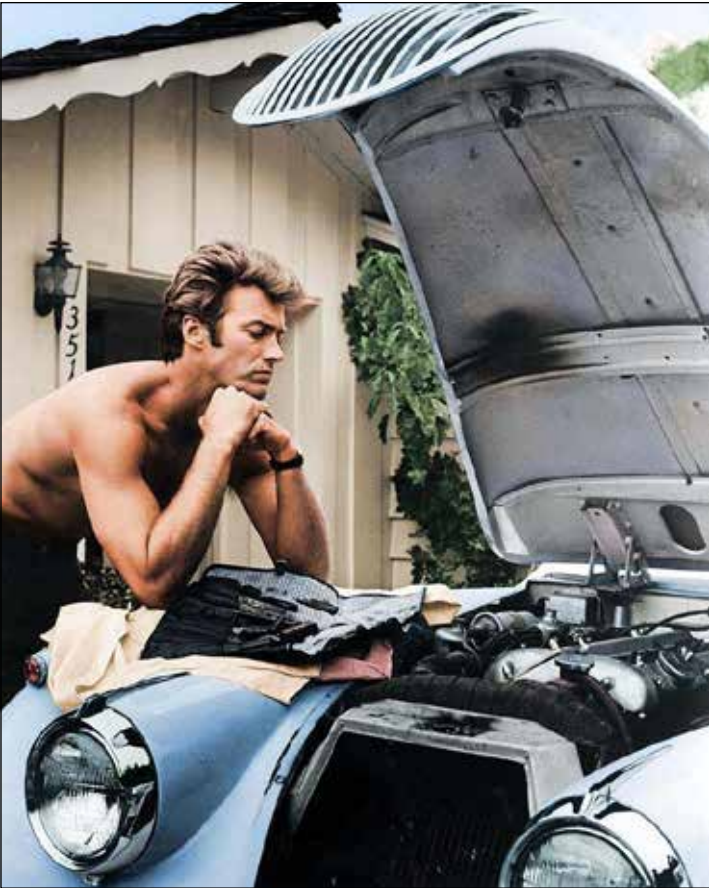
of a 1968 Ford Galaxie 500 in "Dirty Harry," and a whole series of old pickup trucks in "Every Way but Loose," "The Bridges of Madison County" and "The Mule."

As a young actor Eastwood was into sports cars in a big way. Among his first rides was an Austin-Healy 100. He replaced (or supplanted) this with a pale blue Jaguar XK150 roadster. A number of photos exist of him driving, washing and working on this car in the late 1950s or early 1960s.

Another XK150 plays a major role in the 1971 movie "Play Misty for Me," which was also Eastwood's debut as director. As the star and the director, there is little doubt that Eastwood selected a shiny black XK150 for his role as

See Stars, p. 13

Virginia Jaguar Club



A shirtless Clint Eastwood contemplates the twin-cam six in his XK150, left, and sets out for a road test, above.

Stars

Continued from p. 8

a popular late night disc jockey who is stalked by a homicidal female fan. This Jaguar can be seen throughout the suspense-thriller and is a must-watch for Jaguar enthusiasts. I am not sure if Eastwood took the car home with him after filming as part of his compensation package, but this was often done in Hollywood.

In 1966, Eastwood was already a big star and was reluctant to make a third "Spaghetti Western." In the meantime, producer Dino DeLaurentiis offered Eastwood a percentage of the profits and a new Ferrari 275 GTB to make "Witches," a very forgettable Italian movie. It would prove the first of at least three Ferraris Eastwood owned, including a 308 GTB and a 365 GTB Berlinetta Boxer.

Other cars Eastwood owned were a 1932 Ford Roadster hot rod, the Lincoln K series movie car from "Honky Tonk Man," which Eastwood made with his son Scott, then 14, and a 1977 Pontiac Firebird Special Edition Trans-Am. (Scott Eastwood is a chip off the old block, in both the acting profession and as a car collector.)

Eastwood was twice elected mayor of Carmel-By-The-Sea,

CA, which becomes a car buff's paradise every August. As a recognizable movie star and politician, Eastwood favored somewhat less flamboyant, but no-less-entertaining rides

See Stars, p. 10



This Austin Healy 100 may have been Eastwood's first sports car purchase.

Virginia Jaguar Club



As a disc jockey with women problems, Eastwood cruises through “Play Misty for Me,” in Jaguar XK150.

Stars

Continued from p. 9

around town, such as an original Austin Mini Countryman (with Mini-Cooper mods, of course), a Fiat 500e all-electric car and a turbocharged 1992 GMC Typhoon pickup truck.

Clint Eastwood an actor, director and producer

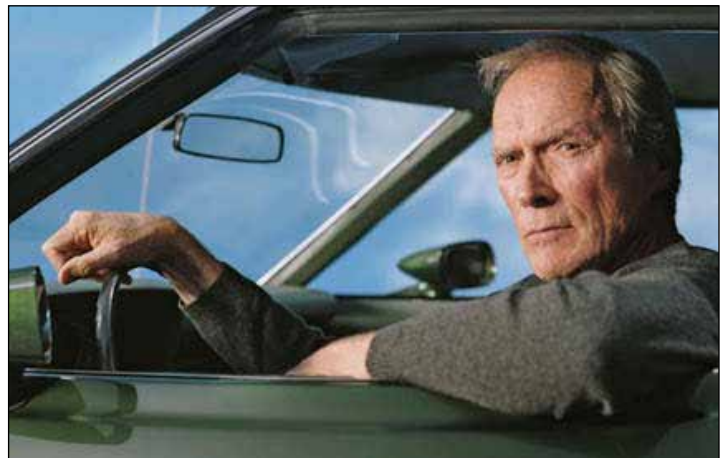
Clinton Eastwood Jr. (b. 1930) is an actor, filmmaker, musician, and political figure. After achieving success in the Western TV series *Rawhide*, he rose to fame as the Man with No Name in Italian filmmaker Sergio Leone’s spaghetti Westerns in the 1960s, and as antihero cop Harry Callahan in five *Dirty Harry* films throughout the 1970s and 1980s.

For his work in the Western film *Unforgiven* (1992) and the sports drama *Million Dollar Baby* (2004), Eastwood won Academy Awards for Best Director and Best Picture, as well as receiving nominations for Best Actor.

Eastwood’s greatest commercial successes were the adventure comedy *Every Which Way But Loose* (1978) and its sequel, the action comedy *Any Which Way You Can* (1980).

Other popular films include the Western *Hang ‘Em High* (1968), the psychological thriller *Play Misty for Me* (1971), the crime film *Thunderbolt and Lightfoot* (1974), the Western *The Outlaw Josey Wales* (1976), the prison film *Escape from Alcatraz* (1979), the action film *Firefox* (1982), the suspense thriller *Tightrope* (1984), the Western *Pale Rider* (1985), the war films, *Where Eagles Dare* (1968), *Kelly’s Heroes* (1970), and *Heartbreak Ridge* (1986), the action thriller *In the Line of Fire* (1993), the romantic drama *The Bridges of Madison County* (1995), and the drama *Gran Torino* (2008).

In addition to directing many of his own star roles, Eastwood also directed *Mystic River* (2003), *Letters from Iwo Jima* (2006), for which he received Academy Award nominations, the *Changeling* (2008), the South African sports drama *Invictus*, (2009), and *American Sniper* (2014) Since 1967, Eastwood’s Malpaso Productions has produced all but four of his American films.



Clint Eastwood and his Ferrari 365 GT4 Berlinetta Boxer, left. At right, Eastwood in film “Gran Torino.”

VJC ACTIVITIES



After taking in the annual show at Moss Motors, Virginia Jaguar Club members gathered at a Pub in Petersburg for food, beverages and socializing. Pictured are David and Una Harrison, Mary and Bill Sihler and Liz Burres. (Hugh and Liz Burres own a Sebring MGA.)



Virginia Jaguar Club members received up-to-date training on JCNA Concours Judging Guidelines from Chief Judge Sherm Taffel in preparation for June's VJC Concours d'Elegance. (Photo by Greg Glassner)

RESTORATION TIP



Sagging headliner, at left. New headliner installed at right.

Sagging headliner issue in XJ8 is resolved

By David Harrison
VJC Past President

I bought Una's black-on-black 2004 XJ8 from the JCNA classifieds late last year, expecting full disclosure from a JCNA member.

The photos looked great, and I did not think to ask for an independent inspection. Well, the seller forgot to mention a few issues with the car, including a dropped headliner. It was so bad I was embarrassed to take any of my friends in the back. There's probably a moral there somewhere.

I was fortunate to mention the problem to Wally Groom, and he recommended me to Mike Roper, who runs Mike's Custom Interiors out of his shop in rural Powhatan. I sent Mike some pics of the bad headliner, he quoted a very

reasonable price and I took the car in recently, with my TR friend Terry Watts driving me back.

We chose a fabric after matching his swatches with the car. Three days later the job was done, Mike said there were lots of wiring in the posts and roof area he had to deal with but he would honour the price. Una and I drove the 48 miles from Chester to pick the XJ8 up .

The headlining looked fantastic, as good as new or better. I thanked Mike (he is a really nice and skilled guy), paid the bill, started to drive the XJ back home, then noticed the radio was not working. Back at Mike's shop, he pulled off the driver's side C post cover, revealing the boot harness, and looked through my owner's manual.

Fortunately Mike has electrical skills, as well as doing quality interiors, tops and a little bodywork. He found a pinched wire that he damaged while reinstalling a back seat belt anchor. The resulting short had blown fuse F11, located in the passenger footwell. A little repair and a new fuse and half an hour later I was back on the road with a working radio and center display.

The 2004 alloy bodied XJ8 is the last of the traditional XJs and a worthy successor to Bill Lyons' style and vision. I am looking forward to driving it for the next few years. Meanwhile my old faithful and reliable 1995 and 1997 XJ6s are out to pasture. They still have good headliners and a lot of life in them. Anyone interested?



With new headliner, the XJ8 is ready for show and go.

Jaguar eye candy



As the only two gearheads working at the Norfolk Ledger-Star in the mid-1970s, staff photographer John H. Sheally II and sports reporter Greg Glassner teamed up on a number of car-related assignments. John, who is the owner of several Morgans, is still snapping photos and I asked him to contribute a few for the Lyons Tales. (Photos by John H. Sheally II)

TECH TIP

Intrepid VJC members resolve leaper issue

By David Harrison
VJC Past President

The Jaguar Leaper is iconic. It first appeared in 1936 on the personal SS of Jaguar employee and amateur sculptor Bill Rankin and was swiftly embraced by Bill Lyons. Lyons first mounted the “official” leaper on the radiator of the 1938 Mk 4.

The leaper took a break during WW2 but returned on the Mk 5, and was remodeled to fit the bonnet of many postwar Jaguar saloons. Safety regulations in the 90s required a redesign to spring the leaper with a tiny shear pin that deflects or snaps off on impact.

This brings us to Una’s 2004 XJ8. The leaper looked especially dramatic on her black XJ8, at least until the day it was missing. I have no idea how or when it leapt off the bonnet mount and initially assumed it had been stolen as her XJ8 is readily accessible.

I went online and found that new leapers were available from Jaguar for about \$400, or online for \$89. These claimed to be authentic reproductions from the same molds, and suitable for the XK6 and XJ8. The repro arrived with a new base mount and looked well made and authentic, except the base



The replacement leaper.

securing nut was machined from alloy rather than nylon, and the shear pin was replaced by a screw.

My Jaguar guru David Glick happened to be over and he helped me install the new leaper. He said the shear pins were notorious for rusting and breaking off, so maybe that was how Una’s leaper leapt. The first challenge was to remove the nylon nut securing the old base mount, it needs an extra deep socket. Then the old mount has to be removed from the tenacious double sided adhesive tape securing

it to the bonnet. Screw drivers and pry bars are definitely inappropriate.

Online suggestions say to work flat tape or even dental floss under the mount to break the bond, but do not mention a locating pin that gets in the way. After a struggle, David got the old mount off. The replacement came with a new double sided adhesive gasket, we applied it to the new mount and mounted the leaper assembly on the XJ8

bonnet.

It didn’t fit! The repro mount had a flat bottom, different from the subtly curved original. We had to remove the new leaper, destroying the gasket in the process, disassemble it, and reassemble it on the old mount. David cut a new gasket from a roll of double side mounting tape that he had in his garage.

A few more minutes and a new leaper was proudly leaping.

The Lyons Tales staff thanks David Harrison, Bill Sihler and John H. Sheally II for their contributions to this issue. We hope to hear from others for future LT issues. (Hint.)

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



LAST YEAR SERIES II, FIRST YEAR WITH FUEL INJECTION
OLDER RESTORATION: REPLACED LEATHER, CARPET, HEAD-
LINER; ENGINE & TRANSMISSION REBUILT, ~ 7K MILES AGO;
ALL CHROME IN GOOD SHAPE; BODY NEEDS A LITTLE TLC,
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MINOR "LUCAS" PROBLEMS; POWER STEERING HAS NEW
PINION SEAL

CONTACT LEE MILLER
540-907-2440(Cell), 540-872-4696(Landline) or leeandjulie7@
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 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

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 Concours in Chevy Chase, MD.

Gold Cup Vintage Races

Sept. 19-22 -- The Heacock Classic Gold Cup and American Legends Pro-Am races at Virginia International Raceway, Danville VA.

Jaguar Club of Pittsburgh Concours

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

SVBCC Annual British Car Show

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

SCCA Runoffs

Oct. 8-13 -- The Sports Car Club of America National Runoffs at Virginia International Raceway (VIR), Danville VA.

Battersea Oyster Roast

Nov. 2 -- Battersea Oyster Roast, Petersburg, VA.

Hilton Head Concours

Nov. 3 -- Hilton Head Island Concours d'Elegance, GA.



VJC members David and Una Harrison participated in the invitational car show at Williamsburg's Merchants Square earlier this year.

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.

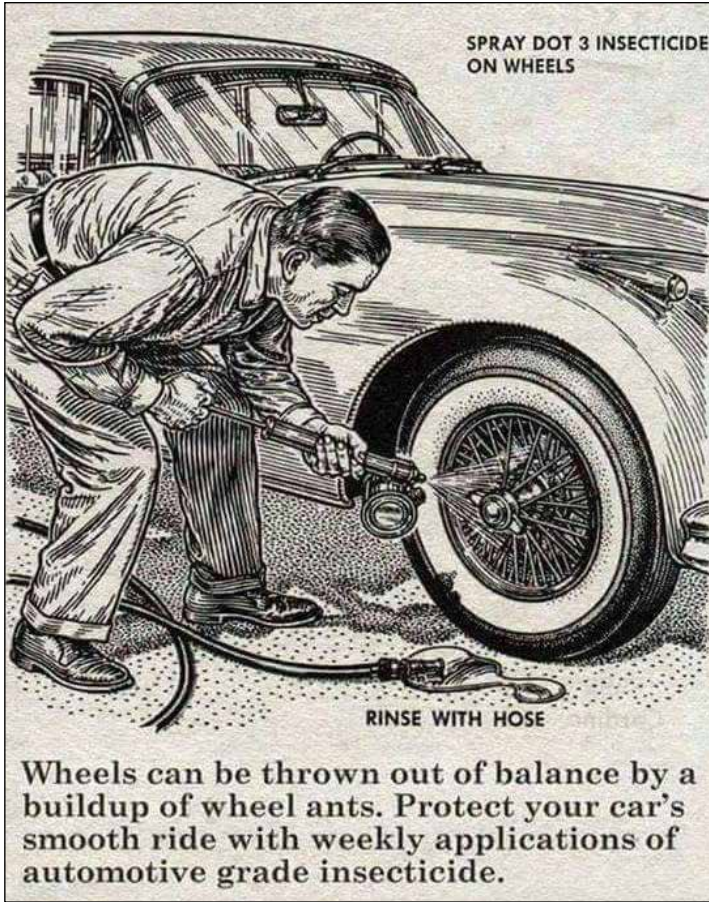
Synonyms

- botched job

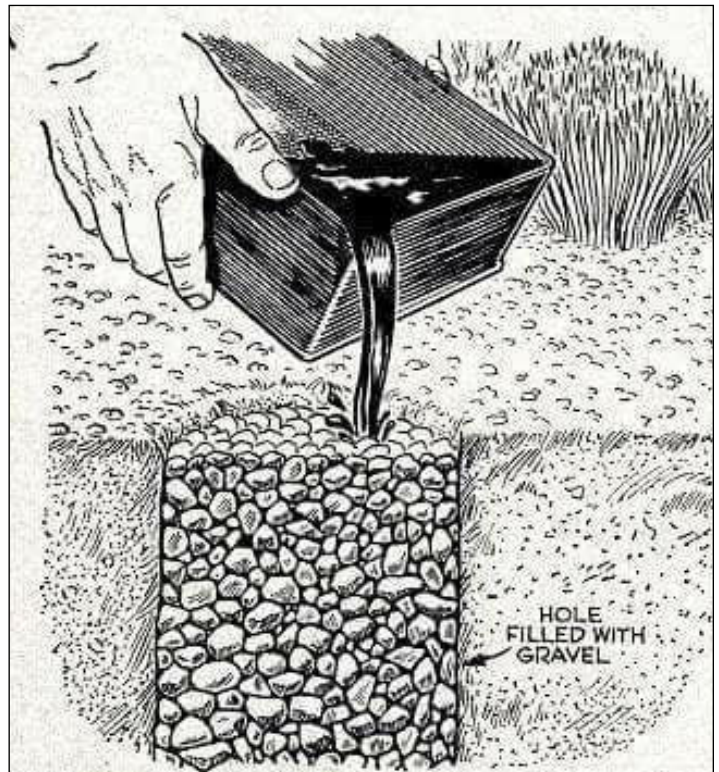
If you have any bodge jobs or techniques that you would like to share, please send them in along with a picture or two.

Send email to: glassgreg@hotmail.com.

Editor's note: It is somewhat comforting -- and also a little alarming -- to find out that Bodge jobs have been around almost as long as the automobile has been in existence. We hope you enjoy this look back at vintage bodge jobs. Wonder what the Environmental Protection Agency would make of these remedies to common automotive problems.



Wheels can be thrown out of balance by a buildup of wheel ants. Protect your car's smooth ride with weekly applications of automotive grade insecticide.



Disposing of used engine oil can be a problem. Solution: Dig a hole in the ground with a posthole digger and fill it with fine gravel. Then pour in the oil. It will be absorbed into the ground before your next change. Cover the spot with soil.



Using the exhaust gas of the automobile to clean the upholstery is the accomplishment of a recently invented device. An aluminum attachment is fastened to the exhaust pipe and the engine is allowed to idle. As the exhaust gas passes through this device suction is created at the inlet hole. Collected by a nozzle, the dust and dirt are drawn through the hose and expelled into the air at the rear of the car. It is made in three models, for cars of different size.

With the car's engine idling, gas from the exhaust creates a vacuum that cleans the cushions

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CLUB OFFICERS & COMMITTEE CHAIRS

Who to contact about the Virginia Jaguar Club

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

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

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Phone: 434-296-5354

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Email: staffel@comcast.net

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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

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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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