
LYONS TALES



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VIRGINIA JAGUAR CLUB
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First Quarter, 2022

LYONS TALES

LYONS' ROAR

Annual General Meeting kicks off a new season

Fellow VJC Members:

At long last, the Virginia Jaguar Club was able to hold its Annual General Meeting on February 26, 2022 at "The Reserve at the Highlands" in Chesterfield. The restaurant's menu offered good variety, and the servings were very generously proportioned. Perhaps because of the Covid situation, the room was far from crowded, which made the AGM that followed lunch very easy to conduct. Unfortunately, David Harrison, the Events Chair, had taken a tumble and damaged an ankle so seriously he could not attend in person. He did participate to the extent he could by telephone

Elsewhere in this issue there will be the VJC's secretary's minutes of the meeting. I'll take this opportunity to elaborate on some parts of them.

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 AACA
Richmond Region
Collector Car Show
(With VJC participation)
Saturday June 11 at St.
Josephs Villa, Richmond,
VA.



Virginia Jaguar Club



Participating in the AGM of the Virginia Jaguar Club were, clockwise from left, Peter Schowalter, Jeffra Schowalter, Kathy Trickett, Brian Trickett, Thomas Sledge, Bill Guzek, Greg Glassner, Suzie Hemler, Paul Hemler and President Bill Sihler. (Photo by our lovely and very patient waitress.)

Roar

Continued from p. 2

The existing officers had expressed their willingness to serve another term except for George Parker. He will be fully occupied this year with his task as president of the Central Virginia British Car Club and thus decided not to run for the vice presidency. David Harrison, who has been serving as Events Chair, agreed to accept the vice-presidency position. The VP typically takes on responsibility for events. The listing of officers is included in the minutes provided elsewhere in this issue.

There was considerable discussion about whether to hold a concours this year. The group eventually concluded it was already too late to get organized for a cocours in summer 2022. Almost all of the VJC judges need to be requalified, and it was not certain that the Club would have enough judges even after requalification. Negotiations are under

way with Sherm Taffel, VJC chief judge, to arrange a Zoom teaching and review session.

The decision also was to accept the invitation of the Antique Automobile Club of America/Richmond to have a display of VJC member's cars at the AACA/Richmond June 11 show at St. Joseph's Villa in Richmond. This would not be a JCNA sanctioned concours but rather just a chance for VJC members to show their cars and enjoy the company of VJC members. Those present will have the opportunity to assist the AACA/Richmond in judging cars by AACA standards. Peter Schowalter is coordinating with AACA/Richmond, and further information will be distributed.

This discussion was followed by a general discussion of Club events this year. It was concluded that a good

See AGM, p. 4

Roar

Continued from p. 3

arrangement would be to set up a series of participation in car shows during the summer, once a month and in different parts of the state. These would be display events. Depending on the spacing of these shows, Saturday lunch meetings at the Reserve would help fill the calendar. Brian Trickett volunteered to work with David Harrison identifying the events to which VJC would encourage member presence.

Membership Chair, Bill Guzek, discussed his efforts to reach out to members who have not renewed in the last couple of years. He said that JCNA's Membership Committee had organized a number of Zoom conference calls to discuss ways of a Club's increasing its membership. Bill had found these sessions very useful and planned to adopt some of the suggestions in recruiting and renewing members.

Bill also raised a question about putting out a roster of VJC members with at least some indication of the cars they owned. As a Club with far-flung members, this information would allow members to learn of other members in their part of Virginia. Those present agreed the information would be

useful, but there was concern that some members might not want revealing information circulated. Bill said he would explore what members would be willing to share and how it could safely be distributed.

Which brings to mind that VJC now uses two different ways to communicate with members and the public. Information designed for members only is sent to an email list of members that Bill Guzek maintains. More general information is sent to the Club's googlegroups address. This is open to the general public but only on application. It contains perhaps 200 names, some of which may be obsolete. David Glick handles this list. To participate in either or both communication channels, VJC needs your email address to send you information. I've tried post cards to those who do not want email messages, but that relies on my remembering to send one out. Less reliable as I grow older.

Happy Jaguaring, and look forward to seeing you at one of these car shows.

-- Bill Sihler, President

Official minutes of the VJC AGM

Virginia Jaguar Club Annual General Meeting

Minutes of the Meeting

Saturday, Feb. 26, 2022, 1:30-3:30 p.m.

Attendees.

Bill Sihler, Thomas Sledge, Bill Guzek, Greg Glassner, Suzie Hemler, Paul Hemler, Peter Schowalter, Jeffra Schowalter, Kathy Trickett, Brian Trickett

Agenda.

1. Review of 2020 and 2021 minutes
2. Report on 2021 including financial report
3. Membership report
4. Election of offices
5. Determine delegates to JCNA AGM in Milwaukee
6. Concours approval with AACA

7. Judge training
8. Considerations of club meetings in 2022
9. Other business

The meeting commenced with the President (Bill Sihler) distributing past AGM minutes from 2020 and 2021. This proved helpful in reviewing the recent history and hopes we had for our club during the Covid pandemic and leading the group into the subject of the present financial situation of the club.

Bill Guzek brought the group up to speed on membership of the club and informed that at present we had 24 paid members. By comparison the club had 46 members, as recorded in the minutes of the AGM held in January of 2020, 15 of whom were registered judges.

See Minutes, p. 5

Minutes

Continued from p. 4

Membership fee since 2009 had been \$60, of which \$30 went to JCNA and \$30 went to VJC. For 2022 Jaguar Clubs of North America (JCNA) raised their membership dues by \$10. We had decided that we would only increase the membership fee for 2022 to \$65, with VJC paying the extra \$5 per member out of our cash balance. The renewal notices would ask for a renewal subscription of \$65, up \$5 from last year rather than \$10.

Bill informed that JCNA have “Zoom” meetings with clubs on membership recruitment and suggested that we should look into participating in future meetings of this kind.

Bill also informed that he has created some business style cards advertising our club which would attract some new members. Upon seeing a parked Jaguar we can slip this under the windscreen wipers and hopefully spike some interest in possible future members.

Additionally, Bill also informed that he was compiling a directory or roster of members names, emails and phone numbers with the intent to further members communication with each other. The group was in agreement and that this would only be communicated to members on the email list.

The following were nominated as officers:

Bill Sihler (President)

David Harrison (Vice President and Events Chair)

Leland Miller (Treasurer)

Brian Trickett (Secretary)

Bill Guzek (Membership Chair)

The above nominations constitute the Board of Directors and were approved for 2022.

The following were also approved:

Sherm Taffel (Chief Concours Judge)

Wayne Estrada (Concours Chair and Webmaster)

Ron Gaertner Concours Co-Chair

Greg Glassner (Newsletter Editor)

George Parker (Member at Large)

Peter Schowalter (Member at Large and Communication with other clubs AACR-CVCBCC etc.)

The JCNA AGM is to be held in Milwaukee on March 25-26, 2022. Bill Sihler and Ron Gaertner will be attending and representing the VJC.

After much discussion it was decided that VJC would not be holding a JCNA sanctioned concourse in 2022. All of our

judges have not been able to receive judges training due to covid restrictions over the last two years and therefore are not eligible. Instead, we would participate with the AACA in June as we did in 2021.

As mentioned above, the club had 15 registered judges in 2020, as of writing we have none since they have been unable to get requalified. Judges training must therefore be a priority this year. To that end it was proposed that we would aim to get our judges trained in March. Bill Guzek and Bill Sihler both suggested that we look into the possibilities of receiving judges training via Zoom meetings, perhaps investigating this with other clubs such as North Carolina Jaguar Club.

Much debate centered around consideration of club meetings for this year. The following venues were mentioned as possibilities to investigate:

AACA show, as mentioned above, on June 11. The theme of the show will be “Development of the Sports Car.” For the Jaguar display they have informed that they are interested in showing a range from the SS 1 to late model sports cars. (See page 6, this issue.)

Shenandoah Valley British Car Club Festival in Waynesboro, October 1.

Festival of the Wheel in Charlottesville, August 26 – 28.

Ashland Kiwanis Club at Ashland Junction Shopping center, May 14. Greg advised he would check this out. (See page 15, this issue.)

Williamsburg Car Show. (TBA)

Tom will investigate the possibility of a meet at the Chequered Flag at Virginia Beach.

The consensus of the group was that we should concentrate on participating in car shows and also have more regular meetings and drives, perhaps monthly.

Brian Trickett informed that he is willing to assist David Harrison with the arrangements of events since David has now taken on Vice President role as well as Events Chair. BT will work with DH and a time table of events will be issued in the near future.

With no further topics to discuss the meeting was adjourned. Many thanks to all participants for their attendance and ideas.

--- **Brian Trickett (Secretary)**



53rd annual
**RICHMOND
COLLECTOR
CAR SHOW**

**Featuring the
Evolution of the Sports Car!**

Saturday, June 11, 2022 8:00am - 3:00pm
St. Joseph's Villa
8000 Brook Road, Richmond, Va

Judged Show Cars – Cruise-In Cars – Antique Car Rides
Largest Collector Car Swap Meet in the area – Special Exhibits
Admission \$10 per person, children 12 and under FREE
100% of the Admission-Gate proceeds benefit St. Joseph's Villa
www.RichmondCarShow.com

WWW.RICHMONDCARSHOW.COM
2022 CAR SPONSOR
Page
auto group

FROM THE EDITOR'S LAPTOP



The author, age 20, briskly motors his Sunbeam Alpine in an autocross at Penn State. We are not sure if the blurred picture is due to the ineptitude of the cameraman or the blistering speed of the driver.

Memories of driving in snow country: Winter driving skills seem to fade in time

By Greg Glassner
LT Editor

By the time you read this, the snows of this winter past may be just a fond memory. I woke up to a 12-degree morning, so snow and cold have been on my mind a lot lately.



Editor Greg Glassner driving Miss Virginia around in his XK8.

VJC Member David Glick got the ball rolling on the topic of snows past by soliciting photos of Jaguars and other British cars frolicking in the fluffy white stuff.

I found no pictorial evidence of my own adventures and mishaps in snow, but the memories are still vivid.

I came of driving age in Wisconsin and Northeastern Pennsylvania and driving in snow and on ice was a fact of life, an experience that instilled in me lifelong confidence that I could prevail in all sorts of wintry mixes, unfortunate as it often turned out.

I learned to drive in two-ton Buicks that provided their drivers with some traction and the ability to bludgeon their way through snowdrifts. I remember as a teen merrily carving “donuts” in empty, snow covered parking lots and my friends and I spent one memorable afternoon getting up a head of steam in my family’s 1950 Buick Super and deliberately crashing into the huge mountains of snow on plowed shopping center parking lots. (Hey, teens always find a way to amuse themselves.)

See Laptop, p.8



My first new car, a 1969 Alfa Romeo 1750 Berlina, seen here cavorting on the sands of Daytona Beach in February 1970, was another poor choice for motoring in snow country.

Laptop

Continued from p. 7

Being into foreign sports cars, I often bought vehicles not suited well to the north country. My first car, a 1959 Fiat Abarth 750 was rear-engine and could go in snow until it accumulated under the chassis and lifted all four wheels off the road.

My next purchase, a 1959 Sunbeam Alpine convertible was totally unsuited to winter driving. One night, after dropping my girlfriend off at her parents house in Altoona, PA, I slid helplessly down an icy slope into a phone pole. On another, after dropping said gal at her college dorm, I drove back to Penn State in a blizzard and had the canvas roof tear off along the windshield bracket. I finished the trip steering with one hand and holding the top on with the other.

Yet this humble product of the Rootes Group took me to the zenith of my rather modest motorsports career.

It was in the aptly named Jan.30, 1966, "Snowfall Gymkhana" co-sponsored by the Penn State Sports Car Club and Sports Car Club of America. The weather gods deposited a heavy blanket of snow on our usual parking lot and we carved an autocross course by towing a railroad tie behind a Jeep. Impromptu classes of "Front Drive," "Rear Engine" and "Front Engine/Rear Drive" replaced the usual system and we held the event.

Conditions were so bad that most of the usual frontrunners spun out or were beached in snow banks. It was a day on

which the tortoise was superior to the hare. A Porsche 356 took overall honors, my friend Stan Smith bested the Saabs in his Citroen 2CV for front-drive honors and yours truly trounced Corvettes and a low-slung Elva Courier in his woefully slow Sunbeam. (I still have the dash plaque from that event, though the trophy is long gone.)

This and similar experiences in my formative years made me overconfident in my winter driving acumen.

When I left the Army in January, 1970, I blew my savings from 13 months overseas on a new 1969 Alfa-Romeo 1750 Berlina, a vehicle totally unsuited for my first civilian job as a newspaper reporter in Syracuse N.Y. It didn't like starting in subfreezing temps and while studded snow tires on the rear helped somewhat with traction, they did nothing for braking and steering on snow and ice.

My roommate, who drove a dull yet disgustingly reliable Volvo joked that the assembly-line workers in Milan had assumed my car was destined for Syracuse, Sicily, not some snowbound town in upstate New York and had tuned the engine and handling accordingly. "This-a automobili never gonna see de bad weather, Luigi."

After extracting the Alfa from numerous snowbanks, I finally totaled it at an icy intersection in downtown Syracuse, although Vodka Gimlets may have also been a factor in this altercation.

You would think that would have cured me of thinking that I had some special skills when it came to driving on snow.

Not on your life, as I proved once again this winter, getting stuck in snow twice in one day this past January.

CONCOURS



Closed Jaguars line up on the show field. The white car was Best in Class. (Greg Glassner photo)

Hilton Head honors legacy of Jaguar E-type

By Greg Glassner
LT Editor

When Madison County friends Keith and Jeanne Welty offered me the spare bedroom in their condo for the Hilton Head Concours d' Elegance in November, I hesitated not long.

I arrived on the Island in a heavy downpour Saturday afternoon and wondered how this would affect Sunday's

Concours.

Well ... the Show must go on as P.T. Barnum said and, with a few adjustments here and there, it did. Faced with the prospects of pushing priceless classics out of a mud hole, the traditional awards ceremony was moved onto asphalt, as were some of the classes of cars.

Special classes were arranged for the Featured Marque, Stutz, and to honor the 60th Anniversary of Jaguar's XKE, so there was much to see.

Best of Show

Best of Show honors went to the elegant 1932 Packard 903 Deluxe Victoria owned by Richard and Patricia Lambert of Port Orange, Florida.

XKE 60th Anniversary

Of particular note among the class winners were the two classes honoring the 60th Anniversary of the XKE.

Best of Class in the Open Class was the 1961 stunning metallic gray XKE convertible of Miami, Florida's Alain Degraeve. Palmetto Awards went to the 1961 E-Type of Marietta, Georgia's James Strickland and the 1970 E-type

See Capital, p. 10



Virginia Jaguar Club



Drophead XKEs competed in the Open Class.

Concours

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of Richard Crump of Enid, Oklahoma.

In the Closed Class, top honors went to another car owned by Mr. Degraeve, a pristine white 1961 XKE FHC. Quite a winning pair of cats! Palmetto Awards went to a

1962 coupe owned by Dennis and Janet Weglarz of Grand Ledge, Michigan, and a 1963 coupe owned by Jerry and Janice Wise of Tallahassee, Florida.

These six very worthy cars emerged from a large field

See Concours, p. 11



The Best in Show 1932 Packard.



1934 SS1 Tourer.



1935 Swallow SS1 Coupe, belonging to Edwardo Zavala of St. Petersburg, Fla.

Concours

Continued from p. 10

of Jaguar XKEs.

Classic Pre-War Jaguars

Best in Class in Classics, 1923-1948 Open was the British Racing Green 1934 SS Jaguar SS1 Tourer owned by Chris and Caryn Lapinski of Lake Worth, Florida.

A 1935 Swallow SS1 Coupe owned by Eduardo Zavala of St. Petersburg, Florida took a Palmetto Award in the Classics-Closed Class.

Stutz Classes



A very colorful 1932 Stutz Monte Carlo.

In the honored Marque Classes, the 1922 Stutz 693 of Dan DiThomas of Dublin, Ohio took Best in Show in Stutz 1911-1925; the 1926-1935 Open DV32 Class was taken by the 1932 Stutz DV32 Phaeton of George W. Holman of Wilbraham, Mass. The 1926-1935 Open Class was captured by the 1929 Stutz Blackhawk L6 Speedster of John and Betty Grunder of Torrington, CT. The 1926-1935 Closed class was won by the colorful pink and rose 1932 Stutz Monte Carlo of Norm and Carol Miller of Summit, N.J.

Although best known for super-sized open and closed cars of the late 1920s and 1930s, the cars of Harry Stutz proved their mettle in competition and always had a sporting tradition, much like Jaguar.

The Best in Class award for American Compacts, 60 years went to the 1965 Ford Falcon of Mac and Barbara McCray of Mechanicsville, Virginia.

Mini Cars Class best in class went to the 1957 Volkswagen Beetle owned by AACA/Richmond Region stalwarts Deborah and Tommy Nolen of North Chesterfield, Virginia.

I expect we can see these last two cars in June at St. Josephs Villa.

SHOP TALK



Cracked frame.



Acid eaten frame.

Acid and crack will destroy your frame

By David Harrison
VJC Vice President

The E type body has two major components, the tub and the frame.

The tub has many small sheet metal panels spot welded together and is prone to rust at the overlapping seams.

The frame, or frames are made of lightweight square Reynolds high alloy tubing bolted to the front bulkhead. They support the engine, front suspension, bonnet, radiator etc., and are often attacked by acid and cracks.

The acid originates from the battery. It can overflow if overfilled or allowed to overcharge. The corrosion is often hidden until too late and will weaken or completely dissolve the left frame tubing, its bracket to the bulkhead, or even the bottom of the bulkhead. The frame is then unreparable and must be replaced.

Meanwhile the right hand frame gets a hammering from

suspension loads coming up and engine weight and torque coming down.

The crack is often hard to see. My 1968 Series 1.5 roadster had this problem and I did not detect it until I restored the engine compartment many years ago. It had probably been cracked for years. Again, the only accepted remedy is frame replacement.

New frames were then, and presumably still are, available from the UK and are advertised as being heavier gauge and a better alloy.

Installing them is not for the faint hearted as most everything forward of the bulkhead must be stripped off the tub.

This inevitably gets you into shipyards disease country and a major restoration.

Ask me how I know.

VJC SOCIAL EVENT



Virginia Jaguar Club members and cars gather on the lawn.

Holiday Bash ended 2021 on a high note



Host David Harrison and his pal Yoda.

By Brian Trickett
VJC Secretary

Members of the Virginia Jaguar Club were cordially invited to a Holiday Bash at David and Una Harrison's home on Saturday, December 4.

Members were requested to bring something to share, both nosh and noggin.

The Bash provided a mix and match of music in the house and Jags and other British classics in the garage and on the lawn.

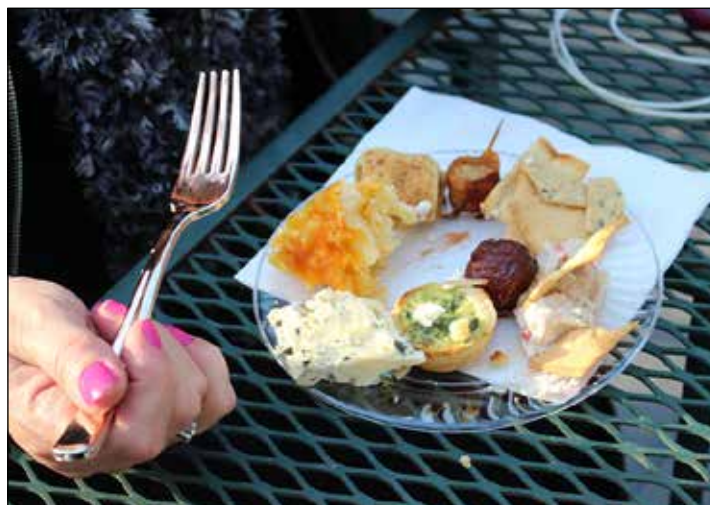
A great time was had by all and thanks go to David and Una for holding the event and for putting everyone who attended in good spirits for Christmas and the holiday season.

See Holiday, p. 14

Virginia Jaguar Club



Male VJC members gather on the lawn, top, while the women wisely warmed up on the sundeck, below, left. Paul Hemler displays his XKE, below right. The Nosh, bottom. (Brian Trickett photos.)





Kiwanis Club of Ashland, VA

Kar-Wanis Car Show



Multiple Classes to be judged on Cleanliness and Condition only

Date: Saturday, May 14, 2022

Time: 11 am – 3 pm

**Location: Ashland Junction Shopping Center,
167 Junction Drive, Ashland, VA 23005**

Preregistration: TBD

Registration fee: \$15 advance, \$20 day of show.

Show limited to 100 vehicles

**Food
Music
Fun!**



**Dash Plaques for first
50 cars registered**

**All proceeds to
support our
mission to
“Serve the
Children of our
Community”**



**Trophies for all
classes and
specialty awards**

Questions? Message us at

<https://m.facebook.com/ashlandvakiwanis/>

Lyons Tales Editor Greg Glassner is a member of the Kiwanis Club of Ashland and will answer your questions about this new show. (glassgreg@hotmail.com or (804) 349-6750)



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.

Necessity is the mother of invention, as they say. Improvisation can be a bit risky, however. (Contributed by David Harrison)

Sometimes using the correct part for the job is much better than finding a relatively complex solution to a very simple repair.

EDITOR'S NOTE:

Everytime I think there are no more "stupid car tricks" photos left out there, another one seems to surface. Keep them coming, folks.



NEWS FROM JAGUAR



Jaguar EliteCare best in-class package

With Jaguar EliteCare, you'll enjoy Best-In-Class, 5-year/60,000-mile coverage, complimentary scheduled maintenance and roadside assistance, plus Jaguar InControl® Remote & Protect™ that lets you stay connected to your vehicle.

Together, these features ensure both you and your Jaguar vehicle are looked after 24/7, 365 days a year — letting you focus on something more important: driving and enjoying your Jaguar vehicle.

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

CLUB OFFICERS & COMMITTEE CHAIRS

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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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