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# LYONS TALES



**VJC member and JCNA official Dr. Ron Gaertner receives major award at Hilton Head Concours.**



**Above: VJC members gather at Battersea Oyster Roast. At left: VJC members tour Sportscar Workshops facilities.**

**INSIDE THIS ISSUE:**  
President's Report  
Sportscar Workshops Tour  
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Jags honored at Hilton Head

**VIRGINIA JAGUAR CLUB**  
**VOLUME 19 NO. 1**  
**January-February, 2020**

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# LYONS TALES

## LYONS' ROAR

### Initial reaction to Richmond's new Jaguar dealership positive

*Dear Fellow VJC Members:*

Last July, on very short notice, we turned in our 2005 Jaguar Sports Wagon for a n'used 2018 XF Sports Break. A very low mileage one turned up that fit what we were looking for (including the price) just before we went away for six weeks. We drove "Delilah" home and didn't drive her again until we got back. (I suggested that we should change the name of our XJ from "The Swan" to "Samson," but Mary and our daughter outvoted me. It's still The Swan.)

We gathered that the dealer was supposed to give us an hour's introduction to the vehicle, which because of sundry time pressures didn't happen. Once we got back and I broke out the manual, I realized why that introduction was important. First, it wasn't easy to discover what features were included. Second, it wasn't easy to figure out how to turn them on or off.

As you may know, the Richmond Jaguar dealership recently was acquired by the Richmond Land Rover dealership and is now operating as Richmond Jaguar Land Rover out of the former Land Rover premises at 11670 Midlothian Turnpike. I thought that maybe they would be willing to give us the introduction even though the car didn't come from them. And, I wanted to get acquainted with the dealership, about which I had heard good things. They sponsored our concours last year, a generous gift thanks to Ron Gaertner's efforts. In addition, I wanted to see about extending the warranty on our 2013 XJ.

We were welcomed, and Adam Paxton, one of the dealership's sales guides, spent at least an hour in the car with us going over the manual and the features the car has. What a change from the 2005 Sports Wagon and, indeed, from the 2013 XJ! And even with the introduction, features are still popping out. The backup camera's warning about oncoming vehicles suddenly appeared the other day as a car came

See Roar, p. 3



**Mary & VJC Pres. Bill Sihler.**

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Send your submissions to:  
[glassgreg@hotmail.com](mailto:glassgreg@hotmail.com)  
 Put Lyons Tales in subject box.

## SAVE THE DATE:

The VJC Annual Membership Meeting will be held on January 18. Details on pages 15 & 16.

## On Page One:

VJC members find ways to showcase their Jaguars.



## VJC MEMBER CONTRIBUTION

# Another modern interpretation of classic E-Type

*Can you improve on perfection?*

*David Glick, Wayne Estrada and other VJC members have expressed to me their mixed feelings on this restyled XKE. I have always liked the egg crate grills that graced the noses of mid-1950s cars, but am not thrilled with its presence on an E-type. It looks to me like Foose and company borrowed the scoop and nose directly from an old Pininfarina Ferrari Super America.*

*Wayne's comments were: "The front end looks too '50s T-Bird and the rear '50s 'Vette. Seats are great but the 'aircraft' look of the original dash is nullified. Also, it has an LT1 engine - the V12 was ditched. That was an easy out to take."*

*What do you think?*

*-- Greg Glassner, L.T. Editor*

California designer and customizer Chip Foose traveled to the 2019 SEMA show to unveil a resto-modded 1974 Jaguar E-Type built at the request of a customer. It took over 2½ years to make.

Foos and his team modified nearly every part of the convertible's body. They punched out a scoop in the hood,



extended the rocker panels, made the trunk lid about five inches longer, and gave the rear end a more tapered look accented by flush lights and quad exhaust tips.

The changes are more than skin-deep. Tilting the hood forward reveals a Chevrolet-sourced, 6.2-liter V8 engine tuned to 525 horsepower. It replaces the 272-horsepower, 5.3-liter V12 this Jag came with when new.



**Foos Design interpretation of classic XKE, left. Above, a 1962 Ferrari Super America coupe by Pininfarina.**

## Roar

Continued from p. 2

whipping down the aisle as I was backing out of a parking space. Hard to demonstrate that when one is immobile, as we were for the introduction.

The dealership manager, Matt Bigelow, who is also the finance director, had a few minutes to spare, so we enjoyed a pleasant chat as he sold us an attractive warranty extension. The dealership is a little pressed for space at the moment

because it is now handling two lines in the facility designed for one, but I understand that a major expansion is planned. Meanwhile, we will certainly be going back in the unlikely event that we need service that requires a dealership's intervention.

*-- Bill Sihler, VJC President*

## VJC ACTIVITY REPORT



From left, Peter Schowalter, Ron Mitchell, Bill Sihler, Greg Glassner and David Harrison outside the Sports Car Workshops' new Hull Street quarters. (Photos by Brian Trickett)

# VJC members enjoy a day on the town

By Brian Trickett  
VJC Secretary

In spite of a gloomy cold and damp day our intrepid group from VJC embarked upon a most interesting day out in Richmond on Saturday, Nov 16.

First up, was our visit to Sports Car Workshops on Hull



A variety of marques and nationalities can be serviced at Sports Car Workshops.



A dismantled E-Type gas tank at right, alongside a replacement aftermarket tank.

Street. We were hosted by Manager/Owner Mike Moore and his shop foreman Tyler who showed us round the 12,000 square foot, eight bay facility, explaining the type of work they do.

It seems that SCW are up to any kind of challenge ranging from routine maintenance to engine swaps, repairs and restorations on almost any make of vehicle of any age.

See Outing, p. 5

## Virginia Jaguar Club



The underside of a Jaguar E-Type is examined. (Photo by David Harrison)

## Outing

Continued from p. 4

Of particular interest was the investigation they were performing on an E Type which the owner had let sit for 10 years. It was a very good lesson on what happens if you do not lay up or store a vehicle correctly and the old saying of “use it or lose it” came to mind.

Many thanks to Mike Moore and Tyler Jones for tolerating our tire kicking and obscure questions. They seemed to take it all in their stride.

After SCW it was off to the pub, the Penny Lane English pub on East Franklin Street, that is. Unfortunately the Richmond Marathon was being run on that day and the place was infested by runners and fans, and police diversions and road blocks were in place. In spite of using my Jaguar STR’s own navigation system and my Garmin, neither of them could make any sense of any of it.

Meantime my colleagues who had made it were downing  
See Outing, p. 6



Sports Car Workshops Owner/Manager Mike Moore, left, and Shop Foreman Tyler Jones.

# Outing

Continued from p. 5

their pints of Fullers London Pride beer. Alas it seemed that I was not destined to enjoy my pint at the pub, so with much regret I made for our third event of the day to rejoin the group.

The third event was the movies, more specifically Ford vs. Ferrari being shown at the AMC Dine In Movie theater in Midlothian.

The film covers the story of Carroll Shelby and Ken

Miles as they tweaked, adjusted and at times downright redesigned the GT40 for Ford and challenged Ferrari at the 24 hour race at Le Mans in 1966. Yes!

*Sportscar Workshop's new facility is on Hull Street in Richmond, located just west of the Route 1/Hull Street intersection. The business may be contacted by calling (804) 421-0295 or emailing [info@thesportscarworkshop.com](mailto:info@thesportscarworkshop.com)*

## Sportscar Workshops hosts VJC members

By David Harrison  
VJC Past President

The November VJC event was planned as a triple treat. A visit to Sportscar Workshops in their new location on Hull Street, followed by fish and chips and a pint at Penny Lane pub for lunch, then viewing of "Ford vs Ferrari" at the AMC Midlothian Theater. What you might call a marathon program.

We were greeted at SCW by owner Mike Moore and his team. Thanks to Mike for opening up for VJC on a Saturday morning. As promised, he had a Series 2 E type roadster in for revival after being dormant for several years. The car was an interesting mix of a Series 2 tub, Series 1.5, or 1.25 bonnet and three carbs. The ID plate was missing which would have helped date it. The old fuel tank was out with terminal rust, likewise the tank sump which had rusted in place. Jaguar changed the design of the sumps several times, basically they have brass ends brazed to a steel cylinder. Water and rust particles from the tank are trapped in the sump (which is OK) and the steel section rusts from the inside out, then the sump starts to weep gas (not OK). Should have been all brass. For some reason E types are prone to tank rust, probably due to the filler recess.

Other neat cars inside and outside included a S1 E type roadster, a XJS with a Ford engine which I had seen near Chester several years ago, a Lotus Elan getting a new backbone, a nice TR6 getting a new dash, a surprising number of Volvo P1800s and Alfa Spiders, and a project yard full of MGB's, Benz's, old XJs etc. It was chilly outside, but worth browsing.

We arranged to meet Mike and his guys at Penny Lane, and the VJC convoyed off to downtown Richmond. This is where the VJC marathon was bitten by the Richmond

Marathon. The whole of downtown and the feeder road system was either blocked off or diverted. My GPS led me round and round. Everyone got separated, and most people gave up and went home, I finally parked the car and walked to Penny Lane. Mike, who know Richmond better than I, was waiting for me. Never was a pint of London Pride more welcome. The fish and chips were good too.

Feeling refreshed, the next challenge was to get out of downtown and over to the AMC. The Marathon was still in progress for stragglers, so it took a while to get away and over to the AMC. Brian Trickett and the Schowalters got there before me, so we had a mini VJC gathering. Ford vs Ferrari was well worth the effort, despite some Hollywood touches such as downshifting at 200 mph on



**An old XK120 hood that had been repurposed into restaurant advertising adorns the wall.**

## FROM THE EDITOR'S LAPTOP

# American road racing tracks first rate

### *The great race tracks of North America, Part One*

By Greg Glassner  
L.T. Editor

Since my early teens I have been a fan of sports car and open-wheel car racing on road courses.

It dawned on me that North America has some of the greatest racetracks in the world. We are second only to Europe and you might even get an argument on that.

Through pure happenstance coupled with the willingness to drive many miles and endure a few hardships, I have attended at least one race at almost all of them.

I realize this flies over the head of some of you readers. But for me it is a big deal.

I was born and raised in Southeastern Wisconsin and devoured Road & Track and other enthusiast publications like a ravenous young wolf from age 12 on.

We lived not all that far from Elkhart Lake and the magnificent 4-mile Road America track. I attended the Racine YMCA Camp near Plymouth Wisconsin for two summers. And in one of those summers I set off on my own along a dirt path and heard, way off in the distance, the siren call of highly tuned engines as cars went up and down the gears on that magical sinuous track.

So strong was the lure that I am lucky I did not immediately follow that sound and get lost in the wilderness and perish. But, it was a hot day, I had no canteen with me, and I was a chubby, somewhat lazy youth. So I simply stood



**Artist's map of Road America track.**

there transfixed and settled for savoring the moment.

On the way back to camp, I witnessed a great blue heron flap its wings and fly up from the green algae surface of a small pond, and that mental picture is still etched in my mind's eye as well. But it pales in comparison to the sounds of Jaguars, Austin Healeys, MGs, and maybe a Ferrari, Maserati or Aston Martin on an undulating road course cut through natural terrain. (Had the Heron trumped the sports cars that day I might have become a lifelong bird watcher or ornithologist.)

But it didn't, and a year or two later I conned my father into taking us to my first race at that same Road America track. Our two-tone 1956 Buick Super two-door Riviera may have stood out in a parking lot full of foreign cars like a sore

See Laptop, p. 8



**Editor Greg Glassner driving Miss Virginia around in his XK8.**



**Briggs Cunningham lapping in one of his D-Types.**

# Laptop

Continued from p. 7

thumb, but who cared? Years short of a driver's license, I had wandered through the hills of the Kettle Moraine and reached Mecca. (How's that for mixing metaphors?)

On that day the great Walt Hansgen led a trio of Briggs Cunningham's pristine white and blue D-Type Jaguars to victory and set the hook. Its barbs have held it in me through six decades. That moment may be why readers of the Virginia Jaguar Club's newsletter are unwittingly subjected to my periodic soul searching in print.

A couple of my high school friends and I attended another race weekend at Road America, hitchhiking around Elkhart Lake with bedrolls on our backs and little else beyond the price of a race ticket. In high school art class I did an oil painting of local hero Augie Pabst in his Meister-Brauser Scarab.

On another occasion my pal Bob Stack and I went to a race at Road America in his 1949 Mercury. This was after we moved to Erie PA before my senior year of high school. I rode the "Hound" from Erie to Milwaukee and back. The trip was to see my old classmates, but the timing was for a Road America race weekend.



Augie Pabst driving a Scarab at Elkhart Lake.

What turned out to be my last race weekend at Road America, was just before my sophomore year of college. At age 19 I drove my newly purchased Fiat Abarth 750cc Derivarione sedan from Erie PA through Ohio, Indiana, and Illinois to Wisconsin and back. Once again, my trip back to the Midwest coincided with a race meet at Road America.

I parked my Abarth next to the Elkhart Lake Highway Dept. Garage, pitched my tent and took in the race tech inspection which was held there. Cunningham had moved on to the fierce-looking Maserati Tipo 151, that year and garaged them in town.

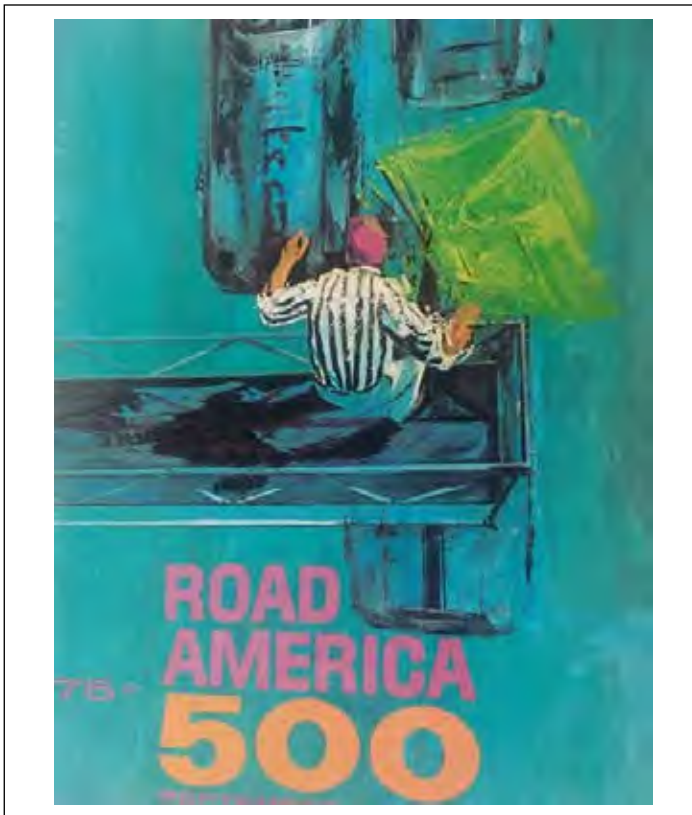
This highly tweaked, highly stressed, high-revving, chronically overheating time bomb had been raced extensively in Italy before it miraculously showed up on a used car lot in Pennsylvania. Navigating rush hour traffic around Chicago on a hot summer's day in a 1958 Abarth, blasting around rural Wisconsin roads, throwing a fan belt in rural Ohio miles from a gas station, and finally making it back home in one piece?

I never did become a racing driver, but I maintain that memorable road trip in a Fiat Abarth remains a daring feat worth bragging about. I finally blew the head gasket a few months after returning home.

Like many of our nation's road racing courses, Road America was not laid out by a richly paid track designer like Herman Tilke. A couple of guys with a sketchpad and a bulldozer did the job. Yet it remains a classic in the hearts of drivers and spectators.

*(To be continued)*

**Editor's Note:** On pages 4-6, you may have noticed that we have two stories on our November shop tour. This is intentional. We received Brian's shortly after the tour and David's just before deadline. rather than weave them together, I decided to run them both. Enjoy.



I still have the program from the 1962 RA 500.



## VJC MEMBERS' EVENT



The Battersea event has become so popular with VJC members that they had their own paddock.

# VJC members enjoy autumn oyster roast

By Bill Sihler  
VJC President

The Saturday, Nov. 2, 2019 Oyster Roast at Battersea Plantation was blessed with absolutely lovely fall weather. This is the annual fund-raising event for the restoration of the plantation house, an impressive structure that had fallen into serious disrepair.

In addition to a fine oyster roast and barbecue buffet lunch, the event also featured live music (albeit a bit too highly amplified for some of us) and a show of classic British cars.

The definition of “classic” is inclusive as there are typically a few recent models of the remaining British marques, such as Jaguar, on display. As an incentive, the driver of a displayed car received a free lunch.

This year, there were six VJC members displaying seven Jaguars. David Harrison had both his E-Type (in OTS form because the convertible top hadn't been restored yet) and his XJ8, in beautiful condition.

Peter and Jeffra Schowalter came in their XK8. Brian Trickett showed his S-Type. Doug and Marty Gilpin and

family also brought an S-Type for display. Gene and Judy Danko displayed their XJ 350. Bill and Mary Sihler drove down in their 1996 XJS.

See Roast, p. 10



Our Club Banner was in plain sight at the event.

## Virginia Jaguar Club



Attendees enjoyed crisp temps but plenty of sunshine. (Photos by Brian Trickett.)

# Roast

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Continued from p. 9

In addition, a non-VJC member arrived in a recent model XKR. Peter Schowalter, calling on his experience in sales, pitched the driver to join the Club.

It was announced that this event put Battersea over the top in raising \$250,000 to match a contingent grant of \$100,000

that would allow the Battersea Foundation to proceed with the next major restorative steps.

Restoration had been nibbling here and there at very urgent projects, but this new funding would permit major steps to go ahead.

We look forward to seeing the results next year.



Bill Sihler poses with his XJS, left. At right, Jeffra Schowalter and Una Harrison dressed warmly.

# JAGUAR CONCOURS NEWS



**VJC member Dr. Ronald Gaertner rolls up in his XK120 FHC to accept HHI trophy. (HHI Concours photo)**

## VJC's Ron Gaertner scores big at HHI Concours

HHI Concours Press Release

Hilton Head Island, SC (Nov 3, 2019) - The coveted 'Best of Show' was awarded at the closing event of the 18th annual Hilton Head Island Concours d'Elegance & Motoring Festival, held at the Port Royal Golf Club on Hilton Head Island, South Carolina. The top honor at Sunday's Concours d'Elegance, was awarded to a 1938 Mercedes-Benz 540K Cabriolet owned by Mr. and Mrs. Robert S. Jepson, Jr. of Savannah, GA.

The Best of Show was chosen from the event's Carolyn Vanagel Best Rolling Art vehicle (1938 Mercedes-Benz 540K Cabriolet owned by Mr. and Mrs. Robert S. Jepson, Jr. of Savannah, GA) presented by Ralph Gilles (Head of Design, Fiat Chrysler Automobiles N.V.) and Carolyn Vanagel, the event's President who will be retiring following the 2019 event, Paul Doerring Best Production/Performance vehicle (1958 Studebaker Golden Hawk owned by Mark James of Lancaster, PA) presented by Erik Doerring, Paul Doerring's son.

### Gaertner XK120 top Road & Track vehicle

The Best Road & Track vehicle was a 1953 Jaguar XK120 SE owned by W. Ronald Gaertner, M.D. of Manakin-Sabot, VA, presented by Ray Schaffer, Porsche Classic Market Development Manager, Porsche Cars North America.

Gaertner's XK 120 also won its class and was a finalist for Best in Show. His XK150 DHC won a Palmetto Award in its class.

Attendees at the event chose a 1929 Ford Station Wagon as their 'People's Choice' winner. Jay Ward from Pixar Animation Studios presented the award to Thomas and



**Jaguar XK 120-150 models competed in designated special classes. (Keith Welty photo)**

See Concours, p. 8



**Best of Show 1938 Mercedes-Benz 540K Cabriolet, Best Production/Performance vehicle, 1958 Studebaker Golden Hawk, and Best Road & Track Vehicle, Jaguar XK120 SE FHC. (HHI Concours)**

## Concours

Continued from p. 11

Donna Fitzgerald of Selma, NC.

This annual gathering of collectors, enthusiasts and visitors who appreciate the design, technology and beauty of memorable automobiles, boats and motorcycles, is one of the fastest growing automotive lifestyle events in the country. Lindsey Harrell, the event's Vice President of Operations and incoming President, noted, "we had more vehicles on the show field this year than ever before, and our Concours show field is filling up faster and faster with the country's finest. And we have already been working on several additions for next year's event to keep it fresh and exciting for both our visitors and exhibitors. 2020 is set to be another record-breaking year with more in store."



**Our own 'Dr. Ron' at recent show with his XK120.**

More than 500 vehicles made their way to the Hilton Head Island, South Carolina lowcountry this weekend to participate in the 18th annual Festival. Numerous automotive icons were in attendance including Moray Callum (Vice President, Design, Ford Motor Company), Ralph Gilles (Head of Design, Fiat Chrysler Automobiles N.V.), legendary endurance racer Hurley Haywood, Craig Metros (Design Director of North American Trucks and SUVs, Ford Motor Company), Vera Park (Lead Exterior Designer, Jaguar) and Jay Ward (Creative Director of the "Cars" Franchise, Pixar Animation Studios). Renowned collector and NY Times Best Selling author, Clive Cussler and his wife Janet and Bluffton-based collector and long-time exhibitor at the Hilton Head Island Concours were recognized as the 2019 Pinnacle and Honored Collectors.

The 19th annual Hilton Head Island Concours d'Elegance Motoring Festival is scheduled for October 23 – November 1, 2020. For more information on the Hilton Head Island Concours d'Elegance & Motoring Festival, visit the official website at [www.HHICconcours.com](http://www.HHICconcours.com).

The Festival kicked off with race partner SVRA at the Savannah Speed Classic, October 25 – 27, on the Grand Prize of America road course situated on the property of The Westin Savannah Harbor Golf Resort & Spa in Savannah, Georgia. The festivities continued on Hilton Head Island, South Carolina, November 1-3, at both the Hilton Head Island Airport (the Flights & Fancy Aeroport Gala kicks off the Hilton Head Island events on Friday, November 1) and the Port Royal Golf Club, where the Concours d'Elegance (Nov. 3) took center stage.

# THE STARS AND THEIR JAGUARS

## ‘The King of Cool’ also a Jaguar man

By Greg Glassner  
L.T. Editor

Does a celebrity who only owned one Jaguar in his lifetime qualify for our running “Stars and Their Jaguars” series?

It does when that car was one of only 16 Jaguar XKSS models manufactured. And it does when that celebrity was Steve McQueen, “The King of Cool.” And McQueen regretted selling it so much that he later bought it back at twice what he sold it for.

Known for his leading roles in high-grossing movies and popular TV series, McQueen also was a genuine “car guy” and talented amateur racer, as well as a motorcycle and vintage airplane guy. In addition to being a Jaguar guy, he was also a



**Steve McQueen pulls out of a studio lot in his XKSS.**

Porsche guy, a Ferrari guy and a Triumph, BSA, and Husqvarna motorcycle guy. In 1958, Steve McQueen bought the Jaguar XKSS from a local TV personality.

McQueen talked his wife Nellie into writing a check for \$5,000 and became the third owner of XKSS chassis No. 713, a car that had originally been imported a year earlier by Jaguar North America. The car came from the factory in white with a red interior. McQueen had it painted British Racing Green and hired car customizer Tony Nancy to redo the interior in black leather.

McQueen nicknamed it “The Green Rat” and enjoyed driving it around the Hollywood Hills with such gusto that the sheriff



**Ex-Steve McQueen XKSS is now part of the Peterson Museum collection.**

See Stars, p. 13

# Stars

Continued from p. 8

allegedly offered dinner at a well known Los Angeles steakhouse to any of his officers who handed McQueen a ticket.

McQueen sold his XKSS in 1969 to Casino owner William F. Harrah, who added it to his museum collection. In 1977 McQueen finally offered Harrah twice what he had paid for it eight years before and the green XKSS returned to McQueen's garage, where it resided until his death from lung cancer in 1980.

Collector Richard Freshman purchased the car from the McQueen estate in 1984 for \$148,000 and had it restored in Great Britain. Magazine publisher Robert E. Petersen bought the car in 1999, and it has resided since at the Petersen Museum in Los Angeles.

## Acting or racing? McQueen's dilemma

McQueen also considered setting aside his lucrative career as an actor and becoming a professional race car driver. He had a one-off outing in the British Touring Car Championship in 1961, driving a BMC Mini at Brands Hatch, finishing third. He successfully campaigned a Lotus 11 and Porsche 356 Speedster in Southern California SCCA racing and was also set to co-drive in a Triumph 2500 PI for the British Leyland team in the 1970 London-Mexico rally, but had to turn it down due to movie commitments.

In the 1970 12 Hours of Sebring race, Peter Revson and McQueen co-drove McQueen's own Porsche 908/02 to victory in the 3-liter class and missed winning overall by 23 seconds to Mario Andretti/Ignazio Giunti/Nino Vaccarella in a Ferrari 512S.

This same Porsche 908 was entered by his production company Solar Productions as a camera car for Le Mans in the 1970 24 Hours of Le Mans later that year. McQueen wanted to drive a Porsche 917 with Jackie Stewart in that race, but the film backers threatened to pull their support if he did. Faced with the choice of driving for 24 hours in the race or driving for the entire summer making the film, McQueen opted for the latter

McQueen also competed in off-road motorcycle racing, frequently running a BSA Hornet. His first off-road motorcycle was a Triumph 500 McQueen raced in many top off-road races on the West Coast, including the Baja 1000, the Mint 400, and the Elsinore Grand Prix.

In 1964 McQueen was part of a four-team in the International Six Days Trial. He was inducted in the Off-road Motorsports Hall of Fame in 1978.



**Steve McQueen poses in publicity shot with his horse and his cat, a Jaguar XKSS.**

McQueen owned a number of classic motorcycles, as well as several exotics and vintage cars, including:

Porsche 917, Porsche 908, and Ferrari 512 race cars from the Le Mans film; Porsche 911S (used in the opening sequence of the Le Mans film); 1963 Ferrari 250 GT Berlinetta Lusso, 1967 Ferrari 275GTB/4, 1956 Jaguar XKSS (now on exhibit at the Petersen Automotive Museum in Los Angeles, California), 1958 Porsche 356 Speedster, 1968 Ford GT40,

1953 Siata 208s, 1967 Mini Cooper S, 1951 Chevrolet Skyline De Luxe Convertible, 1969 Chevrolet Baja race truck.

McQueen also flew and owned, among other aircraft, a 1945 Stearman, 1946 Piper J-3 Cub, and an award-winning 1931 Pitcairn PA-8, flown in the US Mail Service by famed



**McQueen and his Ferrari 250 GT Berlinetta Lusso, which he had painted brown. He repainted many of his cars in subdued colors that were less conspicuous than the original hue.**

## 2020 EVENTS

# VJC Annual Membership Meeting is January 18

By Bill Sihler  
VJC President

susan.sumner@gmail.com. Please let her know if you are planning to attend.

Just a heads up so you can mark your calendars for the Virginia Jaguar Club Annual Meeting on Saturday, January 18, 2020.

Ron Gaertner has again very generously offered to host the meeting at Chez Gaertner, 1485 Amberlake Road, Manakin Sabot, VA 23103.

Gathering time will be 11 AM with food served at noon or earlier and the meeting started shortly thereafter.

The agenda will include election of officers, planning for 2020 meetings, and alternatives for communicating with members.

Susan Sumner will be keeping count of attendance at



**Mark your calendars  
for our January 18  
Annual Meeting**

## CLASSIFIEDS

### 1997 XK6 sedan for sale

1997 XK6, last of the 6 cylinder cars. Faded Jade green, 105K, driving when parked, not used since Una got her XJ8, been sitting in my driveway too long. Now it will crank but not fire up.

Still a lot of life in the old gal (the car!), if you get to get her on the road again, asking \$1,500. Call 804-921-1933 or email davidmharrison2003@yahoo.com

## 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](http://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](mailto: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

# VJC EVENTS CALENDAR

## Virginia Jaguar Club Events and related events

### JANUARY 2020

#### VJC Annual Meeting

**January 18** -- Mark your calendars for the Virginia Jaguar Club Annual Meeting on Saturday, January 18, 2020 at Ron Gaertner's house, 1485 Amberlake Road, Manakin Sabot, VA 23103. Gathering time will be 11 a.m., with food served at noon or earlier and the meeting started shortly thereafter. The agenda will include election of officers, planning for 2020 meetings, and alternatives for communicating with members. Contact our VJC Events Chair Susan Sumner at [susan.sumner@gmail.com](mailto:susan.sumner@gmail.com) to let her know if you are planning to attend.

#### 24 Hours of Daytona

**Jan 25-26** -- IMSA 24 Hour Race, Daytona, FL

### MARCH, 2020

#### Amelia Island Concours

**March 7-8** -- Amelia Island Concours d'Elegance, FL.

#### JCNA AGM

**March 19-22** -- The Jaguar Club of North America's Annual General Meeting is held March 19-22 in Las Vegas, Nevada..

## 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](mailto:glassgreg@hotmail.com).



**Above, Roy advertized his ride as a "Classic Woody Wagon." At left, Kumar boasted that he had the first Hybrid truck in his village but nobody seemed at all impressed.**



# JAGUAR IN THE NEWS

## Ian Callum leaves Jaguar, starts own design firm

After 20 years with the automaker, Ian Callum left Jaguar last year, making it clear that he wasn't planning on retiring just yet.

Callum, who many VJC members remember from his visit to our Challenge Championship, announced he has teamed up with an all-star group of designers for a new project: David Fairbairn, the man responsible for Jaguar's recreation of the Lightweight E-Type; Adam Donfrancesco, whose resume includes the Noble, Aston Martin GT8 and GT12, plus Jaguar's F-Type GT4; and Tom Bird, the commercial director who put the Jaguar C-X75 concept car into the last James Bond movie. The new design and engineering firm CALLUM is the result.

In a press release, Ian Callum said, "I wanted to get back to the essence of creativity; the challenge of producing something wonderful and personal. To design the alternative has always been my mantra, but always the beautiful alternative and something to enjoy."

Focusing on "art, audio, automotive, fashion, lifestyle and



**Ian Callum, second from left, chats with his new associates.**

motorsport," CALLUM kicks things off with 18 employees at a 20,000-square-foot facility in Warwick, England.

Back at Jaguar, the torch was passed to Julian Thomson, who's also been with Jaguar since 2000.



### ETC.

## 'Jaguars in the Jungle'

**Virginia Jaguar Club Past President David Harrison sent us this photo from the wilds of Central Virginia, demonstrating that future projects or parts cars await the intrepid explorer. A machete might come in handy if you wish to get a closer look at these cats in their adopted habitat.**

## CLUB OFFICERS & COMMITTEE CHAIRS

# Who to contact about the Virginia Jaguar Club

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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.

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*



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