
LYONS TALES



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VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR

2023 AGM scheduled for Feb. 25 in Williamsburg

Ladies and Gentlemen of the Virginia Jaguar Club:

The Annual General Meeting of the Virginia Jaguar Club will be held on Saturday, February 25, 2023 at Wedmore Place, 500 Wessex Hundred, Williamsburg, Va, at 11 AM. This boutique hotel is located in the grounds of the Williamsburg Winery. We are very much obliged to the proprietor of Wedmore Place, Mr. Patrick Duffeler, for allowing us to hold out meeting there.

We will meet in the Library.

Following the meeting, we have the opportunity to have lunch in the Gabriel Archer restaurant on the Winery's premises.

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VJC President Bill Sihler and one of his Jaguars fly the VJC flag on many show fields around the East Coast.

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

SAVE THE DATE:

**11 a.m. Feb. 25:
 VGC's AGM at
 Williamsburg
 Winery**



Roar

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We hope you will attend because we have important issues to discuss.

If you are able to attend but have not already notified David Harrison, please do so that he may make the necessary reservations. His email address is: david.harrison <davidmharrison2003@yahoo.com>

The agenda includes election of officers and a very important discussion of ways to increase participation in the Club's social events. The Treasurer's report will also be circulated.

If his schedule permits, Mr. Duffeler may be available to say a few words about his experience as manager of the Marlboro Formula 1 race team with such drivers as Fittipaldi.

Very much hope you will be able to attend the meeting. Best Leaper regards,

-- Bill Sihler, President



The VJC Annual General Meeting will be at
11 a.m., Saturday, Feb. 25 in the
Library of the Wedmore Place Boutique Hotel
at the Williamsburg Winery.

Stars in Jaguars



Marilyn Monroe exits a Jaguar Mk VII in an old photo. Not sure if this is a scene from a movie or if the actress is showing up for a date at a secluded love nest.

VJC MEMBER OPINION



The F-Type, which nears the end of its cycle in 2024, certainly lived up to the Jaguar image.

Wayne Estrada wonders: ‘Wither Jaguar?’

By Wayne Estrada
VJC Club Founder

In 2009, in addition to being Chief Judge of VJC, while living in D.C. I was also CJ of NCJOC. That year Jaguar introduced the last version of the XJ sedan, and at one of our monthly meetings in Washington I presented a slide show on the new Jaguar sedan.

In my view, Jaguar had taken a bold step by then chief designer, Ian Callum, by changing the design language from the sleek bonnet with traditional slatted grill and tapered trunk to a completely new airfoil shape. In doing so the new Jag clearly differentiated itself from the usual designs of other luxury sedans in a distinctive and dignified way.

At the end of the presentation, I asked the group how they liked the car and would they be consider buying one. The question was met with a stoney silence, but after an awkward minute a couple of people finally pipped in that they would not.

Ouch.

Well, long-time Jaguar enthusiasts were one thing, but how would the market react? And the answer from 2009 until the XJs cancellation in 2019 was, to put it politely, tepid at best.

While the car received generally good reviews, it did not garner top rating among the other major luxury manufacturers like Mercedes, Lexus, and BMW. Despite having (for Jaguar) best-in-class reliability, performance, and luxury appointments, the XJ, as well as its lack-luster sales often placed it towards the bottom on luxury car buyers shopping lists.

By 2019 with the ever-growing craze towards electrification, Jaguar cars and the auto publications teased us for two years about the “new electric XJ” until - *shockingly* - Jaguar announced that they were not only canceling the car but “would not be offering another XJ.” Wow!! What happened?!?

In my view, Jaguar canceled the XJ for two reasons. First, they realized that the electrification platform and technology they had developed was already not competitive, and that the car would therefore be a sales failure from the beginning. Second, while Jaguar have traditionally been at the forefront of luxurious interiors (albeit, behind Rolls-Royce and Bentley) they had not yet figured out how to transition their long successful heritage of luxurious interior design into a modern but appropriate package.

See Opinion, p. 5

Wither Jaguar

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Meanwhile over that same ten-year period, Jaguar introduced a bevy of other models to their lineup. As the marvelous XK grand cruiser yielded to the (still) magnificent F-Type, Coventry (as we remember it...) brought out the XF and XE sedans and - as every other manufacturer has been forced to do by market demand - added three SUVs to their product portfolio.

While the electric I-Pace and F-Pace have done somewhat well in sales, the XE and XF, while competitive from a product standpoint have been teetering for some time, but perhaps the biggest complaint about these vehicles is not their capabilities or performance as much as, frankly - they just aren't "jaguar" enough. (Lowercase "j" intentional.)

This same thought was repeated for me a couple of years ago when I had an opportunity to take a test drive in the I-Pace which was extremely impressive! While it offers excellent engineering, superior features and best in class performance, the sleek but still remotely British-Modernesque interior left me a bit cold -not as cold as a Tesla, mind you, but certainly nowhere near the usual panache of Jaguars of the past.

That raises a question and that is, "What exactly **IS** a Jaguar?" and the answer is not objective as much as it is subjective.

If we base it on Sir William's classic "Grace, Space, Pace" the last XJ and F-Type meet that criteria as exciting and special cars, but the other models in the portfolio at the moment, while certainly capable could be ANY car from ANY manufacturer if you simply put a different logo on them. As such there is nothing very Jaguaresque about except for the growler in the grill.

This places Jaguar in a tough spot as we move into the electrification age on two fronts, and these are maintaining the essence of "British Car Styling" while still being relevant in the 21st century.

Finally, that leaves us with one last, difficult question and that is, *can Jaguar survive?* That remains to be seen, but - taking my own personal love and prejudice for the marque aside - the reality is that we live in a world dominated by a Monopoly-game-like world of mega-corporations where the rich are getting richer, and the poor are getting poorer. How can Jaguar compete with VW (Porsche, Bugatti, Lamborghini), Mercedes, Toyota (Lexus) or the emerging new luxu-car upstart Genesis? The honest answer is it cannot un-



While the F-Pace is a pretty nifty SUV, does it scream "I am a Jaguar, hear me roar?"

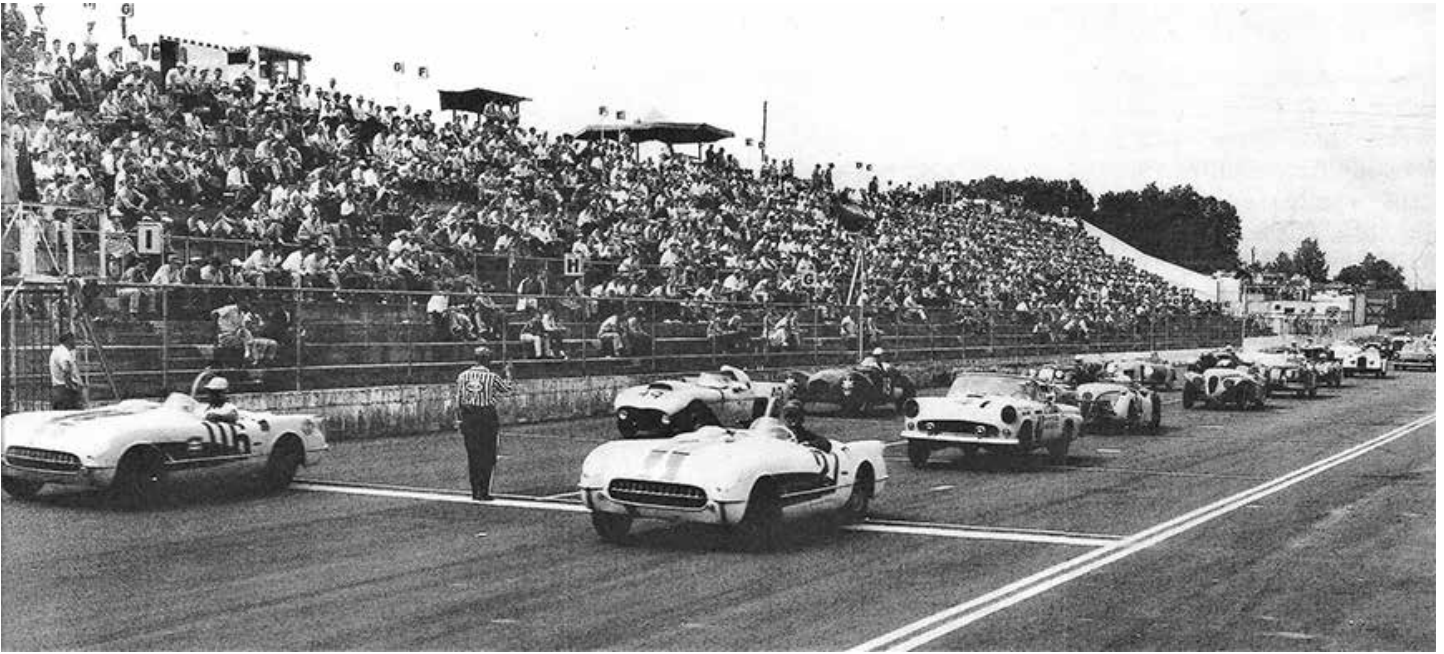
less a huge infusion of cash is brought in by parent company Tata, or the company is absorbed by a major manufacturer willing to make a significant financial investment.

However, I have one last "hope" about Jaguar's future and that is that they are "sandbagging" -...that is, that the Whitley engineering group has something big "up their sleeve" both in design and electrification that will put Jaguar back as the admired car that it always has been and they will shock the automotive world once again.

In this regard, fellow Jaguar lovers, time will tell.

The VJC Annual General Meeting will be at 11 a.m., Saturday, Feb. 25 in the Library of the Wedmore Place Boutique Hotel at the Williamsburg Winery.

FROM THE EDITOR'S LAPTOP



The start of the SCODA race at Virginia's Martinsville Speedway in 1956. It appears that two Corvettes and a Thunderbird outqualified the Jaguars at this venue. (IMRRC photo)

When Jaguars raced on oval tracks

By Greg Glassner
LT Editor

In a past issue of Lyons Tales, I documented Jaguar's lone NASCAR win, which took place in 1954 on an airport "road course" in Linden, N.J.



Editor Greg Glassner driving Miss Virginia 2014 Courtney Garrett around the State Fairgrounds in his XK8.

That race was won by Al Keller in a Jaguar XK120, one of 21 foreign cars in a 43-car field. One of the "Fabulous Hudson Hornets" finished second in what was billed as the International 100.

A typical group of American cars from the NASCAR ranks was supplemented that day by Jaguars, as well as at least one Austin Healey, Porsche, MG and a lone Morgan. All were attracted by the \$1,000 first place prize, which was big money when a new 1954 Jaguar XK120 sold for \$3,940 and a Hudson for \$3,288. Both models sported six-cylinder engines.

But that was not Jaguar's only victory on tracks frequented by NASCAR, as I learned from a story about the Sports Car Owners and Drivers Association (SCODA), which was officially incorporated in New Jersey in 1954. (Not to be confused with Skoda, the venerable Czechoslovakian automaker.) The well-researched and detailed story on SCODA can be found on the website of the International Motor Racing Research Center at Watkins Glen NY.

SCODA sprang up in competition with the established

See Laptop, p. 7



A Jaguar XK120 narrowly avoids a spinning Porsche 356 at New Jersey's Wall Stadium Speedway in 1963. (IMRRC photo)

Laptop

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Long Island Sports Car Club which was horrified by any mention of professional drivers competing for cash prizes. The new group buddied up to NASCAR and made overtures to dirt tracks and paved ovals willing to add a sports car race to their schedules of midget or stock car races, spicing up the show and widening the audience,

This arrangement worked well enough that track promoters ponied up purses as high as \$1,000, with about \$200 going to the winner. "Appearance money" was also offered, to help compensate car owners for the occasional dent and blown engine. A year-end points championship was also offered in under and over-1500cc categories, which helped entice MG and Porsche 356 owners to compete against the more powerful Healeys and Jaguars.

SCODA used almost as loose a definition of "Sports Cars" as we have today, although entrants had to meet FIA regulations. Racers being racers, a lot of body modifications ensued to save weight and boost cornering prowess. Some fenders were probably cut back or dispensed with simply because they were damaged.

In 1954, nine races were held at oval tracks in Connecticut,

Pennsylvania, and New Jersey.

"The first race took place on a one-quarter-mile paved oval at Plainville Stadium on July 3, where Bill Claren took the feature race in his Jaguar XK120. He followed his victory up the next evening when he appeared at Wall Stadium in Belmar, according to researcher Terry O'Neil.

"Morristown Speedway was the next venue, and this time it was Ed Schaefer who took the honors and the lion's share of the purse, driving Paul Whiteman's Jaguar XK120. Despite some stern opposition from the likes of Stan Becker's Ford and Bill Boyd's Miller Special (a 1927 model brought up to sports car specification with added fenders and a Corvette engine)."

Bill Claren in his Jaguar won the 1954 SCODA driver's championship. Claren would serve for many years as SCODA president and the group remained active well into the late 1960s. As late as 1963, Jaguar XK120s were competitive, although Corvettes and Thunderbirds began to assert themselves at the head of SCODA grids, as evidenced by a photo from Virginia's Martinsville Speedway in 1963. SCODA races were also run at Richmond's old Fairgrounds Raceway.

O'Neil's account on SCODA makes for fascinating reading and I heartily recommend this glimpse into Jaguar history that many of us did not realize existed.

VJC MEMBER PROJECT



David Harrison's latest project, an MGA Twin Cam with unusual history, is offloaded.

An MGA Twin Cam comes back to life

Editor's Note: VJC member David Harrison appears to be on a quest to answer the burning question: How many Jaguars and MGs does it take to achieve true happiness? His latest project is detailed below.

By David Harrison

VJC Vice President & "Events Bloke"

MGA Twin Cam YD3/2244 left the Abingdon factory in June 1959. The first owner was probably Bruce Justice, an active racer at VIR, Summit Point and Marlboro. The car was well optioned with a quick 4.55 rear axle, competition seats and screen, an oil cooler, and a close ratio box. My late friend Hugh Burruss bought the car from Bruce Justice in 1971 and raced it for several years in local tracks. A photo of the car, possibly taken at Summit Point with Hugh in the driver's seat, shows the car with a roll bar, its SCCA number 56, and a MK II recessed grill for better cooling. Hugh raced the car with a pushrod engine as the twin cam engine was apart. He competed with the car for

about seven years, usually in the middle of the pack according to his stories, before family responsibilities interrupted his driving career. After his racing retirement the car was disassembled for a restoration which was started but never finished. YD3/2244 with its disassembled engine and many boxes of components and spare parts has been in storage at various locations for almost fifty years.

Hugh Burruss is better known locally as the owner of car No. 52, one of the team of three MGA 1600 De Luxe Coupes entered by the factory in the 1962 Twelve Hours of Sebring. Derelict for many years, the Sebring Coupe was restored by Bruce Woodson in a record three-month session, assisted by many CVBCC members. It was entered in the 2002 Sebring pre-race historic event on its fortieth anniversary, driven by Bob Vitrikas. Over the years Bob Vitrikas, Bob Watkin and Larry Smith drove car #52 at Sebring and at SVRA events, culminating in Laguna Seca in 2015. These were fun years shared with Hugh, Liz Burruss,

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Twin Cam

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myself, Larry and others before Hugh's health started to fail.

I was lucky to have the opportunity to recently acquire Hugh's Twin Cam. Larry Smith helped me transport the car and parts from Nags Head back to Chester. My plan is to restore the car to its appearance in the Summit Point photo, as a "roadable race car", less the missing roll bar. I do not plan to install a fuel cell or any of the mods needed to comply with current SVRA requirements. Although the chassis is very sound, and the car was partially painted, the sills still had significant rust and had been poorly repaired resulting in the doors not fitting. Jim Cox, a good friend and highly capable mechanic is rebuilding the sills and door posts and realigning panels to correct the shut lines and door fits, a major challenge if you know MGAs. I'll cover progress with pics in future issues.

Historical Postscript; The MGA in pushrod form was nippy, but underpowered. The original 1956 MGA 1500cc engine delivered only 68 bhp, the 1600cc introduced in 1959 delivered 78 bhp, and the 1961 MkII with the final 1622cc pushrod engine delivered 93 bhp. All fell short of the 108 bhp produced by the sturdy 2 litre Triumph TR engine. In response MG developed an overhead cam modification of the basic 1600 pushrod engine. It provided 108 bhp at the cost of increased complexity and was initially underdeveloped. However, the MGA Twin Cam, capable of 113 mph in stock road form, was competitive on the track and is now well regarded and highly sought after.

At first glance YD3/2244 seemed fairly sound but had puzzling issues. The tub and engine compartment had a good quality partial repaint but the wings were in prime and loosely attached with a few bolts. Friend Jim Cox who is restoring the car soon had the wings off, and the stripped



New doorsills and B Posts are installed.

tub still looked decent. The frame was solid with no rust.

The first clue of body problems were the doors, they did not fit. On close inspection, the sills had been roughly repaired with braze, and also had hidden rust. It started to look like the body might have been removed, possibly after a track shunt and poorly reassembled. Jim Swenson, who had stored the car for many years, told me later that his first impression was that the body needed to be cut apart at the sills and reassembled. I did not know this when I acquired the car, but he was right.

My friend and super mechanic Jim Cox removed the bad sills and rust, and I ordered new pre-assembled F posts and sills. These were advertised as old stock, blessed by Barney the MGguru as being accurate. This is supposed to ensure that the all-important door gaps are accurately set, the rest of the body is then built round the doors. While awaiting delivery, Jim removed the original A and B posts, which were actually in usable original condition, unbolted the rear clip, and cleaned up and painted the frame. When the shipment arrived, the A and B posts and sills were new and unassembled. We had now lost our reference points, and this caused major problems in getting the doors, sills, wings and tub to line up properly. Jim used sheet metal screws to temporarily assemble one side at a time. The posts, doors, sills and fenders were taken on and off many times until the sills and posts could be welded in place. This set the restoration back a few months and more than a few grand.

Jim now has the sills and posts welded and primed and we hope to get a decent paint job done in the next months without breaking the bank. Dennis Burkey, another good friend has agreed to sell me a good 1622 engine and close

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The dreaded "tin worm" had been nibbling away at the MG's doorsills.

Twin Cam

Continued from p. 9

ratio gearbox as an interim drive train pending a decision about the original twin cam engine which is currently apart and may be lacking the alloy front cover.

Bruce Woodson filled in some of the history of YD3/2244 . Previous owner and friend Hugh Burruss wanted to restore the Twin Cam race car after retiring from racing in the late seventies, and sent it to a now defunct local shop for media blasting. Unfortunately the medium used was sand which distorted the alloy doors and maybe some other panels. The car then went to another restorer for a remediation, was taken back by Hugh due to dissatisfaction . It was stored by Jim Swenson for many years before being finally stored by Bruce Woodson . I am hoping to contact the Bruce Justice family to find more of the early history of the car in his ownership before 1971.

After the body was reassembled and the doors and wings aligned it was time to consider the drivetrain. The car came with a disassembled twin cam engine 16GB/U/1924. MGA did not record individual Twin Cam engine numbers but historian Mike Eaton advised this number was appropriate for the car number so I am assuming it is original. I would love to put it in the car from the start as the essence of a twin cam car is the engine. I have a good block and crank, rods, two heads , high compression pistons and boxes of bolts, cams, etc. But , I don't think I have everything and these engines are a bear to rebuild even if you have a complete unit. I lost the chance to buy a complete running engine in Texas for \$12K, but was lucky to be offered a rebuilt 1622 semi-race pushrod engine, complete with alloy flywheel by friend Dennie Burkey. Hugh Burruss raced the twin cam in the seventies with a push rod engine as many did and do,



Ever wonder what an MGA looks like without its wings (fenders) and drivetrain? Wonder no longer.

so this is in keeping with its history. Jim Cox and I went to pick the engine up and it looks good in its new maroon paint.

The twin cam came with a unrestored twin cam transmission . I had another agonizing choice. Rebuild that, or use the already rebuilt 1600 box that came from the Burruss Sebring MGA when it was replaced with a close ratio box. The 1600 box is compatible with the 1622 engine, and it has survived Sebring and The Glen. Since I am working with a strict budget , I decided to store the twin cam box together with the twin cam engine.

Another choice. The car was optioned from the factory with a 4.55:1 track ratio differential . I have the pumpkin carrier but it has been welded to convert it to a locked diff . not suitable for road use. So do I look for a good 4.55 pumpkin , this is a rather short ratio for road use , or go for a longer ratio pumpkin to fit in the original twin cam banjo diff. Options range from 3.9 (early MGB) , 4.1 (MGA 1622/ Mk11), or 4.3 (MGA1500/1600). I am also looking for a drive shaft. Advice welcomed.

Ahead: Next challenge is paint.



The MGA Twin Cam is reassembled and ready for paint.



A trio of MGAs, from left, the ex-Burruss Sebring Coupe, left, Harrison's road-going MGA, right, and the MGA Twin Cam, in background.

JAGUAR HISTORY

A look at Jaguar Cars, 1922-1939

By Bill Sihler
VJC President

This discussion won't get into the nitty-gritty details of the mechanical aspects that changed as Jaguar developed its cars over the years. Rather, it will focus on the overall development of the vehicle models and on changes in the company's approach to its market. There were a number of highly talented people involved in this effort, but the leader of the company was its co-founder, William Lyons (Sir William after 1956)

The Origin

Lyons' family had a musical instruments store, and William did work as a piano tuner on occasion. After completing high school, he spent a year in an engineering apprenticeship



William Walmsley on a Brough Superior and Bill Lyons in one of their Swallow Sidecars. (All photos courtesy of the Jaguar-Daimler Heritage Trust, unless otherwise noted.)

at Crossley Motors, which he apparently did not enjoy. He turned to occasionally tuning a piano and sold Sunbeam cars.

Although this background is a little unusual for a person who developed a substantial automobile company, Lyons seems to have been born with a business acumen (he was known to be tight throughout his career), was a fast learner, an effective salesman, had a sense of style, was willing to experiment, and had a knack for hiring excellent people.

Lyons was a motorcycle enthusiast, a mode of transportation that gained support in the early 1900s. A motorcycle was very cheap compared to the cars of the era and provided mobility that most of the British population did not have. To make them more useful as a family vehicle, many purchasers of motorcycles added a sidecar to them to carry passengers and goods. Lyons bought into this vehicle as a hobby.

Shortly before his 21st birthday, Lyons learned of a fellow, living near the Lyons' home in Blackpool, who was refurbishing war-surplus Triumph motorcycles in the family garage and adding sidecars to them. This was William Walmsley, age 26, about whom not much has been written.

Lyons went to see him and was impressed to the extent that Lyons prepared a designs for better sidecars. He eventually suggested they go into business together. Walmsley agreed.



Young Bill Lyons astride a Harley-Davidson.

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History

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Lyons realized that Walmsley's production of one motorcycle a week was not financially feasible and the company could not meet the orders that were coming in. Lyons proposed setting up a shop to concentrate on production of the sidecars he would design. In addition to designing the sidecars, Lyons would sell them to motorcycle dealers and owners.

As soon as Lyons turned 21 in September 1922, the respective fathers each borrowed £500 pounds (maybe \$25,000 each in today's money) to loan their sons so they could start a business. They called it Swallow Sidecar Company and moved into rented space to manufacture sidecars.

Automobiles Enter

In 1926, Lyons became concerned that the motorcycle was being replaced by small, inexpensive cars. In this period, it was common for producers of automobile chassis and engines to sell these to independent "coachmakers" as well as to make their own automobiles. The coachmaker built an ash frame for the body designed by the coachmaker, formed the metal panels (typically out of aluminum shaped by hand), and built and finished the interior (such as it was). The floor was often made of wood.

With some reluctance, Walmsley agreed with the idea of developing a small car. Despite his reservations, the company was renamed in 1926 as the Swallow Sidecar and



The early Swallow factory in Blackpool offered a variety of services including new Swallow Sidecars and Austin 7 based Swallows, plus paint and body-work on customer cars.

Coachbuilding Company.

Considering the problems of developing a new car in today's environment, it is hard to understand how fast new vehicles and models were introduced in the 1920s. Lyons quickly designed a body that could be slightly modified to fit a variety of small chassis, although it ultimately proved a nuisance to have to revise designs for the chassis from different companies.

In keeping with his frugality, Lyons looked for bargains in inexpensive chassis, experimenting with products of several companies, such as Morris, Wolseley Hornet, Fiat, and Standard Motor Company, although in limited numbers in most cases.

A few were even built on Fiat chassis, but Lyons felt he had been insulted by the head of that company and dropped that supplier. These models, which varied slightly, were identified by the name of the chassis company plus the word "Swallow."

Lyons ultimately settled on the Austin 7 chassis and engine as the best one. He designed for it an Open Two Seat coupe and a model that had a very primitive hardtop. The Austin Swallows were extremely small vehicles, accommodating two rather slim occupants. Eventually, a saloon was added. Because of the paint job on the hood, they were called "Pen Nib" models.

The Swallow cars were painted in bright colors in contrast to the black paint commonly used on cars then. The 1927 Austin Swallow was particularly well received, and Lyons was able to enlist several substantial automobile retailers to market the car in major UK cities. The cars were easy to drive and very inexpensive.



Restored Austin 7 Swallow sporting a colorful paint scheme favored by the new company. (Unattributed)

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VJC Vice President David Harrison's 1929 Austin 7 Swallow, seen here at the 2022 Richmond Region AACA Show, is believed the oldest example of the marque in the USA. (Greg Glassner photo)

History

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One of these OTS lives in Richmond and is thought to be the oldest Jaguar ancestor in the US.

Despite the success of the Austin Seven model, the association with Austin had become rocky. Lyons felt that Sir Herbert Austin had been rude and demeaning to him. After looking around for a more congenial supplier, he settled on Standard Motors.

Lyons developed a new, larger “saloon” model with Standard. Saloons had windows for both the front and back seats as opposed to the coupe that only had windows for the front seat.

The association with Standard Motors proved the longest, possibly because it was attractive to both parties. Standard, founded in 1903, had developed and marketed a number of successful models. However, it almost failed in 1927. Thanks to a new chief engineer, a competent or even brilliant individual, the company survived. It made complete cars, chassis, engines, bodywork, but it also sold components.

Collaboration started in 1929 with Swallow bodies built on the two Standard chassis, the 9 and the 15. With Standard's help, Lyons began think about Swallow's building more than just coachwork and move to a total car. In any event, the Swallow car's design and performance had be-

come definitely dated.

Walmsley was less of a risk-taker than Lyons and was a reluctant partner in the automobile business. He was very nervous about trying the complete car gambit. In 1931, tensions between the two Williams about making complete cars got serious. It was decided that Walmsley would stick to coachwork and the sidecars.

The SS Series

1932, ten years after the venture had been founded and when Lyons was 31, the SS series was released. The SS was a new brand for the company, but Lyons never revealed what the name stood for. Was it Swallow Sidecar or Swallow Standard or Standard Swallow? Based on an early hood ornament, it was probably Swallow Standard. Lyons, however, seemed reluctant to emphasize his partner's name by putting it on the car.

Standard designed a new chassis specially for the SS models for which Lyons designed the body. He relocated the road springs to allow for a very low line. It was a very low, long vehicle, produced from 1931/1936 in two lengths. The SS1 was the long model, the SS2 the short one. The SS1 had a more powerful engine.

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History

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The initial SS models looked a bit unfinished. Despite being long, they lacked pizzazz, sort of boring. The early models had “bicycle” fenders and no running boards. These were quickly replaced the next year with fenders that swooped from front to back with a running board.

Over the next five years, a variety of models were produced, including a coupe, a saloon, a tourer, and modest sports car. Not only were the cars far more substantial than the previous series, but their interiors were quite luxurious. The saloon, with windows for the back seat, had seats that were handsomely upholstered in leather. The tourer was essentially a drop head coupe. Very few of these were made.

The Art Nouveau trend, and perhaps a car made by Chrysler, inspired Lyons to introduce the SS Airline. Because of limited trunk space, it came with an exterior spare tire mount. Some of this model have exterior mounted spare tires on both sides, possibly special orders. Although thought by many to be the most handsome of the SS models, Lyons didn’t think much of the SS Airline. Maybe the market didn’t either, as not many of them were sold.

The SS2 was essentially a smaller SS1. Like the SS1, the coupe initially came with the bicycle fenders. In 1933, the flowing fender with running board was introduced. The car came as a coupe, a saloon, and a four-seat tourer. The top speed was 60 mph, ten mph slower than the SS1’s top speed.

The last of the SS series cars was the SS90, named to indicate its top speed. It was the first true sports car that the company had made. It featured a very swept-back front



Artist's rendition of the new Swallow SS coupe. (Unattributed)

fender, but its stern did not convey a sense of speed. It was a two-seat car, in contrast to the SS1 and SS2 tourers.

The SS Jaguars Arrive

The company’s development in 1934-35 presented major challenges. Lyons believed that to be competitive the company should move from just coachwork to more complete design and manufacture of its cars. This meant designing not only the coach work but the chassis and the engine. Ash frames were still used, but steel frames were in the offing and introduced in 1938 to speed up production.

This transformation meant hiring several engineers for functions that the company had not required before. Lyons was lucky in developing the essential portfolio of talent and challenging them to push ahead with innovations. All this caused Walmsley increasing stress, and Lyons bought him out in 1934.

In addition, Lyons was looking for a name for the new line. He asked the publicity department for names that would bring to mind speed and grace. When he saw the list, he said that “Jaguar” had immediate appeal. Unfortunately, that name had been copyrighted by Armstrong Siddeley for an aircraft engine. Lyons persuaded Armstrong to give him permission to use the name for his cars even though Armstrong also made automobiles.

The company’s name was changed to S. S. Cars, and all direct reference to the Swallow origins were dropped.

Even though the series had been renamed SS Jaguar, the first car that came out, the SS100, did not have the Jaguar name on it. This was a significantly redesigned SS90, whose stern now reinforced the sense of speed that the 100 designation promised and which a new engine delivered. It was a very attractive car and sold well, the price being the



It did not take long for the new SS cars to enter competition. These two were in the 1933 Alpine Trial.

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Virginia Jaguar Club



The first shipment of SS cars to the U.S.A. is prepared at the factory in 1934.



Lyons' rakish design and high performance cars attracted celebrities and sportsmen. This SS Jaguar was destined for Prince Michael of Romania

History

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same that the SS90's was. The SS100 also enabled Jaguar to start winning international competitions.

The objective of SS Jaguar cars' design was to make the cars look like the top-line cars of the day but to cost considerably less. When smaller model was introduced to the trade at a lavish dinner at the Mayfair Hotel in 1935, guests were asked what they thought the price would be. Their averaged guess was almost twice the £295 that Lyons planned to charge.

The SS Jaguars came in three body styles: the large saloon, initially with a 2½ litre engine, a smaller saloon with a 1½ litre engine, and a drop head coupe. The larger saloon was

a foot longer than the smaller version. These saloons were the first cars the company produced that had four doors rather than only two.

In 1938, the engine in the larger SS Jaguar was increased to 3½ litre although the smaller car's engine was not changed. Minor modifications were done, but production was suspended with the outbreak of World War One. These models were revived in 1945 until replaced with new ones in 1948.

An indication of Lyon's success was his purchase of Wapenbury Hall in 1936. This was a 1895 mansion in which the Lyons family lived for the rest of Lyon's life. Never one to spend an unnecessary penny, Lyons often used the house as the backdrop for advertising photos.



1950s' TV personality Dave Garroway's SS100 (Gooding & Company.)

Graceful pairing



VJC Vice President/Events Bloke David Harrison shot this photo of his wife Una's XJ8 parked outside an equally graceful Tudor style home.

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: LyonsTales@yahoo.com



Sometimes you don't even need a photo caption.

VIRGINIA JAGUAR CLUB CALENDAR

February 25, 2023

By David Harrison
VJC Vice President & "Events Bloke"

I am happy to announce the first 2023 VJC event will be our annual AGM, to be held at 11am on Saturday Feb 25, in the very British and elegant ambience of the library at the Wedmore Place boutique hotel located at the Williamsburg Winery.

We will elect/confirm officers and review VJC strategy and events for the coming year. An agenda will be circulated nearer the time. After the meeting we will adjourn to the

Gabriel Archer restaurant at the Winery for lunch.

Please plan to attend and participate in this important meeting, which should be fun and a chance to reconnect with your Jaguar friends. Please RSVP me by 2/20 for a head count.

As a potential bonus, but with no promises, I hope that owner and kind host Mr Patrick Duffeler will be able to say a few words about his experience as manager of the Marlboro Formula 1 race team with such drivers as Emerson Fittipaldi..

The VJC Newsletter now has its own email address for your convenience. Send your submissions of feature stories, news, photos, and opinion pieces to:

LyonsTales@yahoo.com

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.org

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:

LyonsTales@yahoo.com

(Alternate: glassgreg@hotmail.com).

Make sure you reference

Lyons Tales or VJC somewhere in the subject line.

SUBMISSION DEADLINE

15th of the month preceding the issue date.

SUBMISSION SPECIFICATIONS

Any regular font like Arial or New Times Roman

Format: Word 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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