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# LYONS TALES



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**VIRGINIA JAGUAR CLUB**  
**VOLUME 20, NO. 4**  
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# LYONS TALES

## LYONS' ROAR

# Report on the JCNA's Annual General Meeting

By Bill Sihler  
VJC President

The long-delayed JCNA Annual General Meetings for 2020 and for 2021 was held August 28, 2021 in Columbia, South Carolina, thanks to the untiring efforts of the South Carolina Jaguar Owners' Club. The weather was sunny but hot and humid.

### The Coventry Foundation Visit

In addition to Saturday's business meeting, the SCJOC arranged for attendees to visit the Coventry Foundation, located in a suburb of Columbia, on Friday. The Coventry Foundation ([www.coventryfoundation.org](http://www.coventryfoundation.org)) was set up several years ago to take on the task of sorting and organizing JCNA's records and materials. In addition, Jaguar Land Rover donated a large amount of historic records and memorabilia to the Foundation. The SCJOC members have devoted the time to put the records into accessible form and to taking care of the physical objects in the Foundation's care.

The Foundation also handles the Jaguar tool collection, a collection of tools essential to maintaining Jaguar cars, especially the classic models. (Illustration 1 shows part of the Foundation's tool collection.)

See Roar, p. 3



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

## SAVE THE DATE:

Sept 18: AACA (& VJC) Car Show, St. Joseph's Villa, Henrico County, VA. (**Note: Registration for this event has been extended to Sunday, Sept. 12.**)





**Cars donated to the Coventry Foundation.**

## Roar

Continued from p. 2

The tools are obtained by gift and occasionally by purchase. Tools are made available to JCNA members at a nominal cost plus shipping. JCNA recently transferred to the Coventry Foundation the remaining tools in JCNA's possession. The Foundation also maintains a stock of tools in California for the convenience of JCNA members in the western part of the continent.

The Foundation is supported by charitable donations both of cash and physical items such as posters, books, and photographs, tools, and model cars but also automobiles. Unlike JCNA, which is a club for tax purposes, the Foundation is a charity that can provide documentation required for a donor's charitable tax deduction. (Illustration 2 shows the donated cars Coventry Foundation put on display at its premises for the AGM guests.)

The Coventry Foundation has rented very compact office space to store and display the material for which it is responsible. The premises also include a garage in which the tools are kept. On display at the moment in the Foundation's office is part of a collection of model Jaguars (shown in Illustration 3). The total collection, which was amassed over 30 years by Jerry Turner, the donor, numbers over 1,500 examples. Most of these are small metal or plastic miniatures, but some are large and a few are quite different,

### Cannonball Run Talk

Friday evening featured a BBQ and a talk by David Yarborough about the 1979 Cannonball race that he and

David Heinz won, setting a record for the trip from Darien, Connecticut to Redondo Beach, California of 32 hours, 51 minutes. The vehicle was a 1978 Jaguar XJS12. This was the last of a series of unofficial and illegal races on which the film *The Cannonball Run* and two sequels were based. David described how the car was prepared for the run, the route was laid out, and experiences along the way. There were virtually no rules. Each pair of competitors selected its own car and its own route.

### The Annual General Meeting

This AGM was unusual because it was the first since 2019. The JCNA by-laws require that the AGM be held

See Roar, p. 4



**The Coventry Foundation's model car collection.**

# Roar

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Continued from p. 3

in person, which was clearly not feasible in 2020 and not possible even early in 2021.

This problem prevented the election of officers, changes to the judging rules, and dealing with any matters that required approval at an AGM. Virtual AGMs were held in 2020 and early 2021, but any decisions made at these sessions had to be confirmed at an in-person meeting.

The meeting involved the usual committee reports, which had been circulated in advance. The most contentious items were a couple of the judging rules, the discussion of an increase in the annual JCNA dues, and a proposal to grant lower dues to Canadian members. The dues discussion was advisory to the Board of Directors, which actually has the responsibility to set the dues.

A most urgent proposal was to amend the JCNA by-laws to allow virtual AGM and Board of Director meetings as appropriate so that another problem would be less likely to prevent conduct of JCNA essential business. This was approved, but it was left open for further study whether the meetings could be mixed in-person and virtual.

The Concours Judging Committee had, in 2020, proposed a massive number of changes to the rule book. Most of these were minor edits and corrections, but several put more responsibility on the chief judge of a concours by changing such words as “may” and “should” to “must” in an effort to limit the chief judge’s ability to stray. Some other significant changes had been dropped as a result of discussions in the unofficial virtual AGMs. The tension remains, however, between those obsessed by perfectly uniform judging and those wishing highly congenial events.

One proposal that was rejected would have required concours judges to be certified annually by way of a seminar and test on the Judging Rules. This would have replaced the existing regulation that allows a judge to remain qualified for the year in which the individual passes the rules test and for the two subsequent years provided the judge attends an annual update session on any rule changes. After lengthy discussion, it was decided to retain the existing three-year arrangement.

A member proposed to set the date at which new rules would become effective as January 1 of the year following their adoption by the AGM. This was approved. The supporting argument was that new rules becoming effective even as early as a March AGM meant that some clubs were using one set of rules and others a different set. Many clubs in the southern part of the United States, particularly in Florida, hold their concours in January and February before the winter

visitors return home. This proposal, for new rules to become effective on January 1 in the year after passed by the AGM, was adopted.

Bill Beible, a Regional Director from the Northeast Region, made a lengthy presentation about the JCNA’s financial position and prospects. He showed how costs in recent years, despite considerable efforts by JCNA’s officers to cut costs, were increasing faster than revenues. This problem had been exacerbated by the pandemic’s effect on JCNA membership. As a result, JCNA’s financial reserves had been drawn down and would continue to decline. He showed how a \$10 per member dues increase combined with an increase in membership would restore JCNA’s financial health.

Despite vocal opposition to increasing dues, which had not been changed in nine years, it appeared that many who had initially opposed the dues increase had changed their minds after Bill’s presentation. As a result, the vote in favor of the increase was about 30 in favor, 10 opposed. The Board of Directors has ultimate authority over the dues, but it obviously considers the AGM’s sentiment.

The non-US clubs, predominantly in Canada, wanted to have a lower per member dues because of what those Clubs felt was the adverse effect of the exchange rate combined with the perception that many of JCNA’s benefits to its members were not available to the Canadian clubs. A long discussion followed, in which a number of administratively difficult ideas were advanced. Ultimately, the decision would be that of the Board of Directors, but the Board certainly received a lot of suggestions. The simplest would be to allow Canadian dues to be set at the equivalent in Canadian dollars (presently CN\$40 if US dues were \$40) at the exchange rate on January 1 each year. It was not clear what the Board would decide on this issue.

The AGM also elected officers. President Les Hamilton had stepped down early in 2021 for personal reasons, so John Boswell, Vice President, had been serving as Acting President. He was elected President. Bill Beible, who had spearheaded the financial review, was elected Vice President. John had also serves as a North Central Regional Director and Bill as a Northeast Regional Director.

With George Camp, JCNA’s former President and current Administrator, wanting to spend more time as President of the Coventry Foundation, Jack Humphrey was elected JCNA Administrator. Jack was JCNA President for a term but had to resign for personal reasons part way through his second term. He had taken responsibility for the website, ultimately being designated website manager. He managed to repair the website problems that had arisen and to manage the development of the very handsome and useful website JCNA has today. Jack will continue to be website manager.



In light of the pandemic, the vehicles of our Frontline Heroes are a feature of this year's show.

# VJC participating in annual AACA Richmond Region show on Sept 18

By George Parker  
VJC Vice President

The Virginia Jaguar Club has once again been invited to participate in the Richmond Region AACA (Antique Automobile Club of America) Annual Car Show and Swap Meet. VJC is being offered prime real estate on the show field, and it would do the club well to support this event as strongly as possible.

Since VJC leadership decided to not conduct the annual JCNA-sanctioned concour event, registration for the AACA show is a bit different this year. Please visit [www.richmond-carshow.com](http://www.richmond-carshow.com), select the Entrants pull-down menu, and then select "Register a Show vehicle to be judged." This will bring you to the registration pages where you can enter your (and your car's) information. You can even enter multiple

cars if you wish. Registration is only \$25/car.

Richmond Collector Car Show and Swap Meet You are invited to participate in the 52nd annual Richmond region AACA show and swap meet, to be held on the lawn of St. Joseph's Villa on Saturday, September 18, 2021. Classes for virtually every make and model car, truck, and motorcycle are available with judging performed by an experienced panel. **Registration has been extended to Sunday, Sept. 12.**

## Anniversary of E-Type

Since 2021 is the 60th anniversary of the E-Type, so the more E's which are registered, the better. Ideally, we'd like to get 8-10 cars to represent the models evolution - from the first 3.8L cars to the last of the V12's. FHC, OTS, 2+2's.

See AACA, p. 8

## FROM THE EDITOR'S LAPTOP



The annual Cruise-In at the Wright Museum of World War II in Wolfeboro, N.H. provided a wide variety of vintage cars, including a well traveled MG and colorful Jaguar Mk. IX. (Photos by Greg Glassner)

# Trip to New England offers glimpses of rare vintage cars as well as a few Jaguars

By Greg Glassner  
LT Editor

Because I am well into my eighth decade, I try to tick off one or two automotive-related bucket list items whenever



Editor Greg Glassner driving Miss Virginia around in his XK8.

I venture across state lines.

My annual summer trip to New Hampshire to visit my sister and swim in the refreshing waters of Loon Pond was postponed in 2019 and 2020 by impending heart surgery and the pandemic, so I was eager to make the most of this year's venture.

On my very first visit to Loon Pond, a pair of loons magically appeared, one of them diving and resurfacing within 15 feet of where I was treading water.

That item checked off the list, I was ready for some car watching.

I persuaded my sister to accompany me on an overly ambitious day trip to Newport R.I. and a visit to the Audrain Auto Museum.

To those unfamiliar with this small but significant museum, only a portion of the museum's large collection can be displayed at one time in periodic themed exhibits, which encourages repeat visits from New Englanders, I suppose.

See Laptop, p.7

## Virginia Jaguar Club



**The Editor's sister, Wendy Hendryx, checks out Gladys Vanderbilt's motoring attire and her 1904 Mercedes Simplex Tourer, certainly a precursor of the modern sports car.**

# Laptop

Continued from p. 6

The exhibit we caught was “Women Take the Wheel,” focusing on the wealthy female summer residents of Newport and the cars they drove (or rode in) in the early 1900s, when all cars were “sports cars” and toys for those with the means to own them.

This included Willie Vanderbilt's 1907 Renault open-wheel racer, Gladys Vanderbilt's 1904 Mercedes Simplex Tourer, an unrestored 1911 Rauch & Long Electric Roadster once owned by the mother of sports car racer and manufacturer Briggs Cunningham, as well as a 1923 Rolls-Royce Silver Ghost Piccadilly Roadster, a sporty Supercharged 1936 Auburn 852 SC Boattail Speedster, and a 1930 Duesenberg Model J Town Cabriolet.

This little museum landed well-known classic car appraiser and writer Donald Osborne as its Executive Director and he persuaded friend Jay Leno to help with an annual Concours and make some charming YouTube videos, which I recommend. The Lenos recently purchased a pricey ocean-front home in Newport and this collaboration should reap benefits in the future for the Audrain Museum.

A docent there told me that the bulk of the 400 car collec-

tion is housed in several off-site warehouses and restoration shops, including one in Virginia. (I hope to follow up on that tidbit of information.)

See Laptop, p. 8



**Willie K. Vanderbilt's 1907 Renault racer. According to local lore, Renault refused to sell him just one, so he bought a dozen and resold the rest to his well-heeled pals.**



**A graceful E-Type next to a less comely Mercedes-Benz 300SLR recreation at the Wolfeboro, N.H. Cruise-In.**

## Laptop

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Continued from p. 7

Because the traffic on the way south was thicker than I enjoy and tourists of all shapes and sizes clogged the sidewalks and roads in this small island community, we took a brief tour of the mansions by car and fled back north.

Before returning to Virginia, I also scouted out the annual Classic Car Cruise-In at the Wright Museum of World War II in Wolfeboro N.H. I was aware of this small but quite worthy Museum for years and the chance to do a double-header lured me in.

The Museum houses a number of tanks, jeeps, etc. as well as extensive exhibits of what it was like in the home-front during the war. A long corridor examines WWII, year by year, and how people at home coped and contributed to the war effort.

The Cruise-In outside attracted a nice turnout of local cars, including two Jaguar XKEs, a nice Mark IX, several MGs and a few other interesting European makes as well as a plethora of 50s and 60s American cars including a stunning 1957 Ford Thunderbird. A pair of vintage Stanley steamers added to the display.

The doors to the Museum shop was open and I had a brief

conversation with the man who keeps the big military iron on display in working order. Operating a tank on the asphalt parking lot is a very tricky proposition, he said.

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## AACA

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Continued from p. 5

If you've got one (or two or three....), please consider bring it/them to the show.

Richmond Region AACA will provide judges, but if you're willing and able, they can always use the help. AACA judging is very different from the rigors of JCNA judging, and there will be a judge's meeting early in the morning (9am). If enough cars are entered, there will even be a separate Jaguar class with it's own awards - reason enough to enter your car(s)!

Please feel free to contact me directly with any questions. Richmond Region AACA has been very kind and generous with us and we need to support that with a strong turn-out at the show. I look forward to seeing many of you there.



## VJC MEMBERS' EVENT



VJC members displayed their cars on the winery lawn. (Photos by Brian Trickett)

# Jaguars grace Upper Shirley Vineyards

By Brian Trickett  
VJC Secretary

A most enjoyable time was had by all members and guests that attended our Virginia Jaguar Club lunch meeting at the Upper Shirley Vineyards on Saturday July 17th 2021.

Upper Shirley Vineyards is an estate winery and restaurant perched above one of the most scenic bends on the James River, being located just 30 minutes from Richmond and 35 minutes from Williamsburg, just off route 5.

The management at the winery had graciously allowed us to park on the lawn adjacent to their main building and so it was that the cats started to appear at the watering hole around lunch time.

In the Bistro restaurant members chose from a variety of wines available to pair with their lunch, the sparkling rose and the local Virginian viognier being the most popular selections.

Thanks go to our own events chairman, David Harrison

and the Upper Shirley management and staff for arranging an entertaining and relaxing afternoon for our event and meeting.

## Wines, vines and Jaguars...

The Virginia Jaguar Club held a scenic drive and luncheon in conjunction with a business meeting on a toasty hot sunny day July 17, 2021. The destination was the Upper Shirley Vineyards, adjacent to historic Upper Shirley Plantation in Charles City County, Virginia.

Attendees were: Bill Sihler, Greg Glassner, Bill Spitzer, Jill Kuslits, Peter Schowalter, Jeffra Schowalter, David Harrison, Una Harrison, Brian Trickett and Kathy Trickett.

The meeting opened with a discussion regarding where we might have our next VJC event/outing. Several ideas

See Wine, p. 10

## Virginia Jaguar Club



The always elegant Harrisons, David and Una and their XJ8 sedan.

## Wine

Continued from p. 9

and locations were put forward and eventually the group decided to adopt David's proposal of The Country Club at the Highlands in Chesterfield Va.

At the time of the meeting a date of 22<sup>nd</sup> August 2021 was

selected. I have since been advised by David that this will be subject to change due to a conflict of dates.

David will advise of the new date in the near future.

Next on the agenda was the subject of car shows VJC

See Wine, p. 9



VJC members enjoying lunch and liquid refreshment in the winery bistro: left to right Greg Glassner, Bill Spitzer, Bill Sihler, Peter Schowalter. Jeffra Schowalter, Una Harrison, Kathy Trickett, David Harrison, Jill Kuslits.



**Peter and Jeffra Schowalter with their nicely turned out XK8**

## Wine

Continued from p. 10  
have been invited to attend for the remainder of the year. This discussion was led by Peter.

Antique Automobile Clubs of America (AACA) Richmond Region's annual Collector Car Show and Swap Meet, Sept. 18 from 8 a.m. to 3 p.m. at St. Joseph's Villa, Richmond VA.

If you want to enter your car then you must register on-line at: [www.RichmondCarShow.com](http://www.RichmondCarShow.com). Admission is \$25 and includes you and one passenger in your Jaguar and children are admitted free. **Registration for judged cars has been extended to Sept. 12!**

VJC members are being requested to act as judges at the show, not just for judging Jaguars but for other cars also. Peter informed that the judging will follow the AACA guidelines and not JCNA guidelines. This means that we will not be judging for authenticity but rather for presentation. Trophies and class types will be organized by AACA Richmond. The event organizers are particularly interested in a solid turnout of E-Types in recognition of the model's 60<sup>th</sup> Anniversary.

Peter will keep us informed as we move forward to the show date.

Shenandoah Valley British Car Club: SVBCC 40<sup>th</sup> Annual

British Car Festival, October 2 from 9 a.m. to 3.30 p.m., at Ridgeview Park, Waynesboro VA.

If you want to enter your car you must register on line at SVBCC website. Fee for registration is \$25. Spectators are free admission.

Peter will provide more news as he gets it regarding if they expect us to judge other cars at the show.

There being no more topics to discuss the meeting was adjourned.



**VJC President Bill Sihler with his immaculate XJS convertible.**

## JAGUAR HERITAGE



**A native Brit, our own David Harrison is well qualified to chronicle the evolution of the E-type. He owns two of them and has had many conversions with the late Norman Dewis.**

### A legend is born: the evolution of the Jaguar XKE

By David Harrison  
VJC Past President

From its earliest days, Jaguar embraced competition to promote the marque, following the axiom “Win on Sunday, Sell on Monday.” The company maintained a potent sports lineup to help sell their more profitable closed cars, culminating prewar in the traditionally styled SS100, Jaguars first sports car exceeding 100 mph.

After WW2 Jaguar needed a modern sports car. In 1948 Jaguar introduced the sensationally styled XK120, capable of 120 mph, at the 1948 Motor Show. The car came in instant demand, particularly in the all-important US market, often owned by celebrities such as Clark Gable. A car with bubble canopy driven by works driver Norm Dewis reached a record speed of 172 mph.

In 1950 Jaguar decided to compete in the important and demanding 24 hours of Le Mans race, following a promising debut by three privately entered XK 120s. The C-type was a true racing car with monocoque body and tubular space frame, a concept later used on the E-type. Malcolm Sayer developed the aerodynamic shape based on wind tunnel modelling. In its debut in 1951, a single C-type won first place, and a team of three C-Types came in first, second and fourth in 1953.

Jaguar then developed the D-type, with a square section space frame closer in concept to the eventual E-type design. A D-type was second in the 1954 race, a D-type with disc

**See Heritage, p. 13**



**A representative sampling of E-types was on display at the Greenbrier Concours d' Elegance in Spring.**

# Heritage

Continued from p. 12

brakes, driven by Mike Hawthorne won the 1955 Le Mans, and the 1956 Le Mans was won by a D-type entered by the Ecurie Ecosse stable.

At this point Jaguar withdrew from racing, having made their point, and started work on a new sports car to replace the now-venerable XK 120-140-150 series. Using the knowledge gained from racing, a series of prototypes aerodynamically styled by Malcolm Sayer and progressively closer to the final E-type were tested by a small team including Norm Dewis, now a development engineer as well as works driver.

The new E-type was unveiled at the 1961 Geneva Show and created a sensation. The sixth car built, a sleek coupe registered as 9600HP had been well used as a test car and was rushed to Geneva in an epic overnight drive by Bob Berry, arriving 20 minutes before the official unveiling by Jaguar owner Bill Lyons, just in time for a quick wash and polish. The intense demand for another demonstrator car led to an urgent call for Norm Dewis to drop everything and drive the only available roadster, 77RW, 600 miles through the night, arriving a few minutes before its scheduled debut.

77RW was used to demonstrate performance on a circuit of local Geneva roads, which were similarly used by Mercedes. A rivalry developed, hapless passengers driven by

Norm Dewis often arriving back terrified and vomiting. The E-types' superb styling, its 150 mph capability, sure footed roadholding and incredibly low price created an instant demand. The demand surprised and swamped the factory, an echo of the XK 120 reception. Early cars were rushed out with outside bonnet locks, welded-in bonnet louvres and flat floors which left little room for feet. These rare Series 1 cars with 3.8 liter engines are now in high demand with prices for authentic restored cars reaching \$500,000.

The factory managed to turn out over 2,000 Series 1 E-types in 1961, over 6,000 in 1962 and a total of about 15,000, before engine displacement was increased to 4.2 liters in 1964. The 4.2 Series 1 cars had other improvements in comfort and usability and are also highly valued.

In 1969 the Series 2 E-type was introduced with a change from three SU carburetors to two Stromberg carburetors, open headlights and larger tail and side lights. These changes detracted from performance and appearance but were mandated by new US safety and emission standards. Approximately 16,000 Series 2 E-types were produced after a rare 1968 transition model, the Series 1.5 which retained most of the original attractive body lines.

In 1970 the loss of performance was corrected with a 5.3

See Heritage, p. 15



**The E-type's elegance is more than skin deep.**

## SHOP TALK

## Gasohol SUcks: 'New fuel' and old carbs

By David Harrison

VJC Past President

The Gasohol program has many serious consequences. It requires subsidies, reduces mileage and increases the price of tortillas and beer. Most seriously, it attacks the SU (and Stromberg) carbs in our British cars.

Wear and tear due to driving requires maintenance. That is expected. But gasohol requires maintenance due to NOT driving. In the last year I have had to spend more time and effort on fixing the fuel systems of my cars than any other system. In the last week, the rear Stromberg on my 1968 E type flooded, the next day so did the middle SU on my three-carb SU 1969 E type.

Sticking float needles on an SU are easy to fix, remove the bowl top, remove the float lever pin from the top, remove and replace float needle with new, reverse process, about half an hour. Replacing the float needle on a Stromberg is a pain as it is almost inaccessible with the carb on the car. Having a Stromberg float needle sticking again is doubly aggravating since I removed and rebuilt the Strombergs this spring with all new parts. To some extent I was at fault here after I saw and smelt how old the fuel was. Before starting on the carbs I drained the bad fuel out of the tank via the convenient drain/sump, cleaned out the sump and glass sediment bowl and installed a new sediment filter. The tank filter was badly torn, I ordered a new one. Meanwhile I will try to remove the jet from under the bowl and free up the float and needle via the hole, with a probe, with the card on the car. Stay tuned for the next episode.

I'll remove my Jaguar hat and replace it with an MG hat. Like many British car enthusiasts I am multi-marque. My 1960 MGA 1600 had fuel leaking from the bottom of the jet bearings and from the grommets attaching the fuel bowl to the rear SU body. Since MG, or I should say BMC, located the exhaust pipe directly under the rear SU, this could get interesting.

As I said, SUs are easy to rebuild once you get them off the car. I love my MGA, but getting the SUs off and back on again is a royal pain. I am relatively skinny which helps, as most of the fasteners and fiddly split pins are almost inaccessible. Removing the fuel and overflow lines is easy. Removing the air filter bolts is the next challenge. After the

filters are off, the throttle and choke cables are next. This is where the aforesaid split pins need to come off. They have to be straightened and pulled out with needle nose pliers. Try this on a hot muggy day and you will be sweating. You may find a spring nut or two which is even worse.

After loosening the tiny throttle shaft connector pinch bolts, the connector can be slid sideways to free up and remove the front SU. This allows access to the rear SU, which has the added complication of an almost inaccessible vacuum advance pipe nut, return spring and bracket. Once the SUs are off and sitting on the bench take a break and get a beer.

Rebuilding SUs is pretty self evident. The original jet bearing design for the MGA uses tiny cork seals. Tried them once, hated them. I bought the Moss "Superdry" jet bearing kit which uses Viton seals. Expensive but anything beats having to pull SUs again. The bowl grommets were dried up and frayed and were replaced with Moss' Viton bowl grommets, cheap at \$1.49. While in there add new float needles and seats (gasohol will make them stick if it sits) and new top gaskets. It's also a good opportunity to clean exterior and interior components.

To reassemble, use the Superdry kit diagram, or print out the Moss carb page. I recommend new split pins, trying to get a bent pin back in a tiny clevis pin hole will try your patience. The Moss pins look, and are, oversized vs the tiny originals but will fit and are easier to handle. I found the Moss external jet spring too strong for my hands and reused the old ones.

You would think that re-installation of the SUs would be much easier than removal. Install the rear SU first, it is just as fiddly and aggravating, particularly on a hot Virginia day. Attaching the accelerator return spring to the tiny link on the rear carb is challenging, I attach the link to the carb end of the return spring then install them together.

After reinstallation of carbs, controls and lines is over, the (almost) last job is to start the engine and adjust the carbs per the handbook. The Moss SU jet wrench is well worth the \$2.79.

A quick drive and a beer to celebrate (in that order) finish the job. A little post-beer reflection leads me to think that the

See SUs, p. 15

# VJC CALENDAR

## Emergence from your cocoon and take in these events

### September 18

#### AACA-Richmond Car Show

The annual Richmond Region, Antique Automobile Club of America Car Show & Swap Meet will be held September 18 at St. Joseph's Villa, 8000 Brook Road, Richmond. There will be Virginia Jaguar Club involvement in this show. Classes for virtually every make and model car, truck, and motorcycle will be available with judging performed by an experienced panel. Please Note: Only pre-registered show cars will be eligible for judging and awards. As an alternative to having your car in the judged portion of the show, you are invited to participate in the 2021 St. Joseph's Cruise In, at a non-judged area of the front lawn. This show also boasts one of the largest automotive Swap Meets in Virginia. In addition to seeing over 250 antique, classic, and modified vehicles, a special feature will be Vehicles of the Front-Line Worker, saluting all the front-line workers who kept America running during the pandemic. Food, wine, special presentations, the Shriners mini-truck brigade, Valve-Cover racing, and lots more will keep your entire family entertained!



**VJC members will be participating in the annual AACA-Richmond Car Show in September. (The registration deadline has been extended to Sunday, Sept. 12!)**

### October 1-2

#### Shenandoah Valley British Car Club 39th Annual British Car Festival

Shenandoah Valley British Car Club 39th Annual British Car Festival will be held in beautiful Ridgeview Park, 620 South Linden Ave., Waynesboro, Va., Oct 1-2. Friday night is a social meet and greet evening, and the car show takes on Saturday. Trophies will be awarded in all classes.



### November 5-7

#### Hilton Head Concours d' Elegance

The annual Hilton Head Concours d' Elegance will be held Nov 5-7 on Hilton Head Island, S.C.

## SUs

Continued from p. 14

bowl grommets could be replaced while leaving the carbs on the car, saving about half of the work. It is also possible that the jets could be replaced using a mirror under the bare carbs, that is, if you are familiar with the territory and adept at assembling backwards and upside down.

I'll just have to drive my cars every week or find a convenient source of alcohol-free petrol.

## Heritage

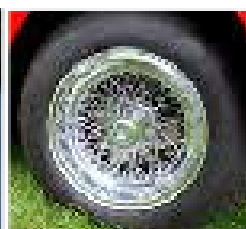
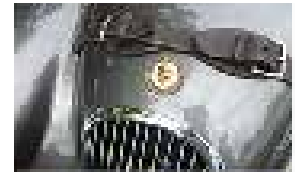
Continued from p. 13

liter V-12 fed by four Stromberg carburetors. The Series 3 E-type restored power but increased weight, the tub being lengthened and flared to accept beefier wheels and tires, and automatic transmission becoming popular. The E-type assumed its last role, that of a silky Gran Turismo rather than a sports car. The Series 3 was quite popular, with almost 15,000 produced until the last one rolled off the Browns Lane line in September 1974.

After a production life of 13 years and 72,233 cars the E-type with its fifties technology had been overtaken by newer designs and increasingly stringent crash standards. However, the E-type lives on as one of the world's most desirable classic cars.

Virginia Jaguar Club

*Virginia  
Festival of the Wheel  
September 5, 2021*



Photographs and composition by Harry Kennison.



## OPINION

# Virginia Festival of the Wheel a success

I almost passed up the opportunity to attend the third annual Virginia Festival of the Wheel at Charlottesville's Boars Head Inn Sept 5.

I had the usual excuses of course: 180-mile round trip, the resurging pandemic, an F-1 race on TV, you need to ride shuttle buses, Labor Day Weekend traffic, etc.

Fortunately, some car club friends of mine gave me a glowing report on Saturday's Cars and Coffee Event, so I overcame my objections and drove to C-ville Sunday morning.

And I am richer for the experience. Entries may have been thinned by the pandemic, but it was a very nice show with a good selection of marques and some top quality cars, especially with the featured "Ford vs. Ferrari" Theme. (The Ferrari 250 GT Berlinetta Lusso is one of my all-time favorites and having two on hand was a treat.) A trio of Mercedes Benz 300SLs (one coupe and two roadsters), a four passenger De Thomaso Longchamp, one of 409 built, and a 1971 Maserati Ghibli SS also were of interest. Two late entries not in the program were a rare Lancia convertible/coupe and a Duesenberg SJ.

I am in no position to cast stones, but the Jaguar Marque was, ahem, underrepresented, in my opinion. Two E-types, a

customized XK120 and a Proteus C-Type replica was it. We may want to look into supporting this worthy event in the future. (Our own Bill Krzastek is on the Advisory Board.)

Anyway, if you missed it, it was a fine show. The same goes for the upcoming Sept 18 AACA/Richmond Region show at St. Joseph's Villas in Henrico County. Registrations have been extended to Sept 12, so sign up now.

-- Greg Glassner, Editor



An XK120 fixed head coupe special.

## 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

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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*



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