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# LYONS TALES



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President's Report  
News of New Jaguars  
Virtual Concours  
Stirling Moss Remembered

**VIRGINIA JAGUAR CLUB**  
**VOLUME 19, NO. 4**  
**July-August, 2020**

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# LYONS TALES

## LYONS' ROAR



Mary & VJC President Bill Sihler with the latest acquisitions to the stable.

## 2020 shaping up as a bit of a dud due to COVID-19

*Dear Fellow VJC Members:*

The news that the Shenandoah Valley British Car Club was canceling its October Car Show was disappointing but not surprising. I suspect that the time had come to start lining up their various suppliers and support activities. The situation was so unclear that they undoubtedly did not want to make commitments they could not fulfill. And, their members may have proven reluctant to volunteer and to show their own cars. We can sympathize with their decision considering that there has not been one JCNA-sponsored concours so far this year, and none are still on the schedule until mid-August. I have notified JCNA that we have had to cancel our concours.

It does appear that the sponsored rallies and slaloms are not being canceled as

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

### SAVE THE DATE:

To Be Announced

### On the Cover:

*Stirling Moss, Harrison MG,  
 Virtual Concours*



# Roar

Continued from p. 2

fast. It could be that social distancing is easier to maintain in those events. If you want to participate, look at the JCNA website ([www.jcna.com](http://www.jcna.com)) for Events. The rallies and slaloms are at the bottom of the list.

A few Jaguar clubs, and clubs of other marques, have held drives just to get out and enjoy the scenery. It seems that social distancing isn't a problem until the drive is over. I don't have the impression that participants bring their meals in paper bags and eat in their car when the drive is over.

David Glick generously organized a virtual car event featuring pictures and allowing discussion, but it wasn't taken up. The Carolina Jaguar Club is trying a non-scored photo concours, the details of which are in its June newsletter on its website. They are also reproduced elsewhere in this VJC newsletter. It's a viewer's best-car choice.

Ideas for VJC events that would be medically safe are most welcome. I have the feeling that most of the alterna-

tives we have been considering are not likely to come about.

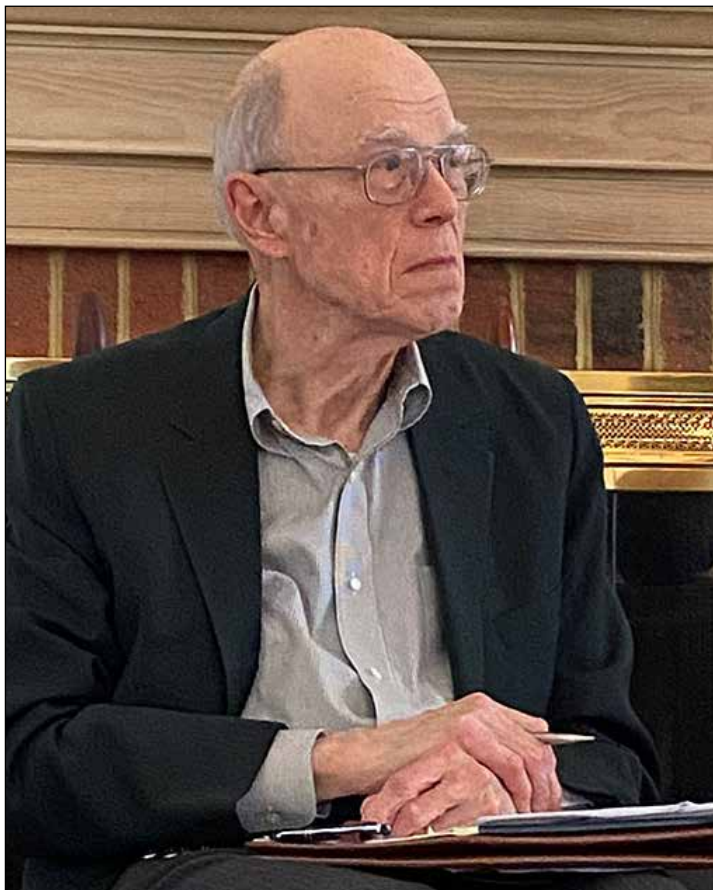
The viral dangers have certainly changed our lives, and I don't think for the better for anyone. On the Jaguar scene, Mary and I had been hoping this summer to participate in a number of concours east of the Mississippi in part to give us a chance to put some mileage on our new fleet. Fortunately, we did get a chance to spend Thanksgiving with our son and his wife in Traverse City, Michigan. That's the only long trip we have been able to make. Our son reports that the neighborhood teenagers consider the Sportsbrake neat.

So, the fleet sits in the garage, which turns out can cause problems. When I got into the Sportsbrake the other day, to make our weekly trip to the grocery, I noticed that its dash was flashing a "Battery low. Start car immediately" message. Seemed a bit strange considering how relatively little it had been out, but I took the message seriously. On return, I plugged in the special trickle charger. I wasn't surprised that it showed a charge was needed, but I was surprised it took over 10 hours to get charged up. I also put the charger on the XJL. To my further surprise, that charged back up in about 7 hours despite (or maybe because) it hadn't been out as frequently as the Sportsbrake.

Then, when we took the Sportsbrake out next, I learned something new. The econo stop-start began to function immediately. Before the recharge, I had noticed it was taking more and more time before it began to work. OK, so the signal that a recharge is needed is when the stop-start begins to delay working. At least I learned something despite the general ennui.

Hope you get your Jaguars out and on the road this summer. Both the cars and you need the trip.

*Best wishes, Bill Sihler*



**Pres. Bill Sihler.**

## VJC CALENDAR

# TBA

Due to COVID-19, your guess is as good as ours. As the leadership of the Virginia Jaguar Club finds out which concours, races, autocrosses, slaloms, rallies, drives, etc. are still solid or rescheduled, we will keep you informed. Stay safe and sound.

*The Editor*

## ‘VIRTUAL CONCOURS’



**L.T. Editor Greg Glassner's XK8 in front of Jaguar Driving Experience trailer at Lime Rock, CT. (I am using this as an example of how to pose your car in a somewhat interesting manor. Ideally, you or your significant other should be in the photo submitted for the virtual Concours.)**

# VJC Virtual Jaguar Concours scheduled

By Greg Glassner  
LT Editor

The Carolina Jaguar Club came up with the idea for a 2020 Virtual Concours de Elegance, but, after conferring with VJC President Bill Sihler, I decided to steal the concept and alter the rules to fit the more casual (lackadaisical?) atmosphere of our club. Besides Virginia Jaguar Club and Virtual Jaguar Concours have the same initials -- how cool is that?

This virtual concours is of course a sanctioned one – sanctioned by the authority of those having authority. Like the annual VJC concours, this event is also held in summer and like all JCNA events, you must follow rules (well ... more or less, anyway). You are invited to enter this contest by observing the following protocols:

1. Decide to participate (i.e. register in your mind)
2. Clean, clean, clean your car

3. Choose a location to take a photo of your car
4. You or your spouse or significant other must also be in the shot (optional)
  - a. Your car is clean, so be sure to have taken a bath yourself within a week or so of taking the photo. This step is important since we haven't seen each other in months.
  - b. Prepare to take a perspective angle shot of your car showing the front and drivers side
5. Submit the photo (under 1 megabyte if possible) along with your name and JCNA concours class in which you wish to compete to Greg Glassner at: [glassgreg@hotmail.com](mailto:glassgreg@hotmail.com) (subject: VJC Concours.)

The deadline for submission is midnight August 10, 2020.

Our distinguished panel of JCNA authorized judges will use their expertise to vote in every class category we choose.

Winners will be presented in the Awards Ceremony edition of the Lyons Tale. (Whenever that is!)

## JAGUAR NEWS



# Jaguar turning loops over new F-Type

Jaguar celebrated the reveal of the new 2021 Jaguar F-TYPE in North America by partnering with Hot Wheels to announce a new national engineering scholarship contest, the Jaguar & Hot Wheels Ultimate Track Challenge, and setting a Guinness World Records title for the most loop-the-loops in a Hot Wheels track at the Chicago Auto Show.

The Jaguar & Hot Wheels Ultimate Track Challenge will be open to college and university engineering programs. Partnering with their local Jaguar Retailer, students will design and build the most complex, record-setting Hot Wheels track imaginable, meeting both Hot Wheels and Guinness World Records parameters.

Jaguar and Hot Wheels will select the most challenging track and award a \$50,000 donation to the participating institutions' scholarship fund. At the Chicago Auto Show, the first group to enter the competition was a group of students from the Illinois Institute of Technology, who partnered with Jaguar Land Rover Orland Park.

"For many car enthusiasts, a Hot Wheels car was their

first automotive experience. Oftentimes it was an exotic sports car, like the F-TYPE, which is why we are thrilled to be revealing the vehicle in North America with this Hot Wheels partnership," said Stuart Schorr, Vice President of Communications, Jaguar Land Rover. "Jaguar is committed to supporting the next generation of smart, creative automotive enthusiasts and we are excited to see the submissions students will be making nationwide."

The record-setting track Jaguar and Hot Wheels built at the Chicago Auto Show measured 69.5 feet and was built entirely from Hot Wheels Track sets. It consisted of seven loops unassisted by power boosters, breaking the previous Guinness World Record by two loops.

The new Jaguar F-TYPE looks more beautiful than ever and embodies Jaguar design DNA in its purest form. The two-seat sports car offers a perfect balance of performance and driver reward with an even more muscular, assertive design, and a cabin defined by rich, luxurious materials and beautiful details.

## FROM THE EDITOR'S LAPTOP



A pair of XKEs lead the field at a vintage event at pastoral Lime Rock Park in Connecticut.

# Roadracing Courses I have loved ... Part IV

By Greg Glassner  
LT Editor

*This is the final chapter in my somewhat longwinded diatribe on North American road courses where I have enjoyed watching sports car and open wheel racing over the years.*



Editor Greg Glassner driving Miss Virginia around in his XK8.

By now, readers of the Lyons Tales (all ten of you!) are probably getting weary of my homage to the road racing circuits of North America. Rejoice! This is the final installment.

I officially mustered out the Uncle Sam's Army in early January, 1970, bought a new 1969 Alfa Romeo 1750 Berlina ("saloon" in Brit speak) and headed to my first newspaper job in Syracuse N.Y., the snow capital of the northeastern states. I looked at Saabs, BMWs, and Volvos. In retrospect, any of those three might have been a better choice for Syracuse.

### Daytona 24

The Alfa's inadequacies began to display themselves on a long-weekend trip to the 1970 Daytona 24 Hours. A former Penn State Sports Car Club pal who helped me get employment in Syracuse shared the driving chores and we noticed we got much better fuel mileage during the day than when we parked overnight. The explanation was fuel slowly leaking out of a defective weld in the gas tank and evaporating on parking lots. This was one of a dozen or so complaints that were eventually fixed under warranty.

See Laptop, p. 7

# Laptop

Continued from p. 6

Anyway, I'd been to Daytona before. Ditto with Watkins Glen, which was very convenient to Syracuse. My first new track was Lime Rock. A girlfriend and I drove to Connecticut for the Trans-Am race at Lime Rock and I discovered the joys of sitting on a grassy hill and watching the races on the well-manicured short and twisty track. Anne was ambivalent about this racing business and did not tag along when Tony and I campaigned a Fiat 1200-based NASCAR Mini Stock at Utica-Rome Speedway. We were among the slowest on the evenings' race cards, but we painted the Fiat red to match the Alfa tow car and I still maintain we added a touch of panache that NASCAR has always lacked.

Outside of many visits to "The Glen" in 1970-71 and a revisit to Sebring in 1971, I added no new tracks to my resume during this period, although I did stand on part of the Monaco Grand Prix course during a 6-week European vacation in 1970.

My Alfa, which I equipped with studded snow tires on the back, provided many near misses and misadventures in parts of two Syracuse winters and finally bit the dust when it and I lost an argument with a large and very sturdy Pontiac at an icy intersection. I now realize why rally drivers get studded tires all around. Having them at the rear only means you hit snowbanks and more solid objects at greater speeds.

The Alfa's abrupt demise meant that I gamely set off for Sebring in March of 1971 in a 1966 Corvair coupe that I picked up as an interim ride. (Substitute "foolhardily" for



**Mid-Ohio racetrack.**

“gamely” and you get the picture.) The Corvair's engine expired in South Hill, Virginia. (Why South Hill and not Emporia, you ask? Well, I was so concerned about the plummeting oil pressure that I veered onto I-85 instead of I-95. Undeterred, I bought a 1964 Chevy sedan for \$400 and continued to Sebring, missing only the first hour of the 12-hour race. Well ... that is not quite accurate. I missed the finish as well, having dozed off in the back seat of the roomy Chevy when I felt the need of a restorative catnap at the 11-hour mark. (Beer and road fatigue may have been involved.)

On the way back from Sebring, I detoured over to South Hill again, picked up the expired Corvair and flat towed it back to Syracuse. That full-sized Chevy was a remarkably

**See Laptop, p. 8**



**A Ferrari at dawn at Daytona's infield course, a photo I took in 1970 from my infield campsite.**

# Laptop

Continued from p. 7

good car and I made a huge mistake when I traded it in on a new Chevy Vega GT coupe, which looked quite sporty but proved that looks, in cars as well as people, can be quite deceiving. The hatchback proved handy as impromptu lodging on one Watkins Glen weekend, but once again, the old Chevy sedan would have been more comfortable.

## Many more Watkins Glen weekends

Anyway, by December, 1971, I'd had enough of the snow and set off for a new job at the Norfolk Ledger-Star in Virginia. I continued trips to Watkins Glen at least twice a year during the Can-Am, Trans-Am, 6-Hours and USGP era, although the haul from Norfolk was much longer. I also added Mid-Ohio, Summit Point, Road Atlanta, and the "Rovals," as they are now called, at Charlotte, Pocono and Rockingham to my racetrack resume. Return trips to Daytona (for the IMSA July 4 weekend race), and Lime Rock were also managed from Norfolk. I don't know how I missed VIR during this time period or during my military assignment to Ft. Eustis in '67-68, but my return to the Old Dominion was close to the last days of the old VIR track operation. You would think I would have wanted to relive my stay in South Hill on that ill-fated Sebring trip in 1971.

Or maybe not.

During my time at the Norfolk newspaper, I eased into the Sports Department for a few years and turned the moribund car racing beat into a full-time job during the summer months. I even created a weekly "Motorsports Montage" column that allowed me to explore sports car racing, drag racing, motocross, stock car racing and autocrossing at the grassroots level and above. My employers really only wanted NASCAR coverage, but I was allowed some creativity in what I covered.

Trips to The Glen involved a paid Thursday or Friday travel day with me donating the rest of the weekend unpaid. The newspaper paid to fly me to Daytona for the Firecracker 400/IMSA weekend, with the understanding I'd hitch a ride home with another sportswriter. I did this twice.

I covered NASCAR at Richmond, Martinsville and Dover, all considered one day assignments. Ricky Rudd was just starting his career then and I exploited that to cover races at a number of tracks my predecessors did not cover, including Darlington and Charlotte. If there was a sports car or formula car event in the neighborhood I'd tack it on to make a weekend of it. A couple of local drivers were running the professional Super Vee circuit and that gave me the excuse to cover those events, which were run in conjunction with SCCA, IMSA and USAC events. This system allowed me

See Laptop, p. 9



Virginia International Raceway near Danville is one of the country's finest road circuits.



# Laptop

Continued from p. 8

to take in F-5000 and Can-Am races at Road Atlanta on the way to Darlington for the Labor Day Southern 500. I also covered a Formula 5000 race at Pocono as well as a USAC Indycar race there.

One might ask why I would ever give up a beat like that, since the racing season part of it was so suited to me. I think it finally burned me out and there was no prospect of financial advancement. Driving back in the middle of the night from Watkins Glen, Charlotte, Road Atlanta and elsewhere and being at my desk writing up the race report at 7 a.m. the next day was taxing and the novelty wore off.

However, I got to see a lot of interesting races at a whole new spectrum of race tracks, ovals and road courses. Was it worth it? You bet.

When I moved back in the newsroom, I kept up my press credential status at some of my favorite venues and contributed free stories about Watkins Glen, etc.

## Two Grands Prix in eight days

I left the Norfolk newspapers in September, 1978. As a farewell, I sold a freelance story on Grand Prix racing



**Heading up toward the Oak Tree bend at Virginia International Raceway.**

and its newest Champion, Mario Andretti, to the Sunday Virginian-Pilot. This secured press credentials to The Glen and the first Canadian G.P. at Montreal, Quebec, which Gilles Villeneuve won. My long-time girlfriend and I went to both races in my wheezing Ford Econoline van, camping our way through the Adirondacks. Perhaps I will save that adventure for another episode by noting that some parking garages in Quebec do not allow height clearances for American made vans on oversized rims.

## Venues closer to home

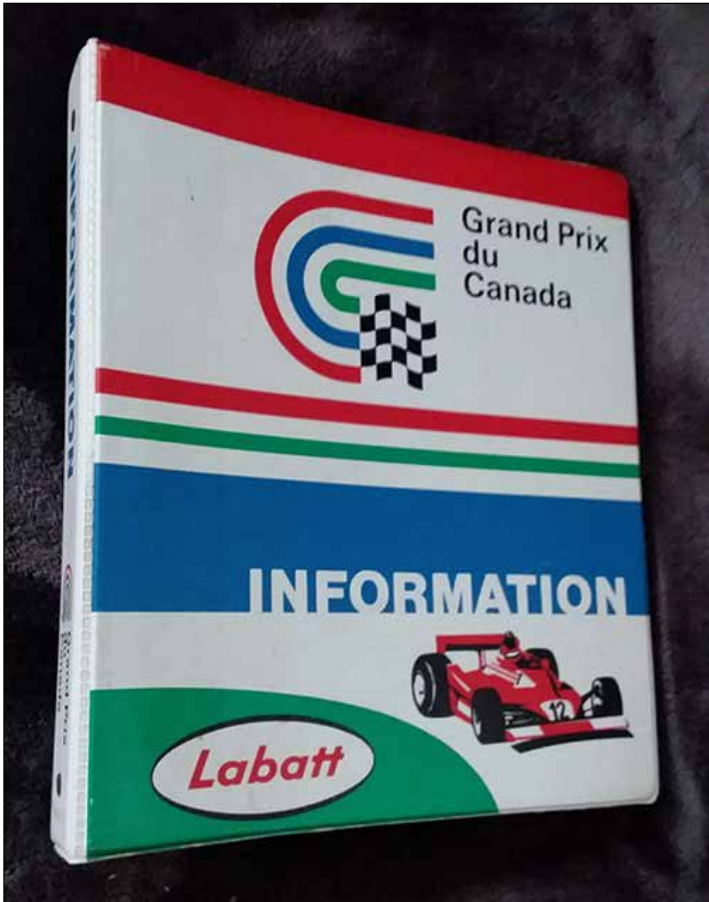
After leaving the motorsports beat, my exploration of race tracks were again on my dime. Summit Point, just over the line in West-By-Gosh-Virginia, became my go-to track until VIR reopened about 15 years ago.

The renovated Virginia International Raceway (VIR) is an extraordinary facility for IMSA, SCCA, Vintage Racing, motorcycle racing and even club events like the Drivers Ed and club races sponsored by Porsche Club of America, BMW and other marques. I have attended events in all of the above categories since VIR reopened. I wish it was closer.

Although I am not a big proponent of circle tracks, Richmond International Raceway (RIR), with its close proximity, has lured me to a number of NASCAR and Indycar events there. And some of you remember the 2013 JCNA Challenge Championship Slalom that we hosted in a parking lot at RIR, thanks in no small part to Peter Schowalter's efforts.

I was really looking forward to spending more time at the new Dominion Raceway in Thornburg, since the track is exactly 11 miles from my front door. My health scare in 2019 and COVID-19 in 2020 have put a crimp on those plans, however.

That's it for this series. What car adventures have you had that you can share with our VJC membership? It doesn't have to be confined to adventures or misadventures behind the wheel of a Jaguar.



## MEMBER PROJECT



Harrison's MG L2 on display at the British Sports Car Hall of Fame display at Moss Motors.

# An antacid won't cure gas pains in vintage MG

### *Editor's Note:*

*Most of you VJC members are aware that our own David Harrison is a multi-marque sort of car guy. This story on his pre-War MG L2 ran recently in an MG club publication.*

By David Harrison  
Past President, VJC

It was the best of times; it was the worst of times. No sooner had JB2265 been placed on display in the Moss Motors showroom in Petersburg Virginia, than I got a call. The L2 was smelling of petrol and had been banished to a remote corner of Moss' vast warehouse. It was the worst of times.

A quick inspection showed a slight weep from the bottom right corner of the tank. I took the L2 home and removed the tank - so much easier than on a modern car.

The corner had been fibreglassed many years ago, probably after the L2's original sympathetic restoration by David Laughton in the 90's. Today's aggressive fuel now required a permanent solution. There was no question of buying another tank, no one reproduces them and it was unique anyway, part of the Alpine specification of the car.

I needed someone to fix the leak without any visible change or threat to the tank. No naked flames if you please.

Fortunately, I was recommended to Kenney's Radiator, on Staples Mill Road in Richmond, VA, one of the few old timey radiator shops.

Kenney specializes in repair of radiators for Duesenbergs and the like. He impressed me enough to leave the tank with him and promised to fix it in a week or two.

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# MG

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A couple of days later he called me to pick it up. On investigation, he determined the tank had developed pinholes under the fiberglass. He came into work early and cold soldered them up. Kenny touched up the repair with some leftover paint from the 90s.

Once back on the car, the repair was invisible, and the weep was gone.

## A most distinguished history

JB2265 is the ex-Watkinson 1933 Alpine Trial MG. The car raced at Brooklands in the 1933 Light Car Club Relay Race (garnering a team win) and the 500 miles BRDC (British Racing Drivers Club) co-driven by “Eddie” (Lord) March.

Watkinson bought the car from MG, competed extensively in trials in Britain in 1934, then sold it back to MG.

Sam Collier then purchased the car from MG in 1935, and shipped it to the United States. The Colliers then drove it in pre-war ARCA events.



**At right, Kenny displays the repaired MG gas tank. Below: David Harrison's MG L2 is back home in its Chester garage, awaiting new adventures.**



## JAGUAR HERITAGE



**Sir Stirling Moss and Lady Susie at Amelia Island Concours with examples of the many cars he drove during his career. (VJC Member Greg Glassner managed to crash the official photo shoot to get this picture.)**

# Driving career of Sir Stirling Moss was jump-started by a Jaguar ride

By Greg Glassner  
LT Editor

I was strolling the midway at Lime Rock Park during the 2012 Labor Day Weekend Vintage Car Racing celebration when I came across a long line of people outside a tent. When I asked what they were waiting for, a man replied, “Stirling Moss is going to sign autographs.”

I joined the line and noticed everybody else was loaded down with books, photos and other items that recorded the career of the greatest racing driver who never won a world championship. (A few other drivers may claim that distinction, but in a sports car crowd it was Moss’ title to keep.)

While waiting in the hot sun in a line that had yet to move, I paid the guy in front of me a dollar for a British post card

of Moss in action. He admitted he brought way to much stuff. When Moss finally arrived, he brought John Fitch, another 1950s icon, with him and the two aging racers began autographing paraphernalia.

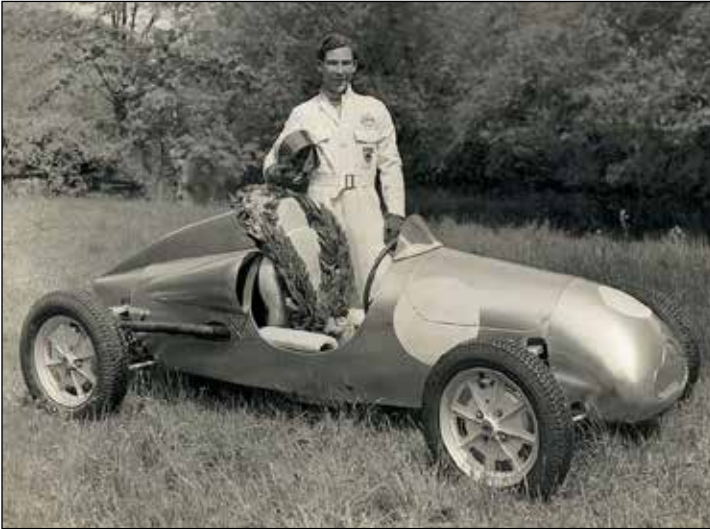
I came away with “Stirl Moss” and “John Fitch” engraved on my Jaguar cap in Sharpie ink as well as on the weekend’s race program and the aforementioned postcard.

Both men are now gone. Fitch died not long after I met him at Lime Rock. Moss died April 12, at age 90.

I had another opportunity to see Moss oblige his army of admirers at Amelia Island in 2015. I managed to crash the official photo shoot of many of the cars Moss had raced that was assembled by Concours impresario Bill Warner. (I also

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## Virginia Jaguar Club



A young Stirling Moss poses with his F-3 car, at left. At right, Moss sits in a Jaguar XK120.

## Moss

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enjoyed watching a pal, Harry Kennison, chase after Moss and Lady Susie in their golf cart to get a few autographs. Moss obliged the out-of-breath fan from Virginia by stopping the cart and inscribing books and photos.

Looking back, I missed much of the stellar career of Sir

Stirling Craufurd Moss. (It's fortunate Moss chose "Stirl" as his nickname. "Furd" doesn't have the same cache.) The only time I saw Moss race in person was in the inaugural U.S. Grand Prix at Watkins Glen in October 1961 where he retired his Lotus after leading the race. A half-year later,

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Stirling Moss and Norman Dewis in C-Type Jaguar at the 1952 Mille Miglia. (Jaguar Heritage Trust photo)

## Virginia Jaguar Club



Moss drives a Lister-Jaguar, above. At right, Moss in a D-Type shows his heels to a Ferrari driver.

# Moss

Continued from p. 13

Moss suffered his career-ending injuries at Goodwood. By the mid-50s, when I convinced the local pharmacist to set aside a copy of each month's issue of Road & Track for an 11-year-old kid to claim when he could come up with the



Always willing to talk to a beautiful gal, Stirling Moss explains the intricacies of his Maserati 250F to a very young Bridget Bardot, second from right.

purchase price, Moss was already an established star. In 1955, Moss and navigator Denis Jenkinson took their Mercedes-Benz 300 SLR to victory in Italy's grueling Mille Miglia sports car race at a record pace that still stands. (1,000 miles through towns and the countryside in 10 hours, 7 minutes, 48 seconds.) The same year, Moss edged Mercedes teammate Juan Manuel Fangio to win the F-1 British Grand Prix at Aintree, his first of 16 F-1 championship race victories. Slightly balding, Moss was 25 at the time, which to a boy of 11 seemed positively ancient. Moss was associated with drives in many marques on his way to 212 wins in 529 starts, Mercedes, Maserati, Ferrari, Lotus, Cooper, Aston Martin, Vanwall, OSCA, Porsche, etc. But it was Jaguar that really launched his career.

### Young phenom

Teenagers winning races seems like a modern phenomena. Moss was doing it 70 years ago,

Moss cut his racing teeth on an assortment of cars including the ubiquitous 500cc single-seaters that raced in Formula III in the late 1940s and 1950s.

Like many young men, his family was not keen on racing cars as a profession fit for an adult. His father was a dentist. Schoolwork was not Moss' strong suit, however. Besides, his father, Alfred Moss, had raced at Brooklands and his mother, Aileen, had competed in trials events. An ex-BMW mechanic and former prisoner of war who worked on the Moss farm helped young Stirling compete in hillclimbs. Some wins followed, including a class win in Italy. HWM signed Moss for 1950 in Formula 2. Moss approached Jaguar for a factory ride and was turned down initially as

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# Moss

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being too inexperienced. So Moss landed a one-time ride in a privateer Jaguar XK120 and won the 1950 Dundrod (Ireland) TT race in the rain, finishing ahead of the two factory Jaguars. Jaguar President, William Lyons, took immediate notice and by evening had offered Moss a contract to lead the factory sports car team. The next day, Moss celebrated his 21st birthday with a race victory in a Cooper.

Moss raced several other Jaguars after that, including C-Types, D-Types, a Lister-Jaguar and Mark IIs in saloon (sedan) car races.

In September, 1950, Moss and co-driver Leslie Johnson set a record in an XK 120 averaging 107.46 mph over 24 hour period. In May, 1951, Moss led a Jaguar 1-2-3-4-5 in a production car race at Silverstone.

Moss had DNFs in the 1951 Mille Miglia in an XK120 and in a C-Type at Le Mans, but only after leading for 8 hours. In 1952 he ran the Mille Miglia with Norman Dewis as navigator/riding mechanic in a C-Type. After this



**Dan Gurney and Stirling Moss celebrate their win with a birdcage Maserati at the Nurburgring.**



**I shot this photo of Stirling Moss getting ready to take his old 1954 Sebring winning OSCA for a few brisk laps around Lime Rock in 2012.**

retirement, Moss sent a telegram, to factory: "Must have more speed at Le Mans"

In 1952, Moss won the Grand Prix de France at Reims in C-Type and four other victories in C-Types.

Moss and three co-drivers also set a record for production cars running an average of 105.55 mph for 72 hours, in a in stock XK120. In 1953 Jagars finished 1-2-4 at Le Mans, with Moss and Peter Walker finishing second to Tony Rolt and Duncan Hamilton.

Moss had a lackluster year with Jaguar in 1954, He later said he far preferred the C-Type to the newer D-Types, which did not handle to his liking, except at Le Mans.

When Mercedes-Benz returned to racing in 1954, they also turned Moss down for a drive at first. In typical Moss fashion, he went out and bought a Maserati 250F and painted it British Racing Green. He finished third at Spa in Belgium and for the next race it was hastily painted red and entered as a factory car. When Moss proved faster than Juan Manuel Fangio's Mercedes in the rain at the Swiss Grand Prix and

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Stirling Moss flings a Jaguar Mk. 2 around Silverstone in 1960. (Jaguar Heritage Trust photo)

## Moss

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led at Monza two weeks later, the conservative management at Mercedes-Benz caved in and hired him for 1955.

Backed by the meticulous preparation of the factory Mercedes team, Moss came into his own in 1955. He finished second to Fangio four times and in his home British G.P. at Aintree, it was Moss first, Fangio second. It was Moss' first of 16 victories in F-1 championship races. Although Fangio was quicker than his young teammate in open wheel F-1 machinery, Moss was faster in sports cars. He drove 300 SLRs to victory in the Mille Miglia, Targa Florio, and RAC Tourist Trophy, and was second at the Nurburgring in Germany and the Swedish G.P.

The 300SLR of Moss and Fangio was leading at Le Mans when Mercedes pulled its cars out of the race after their teammate Pierre Levegh's car sailed into the crowd, killing 80 spectators.

After his stellar year at Mercedes, Moss went on to many

of his 212 wins in a variety of machinery. He had already developed a reputation as a "Giant Killer" by winning Sebring in an OSCA in 1954 and scoring multiple wins in Porsche Spyderys, and Moss continued in an underdog role by elevating struggling British F-1 teams into the winners circle. He drove 84 different makes and models of cars in his 529 races. (Including HWM-Alta, Kieft-Norton, Frazier-Nash, Sunbeam Talbot, Lister-Bristol, Vanwall, Cooper-Borgward, Ferguson-Climax, Lotus-Climax and Austin-Healey Sprite.)

Although the 1962 wreck in a Lotus ended his professional driving career, Moss had many outings in vintage cars and continued as an ambassador to the sport.

In his 70s and 80s, Moss was a frequent guest at Concours events, auto industry shows and major vintage racing weekends.

He is missed.



## FEATURE PHOTO

# Jaguars are meant to be driven



**Jaguar XK-120 at the Alpine Rally in early 1950s.**

## 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](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

## 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>  
Traveler Contact: Bill Sihler  
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Officers (and other humans with varying degrees of prominence)

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# MEMBERSHIP INFORMATION

You do not have to own a Jaguar to be a member of the Virginia Jaguar Club!

## Virginia Jaguar Club - Membership

Please complete this form and present it at a meeting or mail to:

Virginia Jaguar Club, c/o Bill Guzek, P.O. Box.2034, Forest VA 24551

Check One:  New  Renewal

Name: \_\_\_\_\_

Spouse or Significant Other Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: Home (\_\_\_\_\_) \_\_\_\_\_ Cell (\_\_\_\_\_) \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

Jaguar #1: Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_

Jaguar #2: Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_

Jaguar #3: Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_

I am interested and/or are willing to assist with (check all that apply):

Car Shows  Rallies  Racing  Club Administration  Newsletter  Web Site

Type of Membership:

Annual Membership (January – December): \$60.00 \*\*\*

Half Year Membership (July – December): \$40.00 \*\*\*

Annual Young Enthusiast (25 Years or Less) Membership (January – December): **\$35.00** \*\*\*

Half Year Young Enthusiast (25 Years or Less) Membership (July – December): **\$28.00** \*\*\*

Club Membership for Active JCNA Member (Club Membership Only): \$30.00

\*\*\* Includes JCNA Membership

(Memberships Include Spouse/S.O. All Memberships Expire on December 31st)

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please, make checks payable to “Virginia Jaguar Club”

## ANY ROAD TRAVELED

Disclaimer: Lyons Tales' purpose is to disseminate news, technical information and superfluous minutiae related to Jaguar automobiles.

Any maintenance technique, modification or bodge published in Lyons Tales should be weighed against conventional, traditional, and generally archaic maintenance practices and procedures established by The Knights Templar. LT is not the authority on maintaining or improving Jaguar automobiles.

The views expressed are those of the author of the article or person quoted and not necessarily that of the Editor, VJC, JCNA or JLR-NA or any of its parent organizations (although maybe they should be). Owners should consider possible techniques or modifications in light of common sense and compromises among economy, longevity, performance, reliability, drivability, legality, and resale value not to mention the affect on one's virtue, morality, integrity, dignity, honor, respectability, nobility, purity, ethics and good character.

Any modifications possibly affecting emissions or safety are just silly and should not be attempted.

Neither this publication nor this organization, editor or his minions will assume any liability for ensuing consequences for your inept application of those techniques described herein. So there.

*P.S. If you don't know where you are going, any road will take you there.*

*-- The Editor*



Lyons Tales of the  
Virginia Jaguar Club, Inc.  
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