
LYONS TALES



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VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR

Time to step forward and take a VJC leadership role

Dear Fellow VJC Members:

Thanks to the generosity of Ron Gaertner and his wife, the Club held its annual meeting on January 18, 2020 Chez Gaertner. There were 15 members present of the 46 members paid in 2019.

As reported elsewhere, the existing officers were re-elected. However, Susan Sumner can only serve temporarily as Events Chair until a replacement is found. Likewise, we need a Treasurer, a task that is not demanding. Volunteers? Drop me an e-mail at sihlerww@embarqmail.com

On the financial side, as acting Treasurer, I reported the Club would have broken even last year, but the generous contribution of Richmond JLR to the Concours put us on the positive side with respect to net revenue. Breaking even was a particular relief because the cost of the awards at the concours has increased significantly. Other expenses were held down. David Glick has volunteered to see if there is anything further we can do with respect to the internet fraud that hit the treasury last year.

The membership chair, Bill Guzek, working with David Glick, reported exploring using Square as a way that members could renew and join the Club electronically. Because the processing fee is substantial (half of the dues goes to JCNA membership so the fee on the entire transaction comes out of our half), it was decided that payments via Square would have to be grossed up to include the fee. Checks sent to Bill are welcome. By the time you read this, we should know how successful the electronic option is.

Events chair, Susan Sumner, had roughed in a schedule of events for the year. By the time you read this, you may have received the schedule. One addition this year is to try to have quarterly meetings hosted by a member at the member's home.

JCNA is considering a major change in the way the concours get approved. It

See Roar, p. 4



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:

APRIL 18 -- British Car Show
 and Winery F-1 Presentation.

On Page One:

VJC activities.



Annual Meeting plots year's activities

Virginia Jaguar Club

Annual General Meeting Minutes

Date: Saturday, Jan. 18, 2020

Held at Ron Gaertner's Home, Manakin Sabot VA.

Attendees:

Bill Sihler, Mary Sihler, David Harrison, Una Harrison, Ryland Bennett, Dot Bennett, Susan Sumner, Roy Sumner, Kathy Trickett, Brian Trickett, Ron Gaertner, Jeffra Schowalter, Peter Schowalter, Maurice Maxwell, George Parker.

The meeting began with an explanation on the financial situation of the club and Bill Sihler guided the group through the financial report for 2019. Discussion followed on the loss of funds due to the scam/fraud the club experienced during the year. Some members informed that they were still receiving scam type emails typical of those that did the damage in 2019.

It was suggested by Roy Sumner that no wire transfer transactions should be done in the future, a move that was endorsed by the rest of the members. The members were dismayed by the extent of the loss. Peter Schowalter suggested that since David Glick had previously informed in his email of last year that he would be willing to investigate the matter further then we might accept his offer. Ron Gaertner also suggested that JCNA would be interested in an article regarding the matter. Ron informed he would contact David to pursue the matter further.

Membership

Membership Chair, Bill Guzek, was unable to attend in person, due to ill health. However, he managed to attend by telephone conference. Bill informed he was working on a method of membership payment by credit card. We would then have two methods, pay by cheque or by credit card. The card method would involve an extra transaction fee. The group was informed that as of writing we have 46 members, 15 of whom are registered as judges.

Events

Events Chair, Susan Sumner informed the group of some of the events that had been organized in 2019 and that some of these had taken place on an informal basis at members own homes. These meetings had been successful and she suggested that we could continue this theme during 2020. Susan reminded the group that she was acting events chair and David Harrison has offered to give assistance during 2020.

Future Events



Members had their cake and ate it as well at the annual meeting in January.

David Harrison informed he has been in communication with the owner of Williamsburg Winery who is willing to talk to us on his Formula 1 racing team experiences. The event to take place on 18th April, the same day as the Williamsburg car show so that members can attend both events.

Other events/outings proposed were a visit to Gassman Automotive in Charlottesville.

David also proposed a meeting at his home. Date to be confirmed. Another proposal was to arrange a "swap meet".

Concours:

George Parker advised on the 2019 concours. AACA felt that we were slow with the results and trophy presentations. A discussion followed on how this could be speeded up. George informed he was working on soft ware that could assist the matter. The idea would be to enter the data in a lap top as judging takes place. The concourse team/judges agreed to work on how to reduce scoring time, such as a separate method for the operational tests, lights etc.

Some discussion took place on whether the concours for 2020 should be a JCNA sanctioned event or not. Doubts had been expressed, if we had to limit the number of entered cars due to the number of judges we would be able to have available. It was finally agreed that we should go ahead and have the sanctioned Concours. The date given for the Concours is June 20, 2020.

Ron Gaertner, David Harrison and Roy Sumner expressed that a Judging meeting should take place and a discussion

See Minutes p. 4

Minutes

Continued from p. 3

was had on the time limit to get this done. It was suggested that the reading and completing of the judges update test should be done each year. It was suggested that the test take place soon after the JCNA annual meeting with a tentative time frame of last week in March proposed. Ron Gaertner proposed that he would act as coaching judge and pull this together.

Last year the club made a \$500 contribution to St. Joseph Villas. We agreed that due to the club's financial situation we should hold off a 2020 contribution for the moment.

Ron Gaertner informed he would be willing to act as liaison with the new Richmond Jaguar dealer (JLR). He informed

that they appeared to be more amenable and accessible than the previous dealer. In that regard he would approach them to see if they are willing to increase their contribution for the display of their vehicles at the concourse for this year.

Communication Efforts:

It was generally felt that the club website was out of date. It was stated that regarding membership, there was no way for new members to know how to join the club. Bill informed that Wayne Estrada would take over the website. David Glick, Susan and Wayne would be the points of contact on the transition. Bill Guzek informed that he will prepare some invite cards for members to hand out at cars and coffee and other events as an effort to attract new members. Bill Sihler and Ron Gaertner will be attending the JCNA delegates meeting.

Elections of offices (and board):

The following nominations were accepted and approved.

President: Bill Sihler; Vice President: George Parker; Treasurer: Bill Sihler (acting); Secretary: Brian Trickett; Membership Chair: Bill Guzek; Events Chair: Susan Sumner (acting)

Elections/Additions to the board:

The following were approved and accepted:

Concours co-chairs: Wayne Estrada - administration and Ron Gaertner - on site; Concours chief judge: Sherm Taffel; Newsletter editor: Greg Glassner; AACA Concours Liaison: Peter Schowalter; Webmaster: Wayne Estrada

With no further subjects/topics to be discussed the meeting was adjourned.

-- Brian Trickett - Secretary



Bill Sihler looking very presidential.

Roar

Continued from p. 2

is possible the change will be implemented this year, but I hope that the Annual General Meeting in mid-March will postpone their effect until 2021. For our Club, the changes will present significant problems in 2020. They will require that a club offering a concours will have to have a roster of judges on board and trained at least two months before the concours in order to have the concours sanctioned (that is, the points count toward regional and national awards).

As a small club, we rely on visiting judges, often who are showing their cars as well, to flesh out the required judging

staff. In addition, we seldom know how many entrants there will be until two or three weeks before the event. And, our concours comes early in the year. This year, for example, we would have perhaps only two weeks to get organized if the changes are put into effect for 2020.

Our present plan is to hold a Club meeting including the annual judges' training session in late March or early April at the Sihler home in Keswick. I will circulate the date as soon as it is final.

Happy Jaguaring.

-- Bill Sihler, VJC President

VJC MEMBER REPORT



immaculate Jaguar D-Type.

Simeone Museum Best of Britain Show reviewed

By David Glick
VJC Member at Large

It was torrentially raining we departed for two-hour trip to join British car enthusiasts and British car clubs from Virginia, Pennsylvania, New Jersey and Delaware for a visit to the Simeone Foundation Automotive Museum.

Truth is that I have been wanting to attend for some time and scheduling always seemed to be a problem. Today was (well would have been if not for the rain) “Demo Days” this time celebrating the Best of Britain - England at Le Mans.”

Featured for the day was a 1927 Bentley 3 Litre Speed Model, 1934 MG K3 Magnette, 1936 Aston Martin, 1958 Aston Martin DBR1, and of course a 1953 Jaguar C-Type, and 1956 Jaguar D-Type.

Attendees were treated to a history of British racing at Le Mans by Dr. Simeone himself. The well-deserved pride he takes in his collection is evident, as well as how much he enjoys sharing his well of knowledge, not just about Le Mans, but the history of racing and how that shaped the



1958 Aston Martin DBR1.

car world.

There was quite the collection of other vintage race cars, including others from in England, such as a 3.5 Litre SS 100. Dr. Simeone noted how the C and D-Type Jaguars

See Review p. 6



Jaguar C-Type.

Review

Continued from p. 2

were game changing for their streamlined aeronautic design and the development of disc brakes, which have both forever influenced race and everyday car design. He seemed



Pre-War supercharged MG K3.

particularly fond of the 1934 MG K3, as the scrappy little car that competed with the proverbial big boys.

The presentation ended with starting the Aston Martin for the group. All that I can say is you had to be there to experience the thunderous roar of the car, which everyone clearly felt in their ears and chests.

The look of surprise and amazement was universal among the group observing. One could only imagine what it would have felt like to be at Le Mans in 1958. If only it had not been raining....

There are currently over 80 cars in the collection, with others that often visit for special occasions. To quote Dr. Simeone, "There are few illustrations of the effects of competition as dramatic, and beautiful, as the evolution of the racing sports car."

The Museum highlights the evolution of that spirit over seven decades and has been recognized as one of the best in the world.

For more information about the Simeone Museum, please visit www.SimeoneMuseum.org If you have a passion for automobiles or the history of racing, a visit to the Museum should be on your bucket list.

FROM THE EDITOR'S LAPTOP

Road Courses I loved... Pt. 2, Watkins Glen

By Greg Glassner
LT Editor

In the last issue of Lyons Tales, I waxed lyrical about Road America in Elkhart Lake Wisconsin, the track that first introduced me to road racing.

As fate would have it, our family moved five states away to Erie, Pennsylvania just before my senior year of high school. Although I returned to Wisconsin for two more races at Road America, my eyes soon turned east to Watkins Glen, N.Y., which was a four-hour drive from Erie, three if you hustled, longer if you bar hopped.

I cajoled my Dad into taking us to the very first Formula 1 U.S. Grand Prix at the Glen in 1961 and I managed to get to all but three of the 20 F-1 races held there. Uncle Sam's plans for my military service prevented me from attending the 1966 and 1969 races, and I may have missed one other year, but my attendance record at the Glen was pretty remarkable. I also caught a number of Can-Ams, 6-Hours endurance races, SCCA nationals and Vintage races over the next five decades.

Like Road America, Watkins Glen was plotted out over the natural contours of the region by local enthusiasts and created by a relative handful of guys with earthmovers and paving machines. Yet these two courses remain among the very best for racers and spectators alike. They also have a heritage that dates back to running on public roads in the late 1940s or early 1950s. The lavish and incredibly expensive



F-1 cars roar out of the old Turn One at the Glen. (This photo, ironically, is from 1967, one of the Glen F-1 races I missed while stationed in the Army.)

tracks in the Middle East that now host F-1 can't compete with this in my book.

I only drove a car on the legendary Glen course once, and that was an unauthorized venture in 1963 or '64. I borrowed my long-suffering father's 1962 Corvair Monza and two friends and I headed to the Glen, arriving at the track after dark and unrolling our sleeping bags in an empty circus tent we found in the infield.

As soon as the sun rose in the east, we awoke to the sound of cars racing around the track and tires squealing in the corners. The corner workers and race officials had not yet arrived and some enterprising spectator had moved a few hay bales blocking an access road off from the track. He and others were lapping the track and having a ball.

We hopped in the Corvair and joined the highly unofficial free-for-all, a Formula Libre for spectators, I guess you could say. The air-cooled GM economy coupe had a two-speed automatic, so it was no Porsche, but I was holding my own against a young couple in an Alfa-Romeo 2000 spider for a couple of laps. Then I spun it in turn one. Yes, the notorious swing-arm suspension did me in. Fortunately, we scared ourselves silly without rolling over. I think I managed several less exuberant laps before the corner workers arrived and chased everybody off.



Editor Greg Glassner driving Miss Virginia around in his XK8.

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Laptop

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I was working for daily newspapers during the 1970s and enjoyed most of the Glen races during that decade with the access granted holders of the coveted press pass. This also got me and my guests into some pretty interesting parties and receptions paid for by Carroll Shelby's Chili company, the Volkswagen of America Gold Cup for Super Vees and other sponsors. In 1978, Renault put on a lavish press reception, which I attended with my girlfriend at the time, who had worked as a translator in the former French West African colonies. When I took a break from the rich buffet table I noticed her jabbering away in French a handsome dude in a Renault F-1 team jacket. Somewhat jealous, I asked her what the conversation was all about. She replied, "He kept asking me what I thought of the driver Jean-Pierre Jabouille, and I kept telling him I had no idea who that was." I took a closer look at the inquisitive Frenchman in the Renault jacket and realized it was Jabouille himself.

In another year, I over-imbibed at one of the Super Vee



Take it from me, a Corvair with automatic transmission is not the best choice for a track day ride.

parties and missed my ride back to the state park, where we were camped.

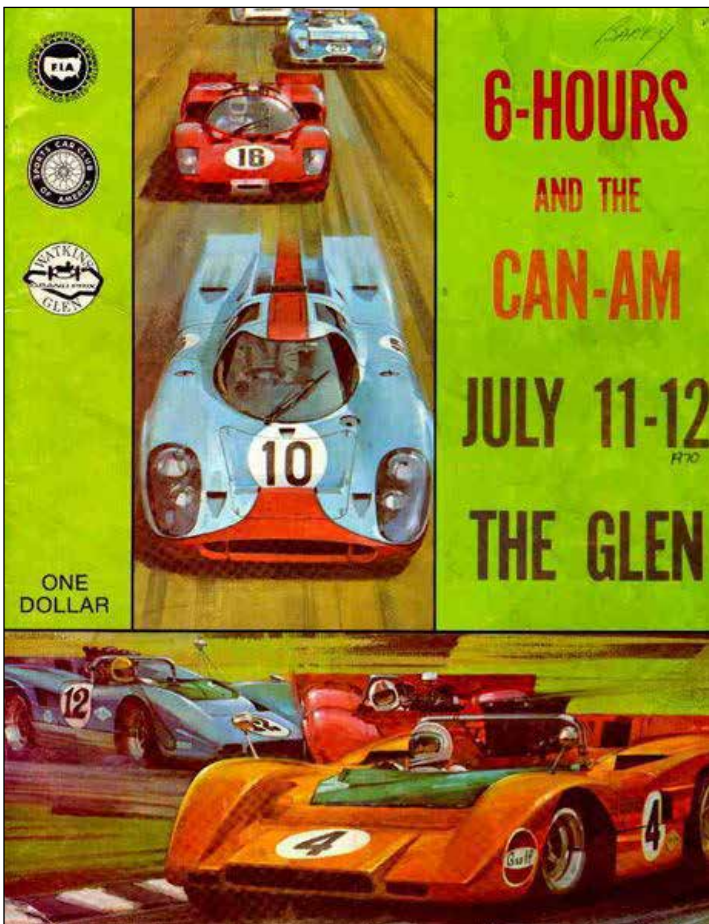
So I began hitchhiking and was picked up by a County deputy, who obligingly carted me and another drunk back downtown, where he logged off duty and then took us to our campsites. That was the sort of place Watkins Glen was in those days.

With a press/photo pass back in the 1970s I pretty much had the run of the pits and the paddock, as well as a number of trackside vantage points. Looking back, I realize how privileged I was.

Professional auto racing was a smaller world then and things were simpler. You could snag a driver or team manager for a few quick quotes without making an appointment. You might sit a few tables away from Formula 1 or Can-Am drivers at dinner at the Seneca Lodge and you'd certainly rub elbows with their mechanics at the bar. Or you might come face to face with Paul Newman or Mario Andretti on the sidewalks downtown.

I don't think I'd care to cover F-1, Indycar or NASCAR in today's big-buck sponsorship and made-for-TV era. Everything is a little too polished and compartmentalized to suit me. The closest you can come to the old intimate atmosphere is at the IMSA race weekend each year at VIR, one of the few professional weekends I enjoy.

The track at Watkins Glen underwent a serious infusion of NASCAR cash a few years back and the restrooms, concessions and trackside safety measures are much better. But spectator access was sacrificed. I recommend taking in a vintage sports car racing event at this track, where some of the old ambience remains.



A Watkins Glen program cover.

THE STARS AND THEIR JAGUARS



Musician Nick Mason looks ready for battle in his vintage Jaguar D-Type.

Drummer Nick Mason an avid car enthusiast

By Greg Glassner
LT Editor

If Jay Leno is the car guy's comedian and Steve McQueen, the car guy's actor, then the nod for the car guy's musician has to go to Pink Floyd drummer and composer Nick Mason.

Nicholas Berkeley "Nick" Mason, 76, was with Pink Floyd at its inception in 1965. Mason co-wrote some of the band's most popular compositions such as "Echoes" and "Time" and is the only Pink Floyd member to be featured on every one of their albums. The group sold well over 250 million records worldwide.

Very early on, Mason began spending his earnings from records and concerts on fast and interesting cars, especially ones with racing pedigrees. After the band's first hit, Mason went out and bought a new Lotus Elan.

"It's not really a collection... just a curious muddle of

cars," Mason told one interviewer. "I always bought cars not because I wanted a collection but because I wanted to go motor racing," he added. He has competed in the 24 hours of Le Mans and a number of vintage races, including the Goodwood Revival.

Today his 'non-collection' numbers between 35 and 40 and they all get driven. Most are raced.

One gem in his collection is a three-owner, 20,000-mile 1954 Jaguar D-type Mason bought the late 1970s. "It was the first serious car I bought," he noted.

Mason also owns a Maserati Birdcage, Frazer Nash Le Mans Replica, AC Ace and Maserati 250F Formula One car, as well as a number of Ferraris with racing pedigrees.

Mason's 1962 Ferrari 250 GTO – the best known and

See Stars, p. 10



Mason leads three D-Types around a British circuit.

Stars

Continued from p. 9

most valuable car in the “muddle” is another machine he has owned since the late 1970s. It placed third in the 1962 Le Mans 24 Hour event and is still raced yearly, despite its value estimated in the tens of millions.

Mason created a company, Ten Tenths, which is dedicated

to keeping all of his cars in peak operating condition.

The oldest car in Mason’s collection is a 1901 Panhard et Lavassor, which Mason has driven in the London to Brighton run for brass-era motorcars.

A number of years ago, Mason moved his cars from a crowded central London garage to an estate in Southern England. It is well disguised and not set up for visitors.

Vintage racing and rallies are a family affair for the Masons. Regular drivers include Nick, his wife Annette, daughter Holly and son-in-law Marino Franchitti, who has an impressive professional driving resume.

Also part of the Mason collection is Ferrari 512S driven by Derek Bell as the camera car during filming of Steve McQueen’s movie “Le Mans.” Mason also owns an ex-Carrera Panamericana 250 MM Ferrari, been a factory competition Daytona and a 599 GTO.

Three Aston Martin Ulsters have also been part of the collection as is a Bugatti Type 35 that Nick gave his wife Annette as a birthday present and a Bugatti Brescia.



Mason casually pulls up to the Royal Automobile Club headquarters in his Maserati 250F.

See Stars, p. 11



Mason's historic Jaguar is aging gracefully.

Stars

Continued from p. 10

Mason also owns a 1930 4.5-litre Bentley in which his father, a cinematographer for Shell Oil, used to drive the Mason family to Silverstone. There he would race it and then drive them all home again.

That must be where young Nick's passion began.

Mason documented his experiences with cars in a book, "Into the Red." He is also a qualified pilot and flies an Aerospatiale AS 350 Squirrel helicopter.

Mason, like others, invested well in his cars, but admits that was not the driving force.

"When I paid £35,000 for the 250 GTO in 1977, I felt



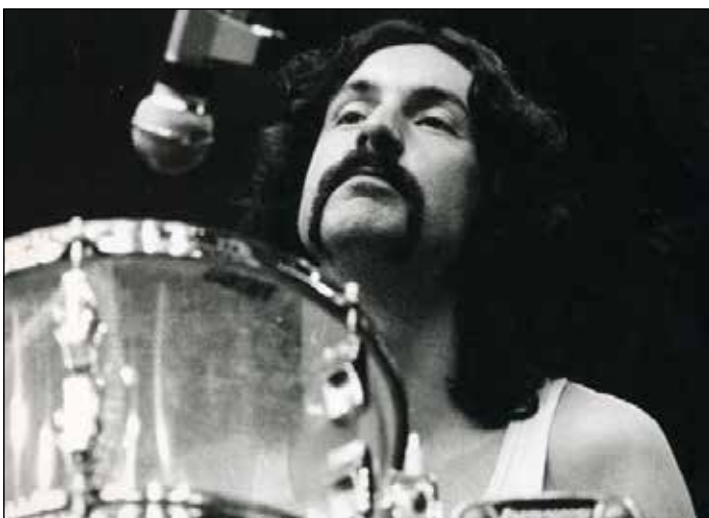
Mason at Goodwood in his Ferrari 512.

stupid to be spending so much -- I didn't think it would be worth £30 M in 2016," he said in a recent interview.

Mason has some favorites in his collection, but is also not opposed to selling a car on occasion.

He did let go of a 1950s BRM V16 Formula One car that was simply too expensive to maintain. The factory had come to the same conclusion decades before Mason did.

Editor's Note: The information in this story was gleaned from news and magazine accounts published over a 20 year period, so we are not sure exactly which cars are still in Mason's secluded collection.



Stick man Mason in the 1960s.

JAGUAR HERITAGE



“Hey, buddy, how’d you like to buy Fangio’s Jaguar?” Who could resist that pitch?

Yes, this C-Type was once owned by Fangio

By George Parker
Contributor

It was almost midnight when the telephone rang... .

In the late 1970s the recipient of that call was a young man by the name of Bill Tracy.... the very same one we know today as Jaguar enthusiast extraordinaire and purveyor of Jaguar parts.

The voice on the other end of the line belonged to a Ferrari dealer in New Jersey... a dealer from whom Bill had purchased several cars in the past, including a Ferrari 275 GTB 4-cam. The voice said, “Bill, if you’ve still got that 275 I sold you a while ago I’d love to buy it back. I’ve got a client who’s looking for one. How about it?”

But since it was a somewhat special car with an outside fuel filler not fitted to many 275’s Bill’s response was negative. But the voice was undeterred,

“Well, if I can’t buy a car from you maybe I can sell you one. How would you like to buy a Jaguar C-type? There’s one for sale.”

Whoa! Now this was a whole new ball game! Bill said, “Sure, I’d love to buy it. Who’s got it? Where is it?”

“Well, I don’t have all the details, but I know that it’s in South America. As soon as I know more I’ll let you know.”

Bill didn’t need to wait on the dealer. he knew already! He had a list of all the existing C-types, who had them, and where they were located. There was only one in South America. It was XKC018.

The provenance of all C-types is well documented, so Bill knew that the original owner was none other than Juan Fangio. That’s the good news, but the bad news is that Fangio never drove it, at least not in any competition.

Fangio was driving for Alfa Romeo at the time, and his contract would not allow him to drive a Jaguar. So he shipped it to Argentina where it was raced at various South American venues by other drivers, eventually ending up in storage somewhere in a sad state of disrepair.

And there was big problem.... it was in Argentina! Argentina was notorious as being a difficult country to get anything out of... particularly British, in light of the Falklands war that was raging at that time. Things were not looking good.

But then Bill thought of a dealer in Ft Lauderdale named Ed Waterman whom he knew had done some dealings in South America and

See Fangio, p. 13

Fangio

Continued from p. 12

had been successful in getting cars exported to the US. When Bill contacted him he was in luck Ed was from Argentina himself, knew how to get cars out of the country, and had done it several times in the past! He could do it for Bill. So Bill agreed to buy the car if Ed would make all the arrangements to get the car out of Argentina and shipped to Bill. He was adamant that he would have nothing to do with the process of importing or shipping. It had to be delivered to his driveway. It took about six months, but one day a truck arrived and he was the new owner of XKC018.

Now it was time for Bill to take inventory of what he had bought sight unseen. He knew that it was in need of a complete restoration, so its poor condition on arrival was no surprise. At some point it had been fitted with a headrest as shown in the photo... that would be the first thing to go. And it also had been fitted with a passenger side door which would have to be eliminated.

Most of the original mechanical pieces, with the all-important numbers, were there...except that all the internal pieces of the motor, pistons, con rods, valves, etc., were missing. All the mechanicals were XK120, so easily replaceable. The instruments, dash, and steering wheel were all incorrect and would have to be replaced. As far as the bodywork was concerned, the worst was the bonnet.

It had been beat on a lot over the years and would be difficult to restore such that everything would fit properly... grille, headlamp covers, etc. There were problems, but it was straightforward restoration project that Bill was familiar with and anxious to get underway!

The most significant item to be replaced was the bonnet. Bill concluded that it would be too difficult to restore the original, so he found someone in the UK with the proper tooling to make a new one to the original specs. Then there was the steering wheel. Bill knew that it had originally



The D-Type headrest fairing was one of several aftermarket modifications.

been fitted with the same wheel as an MG TC. While at Hershey he spotted a vendor selling MG parts, and there was a TC steering wheel! Another problem solved.

After a couple of year's work it was ready for painting. When the car arrived it was a dirty white. Bill knew that it was the only C-type originally painted bronze. But he didn't like bronze.

Instead, he painted it red, the same color as all the XK120's that he had previously restored. Then, after final assembly, it was time to have fun!

Bill took the car to shows and to track events. But since the car didn't have a roll bar, and he had no intention of installing one, Bill had to run in the limited-speed novice class at track events ... not really racing, but having fun anyway!

Then Bill had an exciting idea! Jaguar was to be the featured marque at Pebble Beach and Jaguar Cars would have display there. And he learned that the man himself, Juan Fangio, would be there.

Wouldn't it be great to have a reunion of Fangio and his C-type? And it would be a super addition to the Jaguar display!

So Bill, on his own, without prior consultation with Jaguar Cars, shipped the car to the Laguna Seca race track where it was put in the tent with the other race cars. When Bill arrived he approached the woman who was in charge of Jaguar Cars display with the suggestion,

"I'm the owner of Juan Fangio's C-type, and I have it here. He's here too. I thought it might be interesting to have a reunion of



Fangio's C-Type after restoration

See Fangio, p. 14

CATS ON SOCIAL MEDIA



Marisssssa

@FriendOFGay

My dad owns a Jag and he made him a tiny sweater to keep him warm during winter ❄️ 😁 I can't deal



Fangio

Continued from p. 12

Fangio and his C-type right here as part of your display.”

Her reply was curt,

“Sorry, but our representative here is Stirling Moss and we don’t want Mr. Fangio to upstage his role in our display. So, we have no interest in your suggestion.”

Wow, what a put down!

So that idea was shot down in no uncertain terms. But Bill soldiered on undaunted. If Jaguar Cars wouldn’t facilitate a reunion he’d do it himself! He approached Fangio on the show field, and through an interpreter, since Fangio spoke no English, he asked if he would be interested in a reunion with his old C-type.

The great man agreed to take a look at the car. But since he had no real connection with the car, never having driven it, merely having bought it and shipped it to Argentina, the “reunion” was rather anticlimactic.

The whole episode turned out to be a somewhat of a fiasco, and Bill had to ship the car home without accomplishing the kind of reunion

that he had envisioned.

All adventures come to an end. For Bill this C-type adventure ended with his retirement. While all this fun with the C-type was taking place Bill was living in Virginia and working as an airline pilot. Now it was the early 1990’s and he was ready to retire. The tidy profit that he would enjoy from the sale of the C-type would go a long way toward funding the acquisition of his retirement home in sunny Florida. So it was done, and Bill’s ownership of XKC018 was over.

Epilogue ... XKC018 was returned to its original bronze livery by a subsequent owner. If the reader would like to see as it appears today, go to “Driving a Jaguar C-Type on the Mille Miglia - Chris Harris on YouTube.”

Editor’s Note: The George Parker who wrote this story is not “Our George Parker,” the current Virginia Jaguar Club Vice President, but his dad, who, like his son, is also a Jaguar and Ferrari enthusiast of note.

VJC EVENTS

British Cars, wine, food and Formula 1 history



and his knowledge of contemporary racing personalities, including some featured in the current Ford v Ferrari movie.

His talk will be given at the Winery and will be scheduled to occur after the annual 2020 Williamsburg British & European Car Show closes, so that enthusiasts can attend both events. Following the talk, the Cafe Provencal will be open for fine dining.

Please RSVP to David Harrison if you plan to attend the presentation by Patrick Duffeler: davidmharrison2003@yahoo.com

British and European Car Show

Open the 2020 car show season by visiting beautiful Colonial Williamsburg Virginia for the 21th Annual British and European Car Show sponsored by the Williamsburg British Car Club at The Shops of High Street on April 18, 2020.

Show will be held at Revolution Golf & Grille at The Shops at High St. This location offers close proximity to hotels, restaurants, shops and the Colonial district. Spectators free. Car entry is \$25 pre-registration, \$30 show day

Registration form on our website - <http://www.wmbgbrit.com/>
Featured marque is Mini to celebrate their 60th year of production. Show opens at 9 a.m. and ends 3 p.m.

Formula 1 history presentation

On Saturday April 18 the VJC will enjoy a historic event. Patrick Duffeler, the owner of Williamsburg Winery, has agreed to share his experiences as manager of the BRM and Marlboro F1 teams,



Niki Lauda and Patrick Duffeler, back in the day.

Membership

Membership in the VJC is open to any Jaguar enthusiast, whether you own a Jaguar or not.

For more information please send an email to Bill Guzek, VJC Membership Chairman:
bill.guzek@ieee.com

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

Or fill in and return the membership application on page 19.

Visit us online at: www.vajaguarclub.com

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15th of the month preceding the issue month.

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Text: any Regular Hoefler, Arial,

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Font Size: 10-12 pt

Format: Word, Pages or Text file

LEARN TO SPEAK BRITISH

Whether you think this list is the “bee’s knees” or if it’s enough to make you want to “pop your clogs,” these very British phrases — in alphabetical order — that will confuse anybody who didn’t grow up in the UK.

“A few sandwiches short of a picnic”

Someone that lacks common sense might be described as “a few sandwiches short of a picnic.”

The phrase was first documented in the BBC’s “Lenny Henry Christmas Special” in 1987.

“She’s great fun, but she’s a few sandwiches short of a picnic.”

“Anorak”

Although it’s more often used as a synonym for raincoat, an anorak is something slightly different in playground slang.

Someone that’s a little bit geeky, with strong interests or expertise in a niche area, might be referred to as an “anorak.” This probably originates from the “uncool” appearance of anorak coats and the people wearing them.

“Thomas is such an anorak when it comes to train trivia.”

“Bagsy”

Calling “bagsy” is the equivalent of calling “shotgun” or “dibs” when something, like the front seat of the car, is offered up to a group.

Schoolkids might call “bagsy” on items from their friends’ pack lunches, like an apple or a cereal bar, that the friend isn’t going to eat.

“Does anyone want thi—”

“Bagsy!”

“Bee’s knees”

This phrase became mainstream in the USA in the 1920s despite its British origins, but its popularity in the States has dwindled since the turn of the century.

The “bee’s knees” referred to small or insignificant details when it was first documented in the 18th century. Since then, the phrase has evolved and refers to something at the “height of cool.”

“The Beatles are the bee’s knees.”

“Bender”

hen party bender shutterstock bedya

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Someone on a spree of excessive drinking and mischief is “on a bender.”

Benders often last over 24 hours, and so you might say that someone is on “a weekend bender,” or a “three-day bender.” “I bumped into him towards the end of his four-day bender. He was a wreck.”

“Blinder”

To “pull a blinder” involves achieving something difficult faultlessly and skilfully.

The phrase is most commonly used when the individual has been lucky and the person saying it is in disbelief that the first person has managed to pull it off.

“And did you see that equalising goal in the last minute of injury time? He pulled a blinder there.”

“Bloody” or “Bleeding”

This intensifier can be added to practically any sentence in order

to demonstrate incredulity or anger.

Some people consider “bloody” offensive (the origins of the word are widely disputed, so we can’t be sure why) and it was considered a profanity until the mid-20th century.

The origins of the word are widely disputed. Some believe it’s derived from the Dutch word “blute,” meaning “bare.” Others believe the word is a contraction of the 17th century phrase “by our lady,” and is blasphemous. This second theory has been disproved, however, by the slang’s documentation predating the popularity of the phrase “by our lady.”

Nowadays, “bloody” is used widely — it’s even used in children’s films such as “Harry Potter” — and is arguably one of the most quintessentially British words on the list.

“That was bloody good.”

“Bob’s your uncle”

The very British equivalent to “Hey presto!” or “Et voila!”

This phrase is used to describe a process which seems more difficult than it actually is.

“Press down the clutch, put it into gear, then slowly ease off the clutch again. Bob’s your uncle — you’re driving!”

“Bog-standard”

Something that is “bog-standard” is completely ordinary with no frills, embellishments, or add-ons.

Its origins are somewhat unclear, but a “bog” is another word for a toilet in British slang, adding to the connotations that something “bog-standard” is unglamorous and unspecial.

“How was the hostel?” “Oh, nothing exciting to report. Just your bog-standard dorm, really.”

“Boot”

The “boot” is the compartment at the back of the car known as the “trunk” in American English.

“Shove the shopping in the boot.”

“Botch job”

A repair job that’s been completed in a hurry and will probably fall apart reasonably soon is considered a “botch job.”

“Sam did a botch job on these shelves — they’re wonky!”

“Brolly”

Abbreviation of “umbrella.”

“Grab your brolly, it’s drizzling outside.”

“Budge up”

An informal way of asking someone to make room where they are sitting for you to sit down, too, would be asking them to “budge up.”

It’s similar to “scoot over” or “move over.”

“Hey, there’s loads of room on that bench. Budge up and make some room for us, too!”

“Builder’s tea”

The name of a strongly-brewed cup of English breakfast tea with milk — the way that tea is most commonly drunk in the UK.

It’s common courtesy to offer a labourer or builder working on your house a builder’s tea while they’re working — especially if they’re working out in the cold.

ETCETERA



CLUB OFFICERS & COMMITTEE CHAIRS

Who to contact about the Virginia Jaguar Club

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

Mailing Address:

Virginia Jaguar Club, Inc.

c/o 3215 Heathcote Lane

Keswick, VA 22947, USA

General Information: 434-296-5354

Email: sihlerww@embarqmail.com

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

Traveler Contact: Bill Sihler

Phone: 434-296-5354

Officers (and other humans with varying degrees of prominence)

President: Bill Sihler

Phone: 434-296-5354

Email: sihlerww@embarqmail.com

Vice President: George Parker

Phone: 540-287-2311

Email: George@cantstopthinkingbig.com

Secretary: Brian Trickett

Phone: 804-639-2394

briantrickett1@gmail.com

Acting Treasurer: Bill Sihler

Phone: 434-296-5354

Email: sihlerww@embarqmail.com

Past President: David Harrison

Phone: 804-748-4601

Email: davidmharrison2003@yahoo.com

Slalom Chair: Open

Membership: Bill Guzek

Phone: 434-525-0739

Email: bill.guzek@ieee.com

Events Chair: Susan Sumner

Phone: 540-672-3230

Email: Susan.sumner@gmail.com

Concours Chair: Wayne Estrada

Phone: 202-552-4074

Email: Wayne@SmartTriangles.com

Chief Judge: Sherman Taffel

Phone: 410-302-3930

Email: staffel@comcast.net

Rally Master: Ron Mitchell

Phone: 757-877-1132

rmitchelljag@cox.net

Webmaster: David Glick

Phone: 804-327-0084

Email: dmgbcc@gmail.com

Lyons Tales Editor: Greg Glassner

Phone: 804-349-6750

Email: glassgreg@hotmail.com

LT Contributing Editor: George Parker

540-287-2311

George@cantstopthinkingbig.com

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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



Lyons Tales of the
Virginia Jaguar Club, Inc.
c/o Greg Glassner, Editor
20075 Jeff Davis Highway
Ruther Glen VA 22546