
LYONS TALES



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VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR

A dues increase, need for judges, preview of 2022

Dear Fellow VJC Members:

Following two years of discussion at the JCNA Annual General Meetings, the JCNA Board of Directors decided to proceed with increasing the JCNA annual per-member dues in 2022 by \$10 to \$40.

This was the first dues increase since 2009 and reflects the increasing costs of JCNA operations even though the officers have managed to cut between seven and ten thousand dollars out of fixed expenses. But membership has declined, and costs have arisen to put JCNA's cash flow into a negative position for the past several years. This was discussed in the November-December issue of *Jaguar Journal*.

Your dues to the Virginia Jaguar Club include the payment the Club has to

See Roar, p. 3



Virginia Jaguar Club President Bill Sihler. (Photo by Brian Trickett)

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

SAVE THE DATE:

Annual Virginia
 Jaguar Club General
 Membership Meeting:
 coming up in
 January, (TBA.)



Virginia Jaguar Club



Virginia Jaguar Club Members have upped their activity level considerably in the second half of 2021, including several relaxing and enjoyable dinner meetings.

Roar

Continued from p. 2

make to the parent organization, JCNA. Our dues are currently \$60 a year, so that \$30 currently remains with the VJC after we pay JCNA its \$30, which will become \$40 in 2022.

After discussion, the VJC Board of Directors decided the Club's financial position was strong enough that our Club only had to increase our dues to \$65, paying the extra \$5 a member out of our cash balance. Thus, renewal notices will ask for a renewal subscription of \$65, up \$5 from last year rather than \$10.

Outlook for 2022

With the hope that 2022 is more favorable for our Club's activities than 2020 and 2021, we will be in a better position to see whether we can continue to hold membership cost at \$65. For example, the cost of a concours is largely fixed regardless of the number of cars entered. If limits are required because, for

example, we have a limited number of judges, the revenues to cover the fixed costs would be less and could cause a loss.

Judges Training

In addition, we are going to have to arrange a major training session for judges this year to go over changes in the judging rules. We also must arrange for our Annual General meeting.

On that subject, we are still working to find a venue, but the date will probably be Sunday, January 23. As soon as details are arranged, I think the best way to make the announcement will be by email to members rather than using the googlegroup vehicle.

With all best wishes for health and a lovely holiday season,

Bill Sihler
VJC President

ANNUAL VJC SHOW



The only thing better looking than a classic E-type is a whole row of them. (Photos by Brian Trickett)

AACA Richmond Region show featured tribute to Jaguar E-type

By Brian Trickett
VJC Secretary

I was up early on Saturday, September 18, 2021. I did not want to be late for the Classic Car and Swap Meet organized by the Antique Automobile Club of America, Richmond Region.

As I pulled onto the St. Josephs Villas grounds in my 2005 Jaguar S Type R, I was secretly hoping that I might be able to win an award with the car that day. I did not dwell on it though, since as they say “the best laid plans of mice and men oft go astray!”

I was directed to my designated spot by some very efficient gentlemen, zig zagging through the other cars until I arrived

and parked at a spot with a sign that said “British Cars 1981 and Upwards”

Since I was one of the guest judges along with some of my fellow VJC members the whole of the morning was spent with the cars that we had been assigned to judge and what wonderful cars they were.

The Best in show award went to a Packard Phaeton. This car was the top of the line for Packard in its day.

Jaguar cars were well represented with a whole bunch of E Types turning up to celebrate the 60th anniversary of this iconic model.

After the judging I had some free time to roam around

See Show, p. 5



George Parker's immaculate blue XK120 heads up the line of E Types. (Photos by Brian Trickett)

Show

Continued from p. 4

the show ground and took up my trusty Canon SLR to get some photographs when I noticed the row of cars parked right behind my Jag. It indeed was a sight to behold with a whole row, I counted nineteen, of Ford Thunderbirds. Most of them were the earlier 1950's, 60's and 70's models but I noticed one that was different. It was an eleventh generation Thunderbird, this one being a 2004 or 2005 model

and it was parked just behind my Jag just 20 feet away. The two cars are quite different with the eleventh edition Thunderbird being a two-door sports convertible with an optional removable hardtop, and the Jaguar S Type R being a midsize sports sedan. Apart from them both sporting the same silver metallic platinum paint you would think they

See AACA, p. 6



At left, a fine early 1900s auto. At right, VJC Judges Peter Schowalter and Bill Sihler taking a hard-earned rest. Our team judged a total of 14 cars during the morning.

Virginia Jaguar Club



VJC Secretary Brian Trickett's Jaguar S Type R.

Show

Continued from p. 5

had nothing in common, but I knew the connection. They did share the same DNA.

Both cars were Ford products with Jaguar being owned by Ford at the time they were built, and the sole engine of the eleventh edition Thunderbird was the Jaguar designed AJ DOHC V8. The same engine as my Jaguar S Type R, actually the Thunderbird's engine is a reduced stroke variant of the one in my car so I can boast that my Jag makes more horsepower. The same Jaguar engine was used in the Lincoln LS.

I thought it was quite interesting that these two cars that were made in different countries on opposite sides of the pond, some four thousand miles apart, had both met on the same field just 20 feet apart after a period of 16 years.

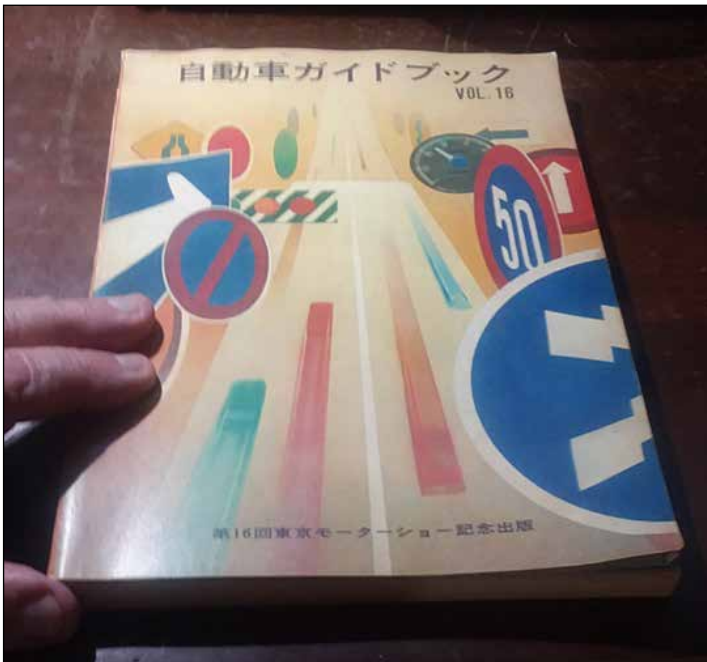
Congratulations and thanks go to AACA Richmond for organizing the show. It was truly a spectacular event and judging by the crowd that turned out to see these wonderful cars, I am sure was enjoyed by all who participated and attended.

As I was driving home in my Jag I couldn't help but smile as I glanced down at the front passenger seat where I had placed the plaque for Best British Car 1981 and upwards. It had not been a bad day, not a bad day at all.



Two examples of 1950s "Detroit Iron," a 1955 Ford Thunderbird, top, and a 1959 Cadillac, above.

FROM THE EDITOR'S LAPTOP



The 1969 Tokyo Motor Show catalog, left. It is printed in Japanese, so I still can't make out any of the words. Above the Nissan Fairlady 240Z, introduced in November, 1969.

The Rising Sun revisited: My 1969 visit to Japan was an eye-opener

By Greg Glassner
LT Editor

This past summer, I tried to beat the heat by watching some of the Olympic Games from Japan on TV. The brief street scenes broadcast from downtown Tokyo, now a city of 14 million people, brought back memories from the week



Editor Greg Glassner driving Miss Virginia around in his XK8.

I visited there in 1969.

I spent most of that year in Uncle Sam's Army in Northeastern Thailand. But I had a two-week leave coming and I used it to military hop my way to Tokyo to soak in some Japanese culture, specifically car culture.

Beforehand, I wrote to "Jack" Yamaguchi, who covered the Japanese auto industry for Road & Track as well as some British and Dutch car magazines and asked him what time of autumn would be ideal for a car nut's Japanese sojourn. (Kids: In those days, people actually wrote letters to one another and mailed them.)

I was pleasantly surprised when Yamaguchi wrote back and offered to get me a press pass for the 1969 Tokyo Motor Show.

So I military-hopped my way from Udon Thani Royal Thai Air Force Base to Tachikawa U.S. Air Force Base outside of Tokyo, with a layover of a day or two in Okinawa.

I phoned Yamaguchi on my arrival and he gave me instructions to meet him outside the main rail station in Tokyo on the morning of the show's preview day. Looking

See Laptop, p.8

Laptop

Continued from p. 7

back, it is amazing that all of these complicated arrangements came together so flawlessly.

As I stood there at the curb, one of no more than a handful of Westerners in a throng of Japanese, the ever polite and accommodating Yamaguchi pulled up in his attractive Honda 1300 sedan at the agreed time. We exchanged introductions and were off to the show, where he cut through the ubiquitous red tape and got our credentials.

I pretty much tagged along with the Japanese journalist all day, receiving translations into English and discussing the new cars with my very well informed host, who also bought me lunch and took me along on several short test drives around the giant arena's parking lot.

That year was pivotal for the auto industry for a number of reasons, not the least of which was the introduction of a svelte sports car called the "Nissan Fairlady Z," soon to be known in the West as the Datsun 240 Z. The Rotary engine offerings of Toyo Kogyo (Mazda) also caught my attention.

I insisted on reciprocating by buying my host dinner and Yamaguchi drove us to a neighborhood eatery he knew of, explaining that the downtown Tokyo restaurants were exorbitantly expensive. Before Yamaguchi dropped me off at the train stop to get me safely back to the Air Base, I thanked him profusely and told him I hoped he got something out of seeing his country's car show through the eyes of an American G.I. and former college Journalism major.

During the remainder of my stay in Japan, I rented a tiny Honda 360cc sedan and toured the countryside and attended a minor motorcycle race at the old Fuji Circuit. I also popped into a Honda production facility unannounced and was given a tour by another exceedingly polite bilingual Japanese,



Yamaguchi picked me up in a Honda 1300 sedan like this one, a comfortable and peppy touring car. I thought this model was what Honda should have launched in the U.S.

who referred to company president Soichiro Honda with the same reverence we Americans used to reserve for folks like George Washington and Thomas Jefferson.

That factory was spotless, employees all wore white coveralls and red Honda baseball caps, and everyone from the janitor, to plant manager, to this American gate crasher ate lunch in the same cafeteria. (There was no executive dining room with three martini lunches.)

After this experience, as well as my short time driving that miniscule Honda sedan, I suspected the American and European auto industries were in for a bit of a comeuppance.

I even wrote Mazda and offered my services as a dealer, should they come to these shores.

They turned me down, of course, but the reply was from a vice president who was (what else?) exceedingly polite.



I rented a tiny Honda 360cc Sedan like this one and spent three days driving around the countryside in it.



One of my few surviving photos from the show is this racing car, which appears on the cutting edge of technology in 1969.

CONCOURS



Judged cars ranged from XK120s to a 2019 XJL. (Photos by Bill Sihler)

Nations Capital Jaguar Owners Club Concours

By Bill Sihler
VJC President

Immediately after the September AACA show in Richmond, described by Brian Trickett elsewhere in this issue, I headed back to Charlottesville, got some dinner, changed vehicles, and headed up North to participate in the NCJOC concours on Saturday, Sept. 19.

This event was held at George Mason's home, Gunston Hall, in conjunction with the Brits on the Green display. This was a car show with public-choice awards, which I decided not to wait for. The drive back through Northern Virginia was more than congested.

The NCJOC's original plan had been again to use the GEICO campus in Bethesda for its typical June concours. GEICO decided late in the day that it couldn't host the show this year. NCJOC identified the Brits on the Green as a suitable alternative site. It was indeed lovely, large open field with plenty of room for the more than 100 cars on display from all marques.

Flies also attended

The only problem were the biting flies that took chunks out of one's ankles unless one was wearing long trousers.

Even then, if one sat down and the cuffs came up, one was vulnerable. And the wretched bites took several days to heal.

For an unexplained reason, possibly lack of judges, the judged field was limited to 15 cars. Just before registration

See Capital, p. 10



A magnificent Mark X.



A nice array of XJs.

Capital

Continued from p. 9

closed, I bagged the last space (with the newest car). I'm guessing, however, that NCJOC members brought at least 50 Jaguars to Display. There were some beauties among them.

For example, there was a magnificent Mark X. I was told that the owner had restored it from the typical barn-find condition. It was just as handsome inside as the exterior shows in the illustration. What a shame that the Mark X was underpowered.

Early XJs

On either side of the Mark X were a pair of early XJs. The yellow-green model on the right is a Series 1, the left-hand car is Series 2. Note the smaller grill and thinner but higher front bumper on the Series 2. This latter change forced relocation of the running/turn lights from above to below the bumper.

The judged field was set at 14 cars. One failed to show, which allowed another to be admitted to the field. They ranged from XK120s to an XJL2019.

I was asked to do the operational checks with the assist of an apprentice judge from NCJOC. All went well, although it was surprising how many owners of older models did not know how to turn on the lights. I suspect the cars were never allowed out after dark.

The saddest problem, however, was on an XJS whose rear lights did not light up—none of them! The car's owner said it was just out of the shop after a \$20,000 renovation and

that the lights had worked the day before. Something must have come loose during the trip to Gunston Hall. Those are big points off!

AGM wear and tear

My vehicle fared well except for the scratches on the front. I picked these up at the JCNA Annual General Meeting two weeks earlier, which I hadn't noticed. They probably got there as I was maneuvering my way into the garage associated with the hotel. This involved making a 90 degree left turn in a narrow ramp and about 20 feet later a 90 degree right turn. I vaguely remember not quite making the second turn in the clear.

After the judging, not much happened. Got lunch from one of the two high-end food trucks, fed the biting flies a bit. Stood around, with some others. Chap from Georgia took off, as did a couple of others.

Eventually, the NCJOC folks folded up their tents to depart. When asked, the word was that the concours was over and judging sheets would be sent out promptly.

My first thought was that perhaps the concours had been set up to accommodate those NCJOC members who wanted to compete for regional or national recognition.

I can understand why they might have been disappointed by the cancellation of the June event. But, there were three non-NCJOC entrants, from Georgia, Ohio, and Virginia. Still, it was certainly the most stripped-down concours I have ever attended.

CAR SHOWS



The E-type was celebrated once again.

Shenandoah Valley British Car Club Show

By Bill Sihler
VJC President

As usual, the SVBCC annual car show was held on the first Saturday in October, October 6 this year, in Waynesboro's Ridgeview Park. The weather was a bit chilly, but the sun was out and the breeze was very light.

The Schowalters, Brian Trickett, and I were the VJC members who attended.

In total, there were a surprising number of Jaguars on the field, about 20 ranging from the early XKs (shown photo below) up to recent XFs.

See Shenandoah, p. 12



Early XKs.



A magnificent Mark 2.

Shenandoah

Continued from p. 11

The photo above shows the field, with three E-Types in the foreground and a variety of XKs and XJSs in the distance. There was also a magnificent Mark 2, two-tone in gray.

Peoples' Choice

We stayed until the Peoples' Choice awards were announced, but none of our VJC cars got recognition. In fact, neither did any of the lovely classics.

The Jaguar award went to a bright red XF sedan. It is probably sour grapes, but I did notice that this car's owner appeared to have made a family party out of the show. Perhaps that influenced the balloting.



Peter and Jeffra Schowalter and their nicely turned out XK8 helped fly the VJC colors (BRG, of course) at the Shenandoah event.



The Winter, 2021 Editor's Award goes to VJC President Bill Sihler for his outstanding editorial participation.

CONCOURS



A rare 1934 SS 1 Tourer. (Photos by Bill Sihler)

North Georgia Jaguar Club Concours

By Bill Sihler
VJC President

The NGJC concours was held late in the season on October 31 at the Chattahoochee Country Club on Lake Lanier. With our son here to help share the drive and with polishing up the car after the trip, it was a very enjoyable excursion in our XJL 2019.

I had a body shop deal with the scratching I had placed



An excellent early example of the classic XJ series.

on the front bumper when navigating the entrance to the garage at the JCNAAGM. This had cost considerable points off, which I hoped to recoup.

It made sense to split the drive in two half days. That gave us a half day on the initial day down, a half day to prep the car after we arrived, and a half day to start home after the concours lunch.

The weather on the initial day down was very good. The second day started fine but, as we got to Gainesville, where the motel was located, it clouded up and then started to rain. We had planned to run the car through a car wash, but we found that those that used manual labor had shut up when the rain drove their customers away.

With a little exploration, we found a brushless automatic featuring a series of devices that blasted fluid and then air quite effectively all around the car. This seemed to clean the bugs off the windshield and we hoped the grime off the rest of the car. Fortunately, it was only a short drive to the

See Georgia, p. 16

VJC ACTIVITY



A beautiful day for British cars, oysters and music. (Photos by Brian Trickett)

Battersea Oyster Roast again a big hit

By Brian Trickett
VJC Secretary

On Saturday, Nov. 6, some of our members from VJC headed towards Petersburg to participate and enjoy the

Battersea Foundation Oyster Roast and Festival.

The Foundation was hosting its annual signature event featuring great food, live music and classic British cars

See Oysters, p. 15



Virginia Jaguar Club



VJC Pres. Bill Sihler and Mike Malone compare experiences with their XJS Jaguars.

Oysters

Continued from p. 14

displayed on the lawn.

Unfortunately the show did not take place last year due

to Covid but it seems by the attendance this year people wanted to make up for it. A wide variety of classic British cars were shown and attracted a great deal of attention.



A delightful Mini, left. At right, an elegant XKE and a spunky Lotus Cortina.



BODGER'S CORNER

Noun:

bodge job (plural bodge jobs)

1. A job that was completed quickly and carelessly, possibly with one's mind on other things, or without using the correct tools, or parts, even if no mistakes were made.

Synonyms

- botched job

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

Send email to: glassgreg@hotmail.com.

Who among us has not faced the dilemma of too many cars and too little space? VJC member David Harrison submitted this photo of how one ingenious, some might say diabolical Porsche collector solved this problem.

Georgia

Continued from p. 13

motel and to dinner.

The day of the concours, a Sunday, dawned sunny and crisp. In fact, the streets were virtually dry by 6 a.m. and seemed completely dry by mid-morning as we drove to the country club. There proved to be little final polishing required, which our son generously attended to, no doubt enhancing our score. We were cordially welcomed by the NGJC members and enjoyed the handsome buffet lunch laid on before judging started. This schedule left a large amount of time for preparing cars.

There were 20 cars entered for judging (17 net on the field), ranging from an SS-1, an XK120, and two XK150s

up to a 2017 F-Type and our 2019 XKL. E-Types were the largest class present with six models. There was also an example from the first XJ series (Photo page 13). The hit of the show was the superb SS-1 1934 Tourer (back-seat version), shown on page 13. Almost worth the trip to see that car.

I was paired as a judge with Ted Hill, whose main club affiliation is the Carolina Jaguar Club. Ted had brought his high-scoring 2004 XKR.

Although the score sheets haven't arrived, it appeared that there were very few deductions for our car compared with the Nations Capital concours.

NEWS FROM JAGUAR



I-PACE boasts infotainment, technology

All-electric I-PACE performance SUV: now featuring a new infotainment system and even more driver-focused technology for the 2022 model year

Connected and up-to-date: Standard technologies include Jaguar's latest Pivi Pro(1) dual-sim infotainment system and Meridian™ 3D Surround Sound System

Enhanced software-over-the-air (SOTA) capability: Systems including infotainment, battery management and charging can be updated remotely and facilitate improvements to the I-PACE over time(1)

Faster charging enabled: 11-KW AC on-board charger

improves charging times

Driver Assistance technology: A new 3D surround camera and ClearSight rear-view digital mirror deliver unimpeded visibility(2)

Occupant experience enhanced: Cabin air ionization with PM2.5 filtration helps capture ultrafine particles

More distinctive design: Atlas Grey finish to grille pins as standard, enhanced paint palette

Exclusively available in top HSE trim, pricing starts at \$69,900.

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

Facebook: <https://www.facebook.com/groups/904051982964621/>The Virginia Jaguar Club is affiliated with

The Jaguar Clubs of North America

Submissions

We encourage our members to submit articles, stories and pictures for publication in Lyons Tales. We kindly ask you follow the specifications listed below. To submit an article, please send to glassgreg@hotmail.com.

Make sure you reference

Lyons Tales somewhere in the subject line.

SUBMISSION DEADLINE

15th of the month preceding the issue month.

SUBMISSION SPECIFICATIONS

Text: any Regular Hoefler, Arial, Calibri or New Times Roman

Font Size: 10-12 pt

Format: Word, Pages or Text file

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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): \$65.00 ***

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

[*** 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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