

LYONS TALES



The Virginia Jaguar Club met via Zoom on March 14, 2021. Top row, l. to r., Vice Pres. George Parker, Membership Chair Bill Guzek & Website Coordinator David Glick; 2nd row, President Bill Sihler, Secretary Brian Trickett & Interim Club Mgr. Dr. Ron Gaertner, 3rd row, Club Founder and Webmaster Wayne Estrada, Past President David Harrison (not pictured) & former Trophy and Slalom Chair Peter Schowalter; bottom center, Newsletter Editor Greg Glassner.

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VIRGINIA JAGUAR CLUB
VOLUME 20, NO. 2
Spring, 2021

LYONS TALES

LYONS' ROAR

Virginia Jaguar Club Zooms into a post-pandemic future

By Greg Glassner and Brian Trickett
L.T. Editor and Club Secretary

The past year has been anything but normal for almost every American and for those active in the Car Culture this has also held true. COVID-19 precautions cancelled or curtailed most car shows and concours and limited motorsports events to spectator-free events.

Your Virginia Jaguar Club held its in-person Annual Membership Meeting at the home of Dr. Ron Gaertner in January, 2020 and one Zoom Board Meeting later in the year. The year 2021 started out much the same, although it took a while to get things moving.

Because of health and logistical problems among many board members, Dr. Ron finally assumed the duties of Interim Club Manager in late winter. With the able technical assistance of Membership Chair Bill Guzek, the Club's Board held a 90-minute Zoom Meeting on March 14 and you will soon be notified about a Zoom Membership Meeting.

Not all of us are fully up to speed on Zooming, so the meeting got underway with a few glitches. Attending were Gaertner, Guzek, Pres. Bill Sihler, Vice Pres. George Parker, Secretary Brian Trickett, Lyons Tales Editor Greg Glassner, Past President David Harrison, Former Slalom Chair Peter Schowalter, Website Guru David Glick, and Club Founder Wayne Estrada.

The first couple of minutes dealt with getting everybody comfortable with Zoom, and meet and greet, and general levity. (David Harrison's image never made it onto the screen and it was rumored that he had a Lucas computer with Whitworth fittings.)

Gaertner explained that he called Pres. Sihler, who has had his plate full with a variety of issues, to see if he could be of assistance in getting club rolling for the new year and that he would be chairing the meeting.

The meeting commenced with Ron explaining the present situation and that he has assumed the position of manager of the club for the moment. Each of the attendees then gave a brief explanation of their positions and current duties. Ron requested that we all hold our present positions in the club. Bill Sihler informed that we still needed a treasurer and an events chair. David Harrison offered to take

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

SAVE THE DATE:

VJC Virtual Zoom
Meeting: TBA

On the Cover:

Screen shot of March
Virginia Jaguar Club
Board Meeting via Zoom.



Roar

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in the events organizing. David Glick offered to continue to act in his communications roll to club members.

Ron requested that all present complete his survey and return the form to him as soon as possible. Ideas put forward for car events here were activities such as drives, scavenger hunts and rallies. David Glick suggested that we should look into what events other clubs are arranging during the year and see if we can join with them. Ron requested that all present submit some of these ideas for future events during the year.

Much discussion and debate centered around a club concourse for 2021. The general opinion was that we should not go ahead with an official sanctioned concourse this year but rather concentrate on partnering with other clubs. Wayne and George both suggested partnering with the AACA as we had done in the past. This was generally accepted by the group. George informed we should emphasize fun at this show, but still ask whoever enters a Jag to be prepared to provide an hour or two of their help in the show. George further informed he will be talking with them (AACA) more in the coming days/weeks and will establish a list of tasks with which we can help. The AACA have planned their show for Saturday, September 18.

David Harrison suggested that we participate in this years Moss Motorfest and since it is the 60th anniversary of the E type, to make it E type related and have some members E types in the show. Moss's event is planned for the June timeframe and David will approach his contacts in Moss Motors to see what can be arranged.



Zoom meetings seem to be the current method of face-to-face communications.

Although we would not be holding a sanctioned concourse this year it was agreed that judges training should still go ahead. David Glick suggested we should take a look at the Delaware Jaguar Club's video on judge training and see if we could prepare something similar on certain models.

It was agreed by the group that we should hold a general meeting and make this a priority to hold this meeting soon. David Glick suggested within the next two weeks and perhaps start the meeting by playing a Jaguar video before entering into the meeting.

Club positions that are currently open include Treasurer, Events Chair, Slalom Chair and Rally Chair.

**Watch your email
for the date of
our 2021 Annual Meeting**

VJC MEMBERS' STORIES

David Harrison: News from the nest

By David Harrison
VJC Past President

My 1929 Austin-Swallow had been nested in my trailer for over a year due to a mysterious engine rumble. This was disheartening as it followed an extensive engine rebuild. The original "bent wire" two bearing crankshaft had been replaced with a bigger diameter balanced Phoenix crankshaft. The original white-metal bearing rods were replaced with stronger shell bearing rods, and the pistons and main bearings were replaced.

I suspected a problem with the new rear main bearings, or possibly the clutch system as the vibration and noise got less when the clutch was depressed. Hopefully it was the clutch. I can't blame Sir William's engineering as the Swallow used Austin Seven mechanicals with a Lyons body. Fortunately, the Swallow clutch is easy to access as the gearbox can be removed with the engine in place, something Sir William forgot later on.

Austin Seven engine design is idiosyncratic to say the least. The flywheel has a central female taper and is attached to a tapered extension of the crankshaft. The flywheel is lapped onto the crankshaft taper before engine assembly, with a single central nut and safety washer holding the whole thing together.

Friction material riveted to the flywheel and cover plate drives a thin friction disc on a splined shaft which enters the gearbox. The starter ring is mounted on the cover plate, not the flywheel. The clutch throwout bearing rotates all the time, not only when the clutch is depressed. The manual says to lube it with thick grease every week or 100 miles.

I asked my mechanic friend Jim Cox to investigate. He did the engine rebuild a couple of years ago. Jim soon had the gearbox out and found that the flywheel was loose on the taper. After removing the flywheel both male and



Closeup of Austin Swallow assembly.

female tapered faces were visibly fretted. The mysterious engine noise was the flywheel chattering on the end of the crankshaft.

My Austin supplier in England said to remove the engine, take it apart, remove the crank, support it vertically on the bench and lap the flywheel to the crank with grinding paste until most of the fretting was removed. Then clean it up and put everything back together. A daunting task.

(Next riveting issue: Yankee ingenuity vs Brit engineering.)



FROM THE EDITOR'S LAPTOP



Jaguar I-Pace.

A few stray thoughts about electric cars

By Greg Glassner
LT Editor

A couple of events have prompted me to think about electric vehicles lately.

One was when I looked around for a Christmas present for my great nephew Naill, who turns four this month. I

have given him a couple of kiddie cars in the past, starting with one that his parents could push and graduating to one that he could steer and pedal with his feet. He also inherited the Ferrari F-40 pedal car I gave his mother when she was his age. This past Christmas, the long pandemic got me in the mood to play “Uncle Moneybags.”

So I shipped him a green, battery powered ATV that resembles a John Deer Gator. This fancy kid’s ride is better equipped than some of my cars have been. It has a radio and even a remote control, so Mom or Dad can operate it and put Niall’s one-year-old brother Lochlann behind the wheel. (Yes, there are some Celts running around in our family tree.)

Anyway, the ATV is a hit with both brothers and may prove durable enough for Lochlann to operate when Niall moves on to bicycles, computers, motorcycles, girls and cars. That started me thinking about what sort of cars Niall and his brother will encounter when they turn 16 and lust for a drivers’ license. Undoubtedly many of the new car offerings in the 2030s will be electric.



Editor Greg Glassner driving Miss Virginia around in his XK8.

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Laptop

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That notion was underscored by Event Number Two which was the announcement by Jaguar cars that all of its models from 2025 on would be electric, and a similar pronouncement by Ford that all of its vehicles would be similarly powered by 2035.

Jaguar's statement provoked a flurry of emails from fellow Virginia Jaguar Club members. Some indicated they may run out and resupply their existing stable with the last of the Jaguars powered by internal combustion engines. Others said they were determined to maintain their aging fleets of six, eight and 12-cylinder Jags.

Personally, I am not too excited by all of this. I hummed a few bars of the old standard, "Que Sera, Sera" ("The Future's not ours to see; what will be, will be.") At 76 years of age, I know that the supply of new and pre-owned petrol-powered cars will probably outlast my driving permit.

I am not about to rush out and buy an electric car out of environmental guilt. When I look back at the long line of cars I have owned since my first, a 1958 750cc Fiat Abarth that was capable of 30-40 mpg despite (or because) it was tweaked within an inch of its life, I see a lot of mostly under 2-liter sports cars and econo-boxes that delivered very good fuel mileage before it was fashionable to do so.

I have no great animosity toward hybrids and all-electric vehicles, although I would miss the throaty roar of lightly-muffled V-8s and V-6s and inline sixes -- and the distinct sound of air-cooled flat-sixes and flat-fours.

As a lad, I purchased a 78-rpm record called "Sounds of Sebring." It consisted of recordings of the wonderful Ferraris, Maseratis, Jaguars, OSCAs, Aston Martins, Porsches and other marques running down the back straight during the



My great-nephew Niall takes his first drive in an electric vehicle.

12-Hours of Sebring in the 1950s.

Will car club members in the distant future gather to listen to digital recordings of great internal combustion engines? I don't know. If I make it to 100, I could picture myself ensconced in a leather-bound armchair or recliner in a dimly-lighted roomful of similarly aged gents sipping sherry or single malts whilst listening to the greatest hits of the 20th Century:

"I say, Clive, wasn't that the sound of an Ecurie-Ecosse D-Type wailing down the Mulsanne Straight in '56?"

"Quite right, Reginald. And I believe the one before it was a V-12 Ferrari F-1 at Spa Francorchamps, circa 1975 or thereabouts."



The Spring, 2021 Editor's Award goes to Past VJC President David Harrison for his continued contributions to the Lyons Tales newsletter.

VJC MEMBER TECH TIP

Loose nut affects rear end on XKE

By David Harrison
VJC Past President

I have been completing the restoration of the ex-Murff 1969 S2 OTS, with the help of my friend and uber mechanic Jim Cox. The car was now ready for a road test, but Jim called me with a strange problem. The car was in his garage and he noticed it would roll easily backwards, but was binding up when rolling forward. A cautious drive up and down his driveway showed the same problem. A quick check showed it was not a brake problem.

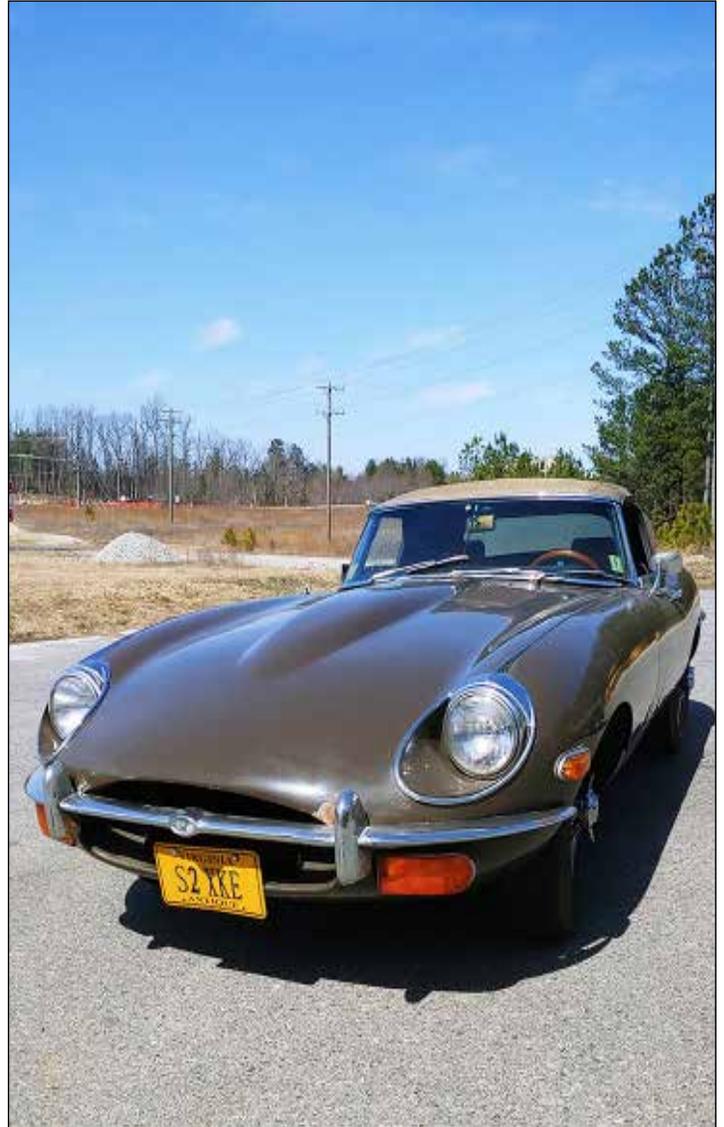
Jim thought the problem might be in the transmission and pulled the cover to check it. The tranny seemed ok, so maybe the problem was in the differential, which Bruce Murff had rebuilt. Bruce's other work on the car was to a high standard, but setting up diffs can be tricky and possibly he had missed something. I was dreading a possible rear end rebuild.

Jim loosened the drive shaft U joint at the diff, which allowed a little clearance. Per the book, to remove the drive shaft completely you have to pull the engine. Not the world's greatest design feature, though there may be a workaround.

Then Jim noticed that the diff pinion flange could be moved in and out. He could barely get a skinny wrench on the pinion nut, which took several turns to tighten. The loose nut had allowed the pinion to float in and out of mesh with the crown wheel, causing binding when the car was pushed forward.

A loose nut can indeed affect your rear end.

The next sunny day I took the car out for a test drive. Bruce had replaced the twin Strombergs with the triple SU setup that Bill Lyons intended. The acceleration in the lower gears was breathtaking, and this is in a 52 year old car. No wonder the E-Type was a sensation in the sixties.

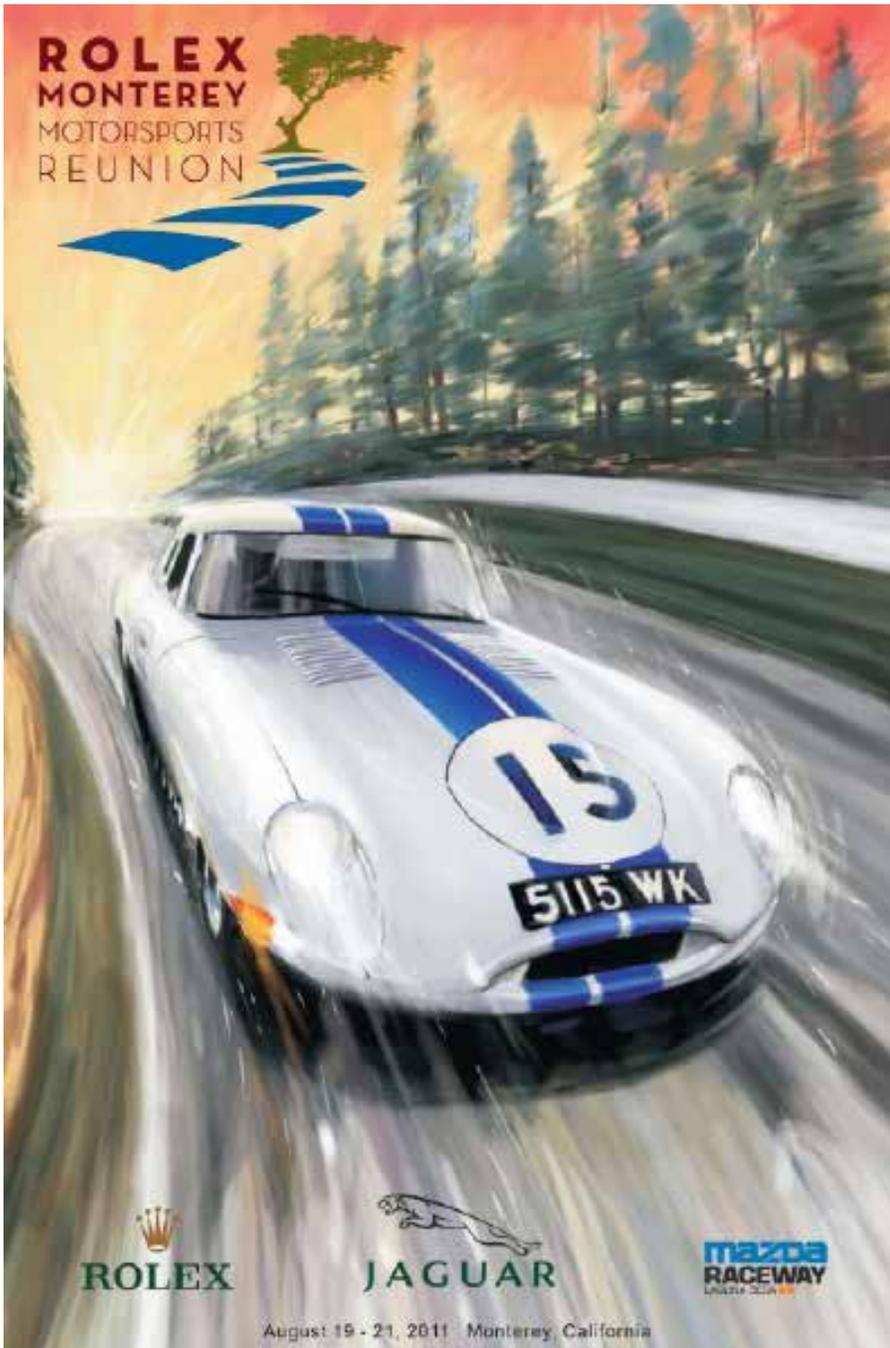


A long time in restoration, this E-Type is ready to enjoy.



JAGUAR ART GALLERY

Vintage Jaguar racing posters are attractive and collectable



The graceful shapes of Jaguar's C, D and E Types are as attractive to artists as they are to car enthusiasts.

VJC Virtual Concours

And the winners are:

Category I: Jaguars posed in their natural habitat:



Peter Schowalter and his XK8.



Category II: Jaguars with posed background



Adam Ashmore's XKE.



Category III: Celebrities and their Jaguars mimicked by VJC Members



Young Clint Eastwood and his XK150.



**A tie
for
First
Place**



VJC's George Parker and his XK120.



Charlton Heston in his XKE.



VJC's David Glick in his XKE.

THE STARS IN THEIR JAGUARS



A young George Harrison behind the wheel of his Jaguar E-Type coupe.

George Harrison was a real car guy

Compiled by Greg Glassner
L.T. Editor

When musicians, actors, comedians and professional athletes make it big and find themselves with money to burn, they often run out and buy a fancy car, or a whole bunch of them.

A select few of these are genuine car guys or car gals.

George Harrison, of Beatles and Traveling Wilburys fame, was a car guy.

Born in Liverpool in 1943, Harrison not only practiced the guitar but also collected photographs of racing cars and

drivers. In 1955 he attended his first motor race, the British Grand Prix at Aintree and was hooked on Formula 1 racing.

Three years later Harrison was invited by friend Paul McCartney to audition for the Quarrymen, which was a band McCartney had formed one year earlier with John Lennon. Harrison became the band's lead guitarist. By 1960 the band had re-branded themselves as The Beatles and in January 1962 they appointed Brian Epstein as their manager. In August 1962 Ringo Starr was taken on as drummer and the group that would become known as "the

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Stars

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Fab Four” was complete.

Up to that point, Harrison was tooling around in a Ford Anglia 105E. Then Epstein cut a deal and gave each Beatle an Austin Mini, which the lads decorated to suit.

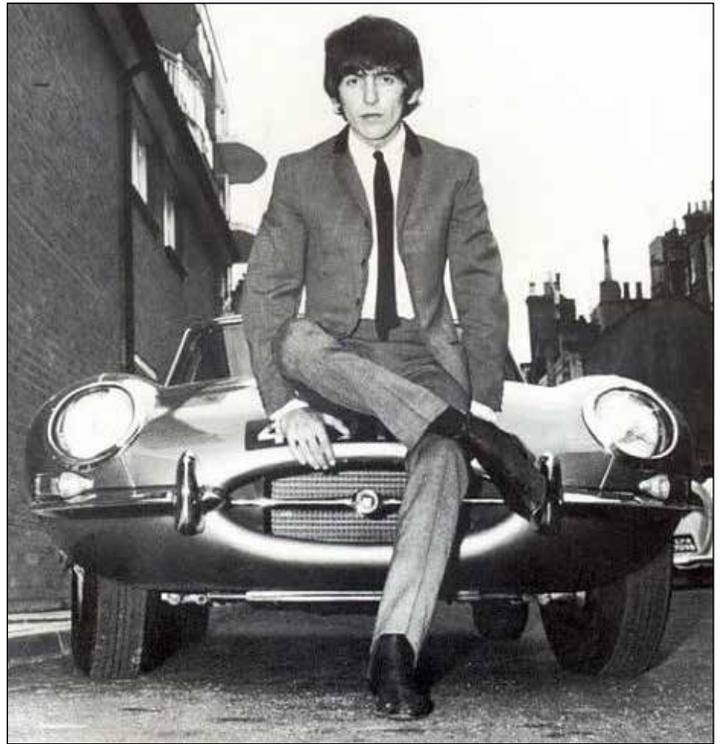
Harrison was soon ready for an upgrade and some sources say that Epstein, who apparently had a firm grip on the band’s finances, gave Harrison, on his 21st birthday, a 1964 Jaguar XKE coupe equipped with a 45 rpm Philips Auto-Mignon in-dash record player. (Given the E-Type’s sporting characteristics and Harrison’s passion for fast motoring, one suspects this was not effective over cobblestone roads.)

After a successful 1964 world tour Harrison purchased a white Aston Martin DB5. Towards the end of 1965 another two cars were acquired: a green Ferrari 275 GTB and a metallic black Mini Cooper S customized by coachbuilder, Harold Radford.

Some of Harrison’s passion for fine motorcars rubbed off on the other Beatles.

Paul, Ringo, and John’s collections included a DB6 in Goodwood Green, two Lamborghinis, a Frenck Facel Vega “Facel II,” and a number of offerings from Rolls Royce, Ferrari and Mercedes Benz. Most agree that Harrison was the group’s car guru he generally stuck to cars from British marques, save for a handful of Ferrari and later Mercedes-Benz and Porsche models.

Harrison met sitar maestro Ravi Shankar who agreed to train him on the instrument. Harrison embraced Indian



Harrison celebrates his 21st birthday with a new XKE

culture and in 1967 his Radford Mini was repainted red with psychedelic images inspired by the book *Tantra Art*. Along with John Lennon’s similarly customized Rolls Royce Phantom V, the Mini went on to appear in *The Beatles* film *Magical Mystery Tour*.

Soon afterwards, Harrison gave the Mini to his friend and fellow musician Eric Clapton. Harrison missed it so much, however, that he bought it back again in the 1970s.

After release of the 1967 album, *Sgt. Pepper’s Lonely Hearts Club Band*, Harrison purchased his first Mercedes-Benz, a short wheelbase 600. George wanted a Rolls-Royce but owing to the three-year waiting list he bought the Mercedes instead. John Lennon was so impressed with Harrison’s 600 that he ordered his own, a 600 Pullman limousine.

George also purchased a Ferrari 365 GTC in 1969 and composed *The Beatles’* most frequently downloaded song, “Here Comes the Sun,” which appeared on the *Abbey Road* album.

Differences between the band members came to a head and *The Beatles* split in mid 1970. George purchased another two Mercedes in 1970: a red 250 CE pillarless coupe and a white 6.3-litre 300 SEL. He also acquired John Lennon’s



Harrison tries out his in-car phonograph.

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A dedicated Formula 1 fan, Harrison tries out the cockpit of Frenchman Patrick Depailler's racer.

Stars

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white Pullman limousine when Lennon moved to New York.

After The Beatles broke up Harrison focused on his solo career. He was a frequent attendee at Formula 1 races and struck up friendships with a number of drivers. His song "Faster" was a tribute to Jackie Stewart, Ronnie Peterson and other F-1 drivers. Proceeds from its release went to the Gunnar Nilsson cancer charity that was established after the Swedish driver's death from the disease in 1978. Harrison made a video of the song which he performed in the back of a car chauffeured by Jackie Stewart.

Harrison crossed another item off his bucket list when he drove 11 dozen cautious laps in an ex-Stirling Moss Lotus 18 on the Donnington Circuit as part of special cancer benefit event in 1979 that involved many top drivers.

In the latter half of the 1970s George purchased a used yellow Ferrari Dino GTS which was followed by four new Porsches of which he became particularly fond. The Porsches included a brace of 911 Turbos (a gold 1975 3.0 and a black 1978 3.3) plus a 924 Carrera GT and a 928 S, both of which were black and acquired in 1980.

The murder of John Lennon in December 1980 deeply affected Harrison and between 1982 and 1987 he made few public appearances. His only major motoring acquisitions during this time were a black AMG-equipped Mercedes 500 SEL purchased in 1984 and a 1986 AMG 560E which

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Harrison's written instructions on washing his new Jaguar E-Type:

Dear Susan,

... Instructions for washing car:-

- 1/. Use plenty of soapy clean water, preferably warm.
 - 2/. When car is [though it may take a lot of water]- clean, leave to dry off for about 20 minutes. [You can have a cup of tea now].
 - 3/. Now ask mother to find some dusters, [2 each] and with the polish, apply with no.1 duster over an area of about 1 sq foot at a time, in a circular motion. Don't leave it too long before polishing off. This should be carried out until the car is spotless, and gleaming clean. [Don't forget the wheels!]
 - 4/. Take 1 brush or vacuum cleaner, and have a bash at the carpets. They too can be made to look like new.
 - 5/. The windows [interior] should be polished now, after which you can retire for another tea.
 - 6/. Before returning home, I suggest you look over the car again, for any parts you may have missed out, on finding, they should be cleaned accordingly.
 - 7/. Now proceed to 20 Forthlin RD. with about 6 buckets full of dirty muddy greasy water, where a shiny Ford Classic will be seen. Spread contents of the buckets evenly, so as to leave a nice film of muck over the car. You can now return home knowing you have done your deed for the day. Thank you!!!
- Proceedings should be carried out about the 8th of January.
Love from George [Harrison]

(The Ford Classic in question was believed to be owned by Paul McCartney. This handwritten note gives insight into Harrison's sense of humor and love of cars.)

Stars

Continued from p. 10

he acquired from Jeff Lynne of Electric Light Orchestra.

Harrison returned with a platinum-selling album “Cloud Nine” in late 1987. The record was co-produced with Jeff Lynne. In 1988 Harrison and Lynne along with Tom Petty, Bob Dylan and Roy Orbison formed The Traveling Wilburys.

Harrison’s interest in Formula 1 had led him to develop a friendship with legendary designer, Gordon Murray. In 1992 George took delivery of one of Murray’s first Light Car Company Rockets. During the course of 1994 George had ordered another Gordon Murray-designed machine: a McLaren F1.

George Harrison died in 2001 at a friend’s home in Los Angeles.

I found references to Harrison owning multiple Jaguars during his lifetime, but few specifics on model and color beyond that original E-Type. --gkg



Harrison gets his kicks driving what was described as 11 “tentative laps” in the ex-Stirling Moss Rob Walker Lotus 18.

Harrison had a long career as a musician

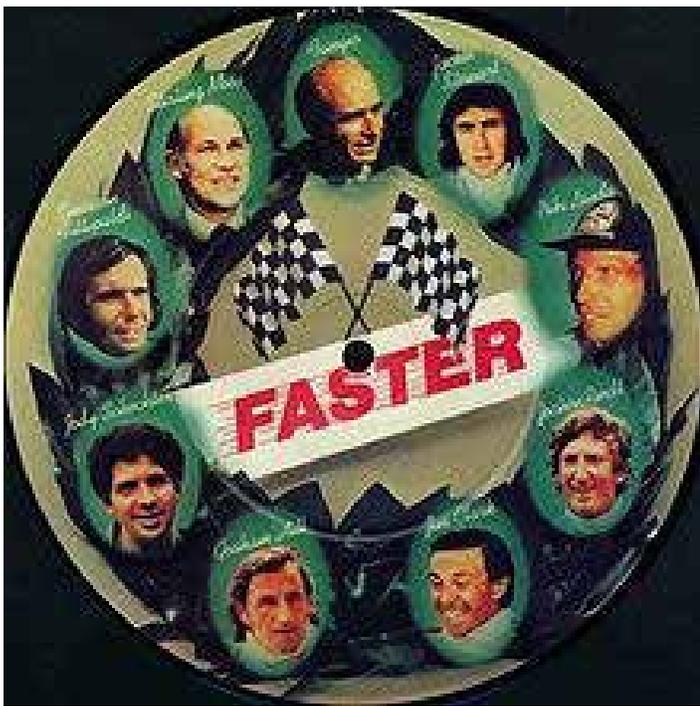
From Wikipedia: George Harrison MBE (1943 – 2001) was an English musician, singer, songwriter, and music and film producer who achieved international fame as the lead guitarist

of the Beatles. Sometimes called “the quiet Beatle,” Harrison embraced Indian culture and helped broaden the scope of popular music through his incorporation of Indian instrumentation and Hindu-aligned spirituality in the Beatles. Although the majority of the band’s songs were written by John Lennon and Paul McCartney, most Beatles albums from 1965 onwards contained at least two Harrison compositions. His songs for the group include “Taxman,” “Within You Without You,” “While My Guitar Gently Weeps,” “Here Comes the Sun” and “Something.”

After the band’s break-up in 1970, Harrison released the triple album *All Things Must Pass*, a critically acclaimed work that produced his most successful hit single, “My Sweet Lord,” and introduced his signature sound as a solo artist, the slide guitar. He also organized the 1971 Concert for Bangladesh with Indian musician Ravi Shankar, a precursor to later benefit concerts such as Live Aid.

Harrison released several best-selling singles and albums as a solo performer. In 1988, he co-founded the platinum-selling supergroup the Traveling Wilburys.

The supergroup to end all supergroups had a serendipitous beginning, so it’s fitting that they’re named after Harrison’s slang term for an accident. The word “Wilbury” was invented while he was working on 1987’s *Cloud Nine* with Jeff Lynne as co-producer. When confronted with recording errors caused by faulty equipment, Harrison would assure Lynne, “We’ll bury ’em in the mix.” The line was eventually shortened to “Wilbury,” a catch-all descriptor for minor performance mistakes and imperfections.



The recording of Harrison’s song, “Faster,” carried the photos of some of his favorite drivers on its jacket.

MEMBER MEMORIES

Magazines and a British sports car ride sparked my love of reading and writing

By Greg Glassner
L.T. Editor

I sometimes wonder where my love of reading and modest flair for writing came from.

I don't remember my parents as being big readers.

The only literature around our house was Readers Digest and a few Readers Digest Condensed Books, which would abbreviate the popular novels and the classics into quick reads and cram four or five of them into one volume. The idea was that busy people had no time to squander on reading a 300 or 400-page novel when a 99-page summary would do just fine. What a terrible notion. When I near the end of an enjoyable read I am sorry that the author did not crank out another 100 pages.

We subscribed to the daily newspaper of course, as did everyone back then. And I remember first learning to read with the Sunday Comics section. Though books did not have a big place in our home, there was other reading material. Magazines we had laying around the house included copies of "Mechanics Illustrated," "Popular Mechanics" and "Popular Science," which Dad, the Industrial Engineer, would purchase. He would glean how-to-do-it-yourself projects from these magazines. Such projects included an elaborate mechanically actuated rocking horse for my sister Wendy, a large stone planter in the living room of our house in Bayside, Wisconsin, and a device to get charcoal started quicker on the outdoor grill, when Dad took up backyard barbecuing as an avocation. He applied an engineer's discipline to outdoor cooking and wanted the coals just so and the steaks and chicken a precise distance from the coals.

The magazine rack in our bathroom was crammed with professional journals Dad would cart home from work and peruse while on the can. My favorite was "Automotive Industries," which was founded in 1885 as "The Horseless Age," changed its name to "The Automobile" in 1909 and became "Automotive Industries" in 1917. It is still published. This publisher also put out the late, lamented "Autoweek," a motorsports standby that I subscribed to for



My research for a high school "Careers" paper included a spin in an Austin Healey 3000.

more than 40 years as an adult.

Other magazines in the rack were "Iron Age," once the flagship publication of the Chilton Company, which published trade magazines and auto repair manuals. It began fading in the 1980s as American metalworking and manufacturing industries also faded. This magazine was apparently a big thing among engineers and others who worked for tractor and farm implement manufacturers. Dad worked for J.I. Case from the late 1940s through 1958. He then worked for A.O. Smith at the Milwaukee plant which made frames for Buicks and Cadillacs. This explains the copies of Automotive Industries. Then he transferred to the A.O. Smith plant in Erie Pennsylvania, which made service station gas pumps and larger pumps for the Oil industry.

Anyway, that was about all of the reading material we had laying around the house until I started spending a portion of my meager funds on car magazines in the mid-fifties. I don't remember us having a set of encyclopedias, as many families had. I made a lot of trips to the library at Fratt Elementary School, which I recall even had limited hours during school summer vacations.

Mom was a supporter of education for her children, serving as Cub Scout Den Mother in Racine and as an active PTA member at Fratt Elementary. She may have been President of the PTA for a year, though my memory is hazy on this topic. When I needed to do more research for a 9th

See Writing, p. 15

VIDEO CORNER



Moss and Dewis in Reims-winning C-Type at 2012 Mille Miglia reenactment.

Documentary covers evolution of disc brakes

The story of Jaguar's development of the disc brake, of passenger car technology forged in racing success, of British automotive innovation on the world stage, is one that's often repeated and widely known.

But that doesn't mean it's not worth retelling, especially from the points of view of two of the men largely responsible for the development of that technology for Jaguar: Stirling Moss and Norman Dewis.

In the last couple of years we've lost both the racer and

the test driver after long and eventful careers.

Fortunately, filmmaker Al Clark not only got to sit with both men before they died but also reunite them with the cars and the locations that played key roles in the story for his documentary:

"The Racers that Stopped the World," was released late last year.

Editor's Note: It is well worth viewing on YouTube.

Writing

Continued from p. 14

grade paper on Lawmen of the Wild West, Mom dropped me off at the Milwaukee Public Library and picked me up three or four hours later. Not sure if this was a one-time deal or if it took several trips. When the teacher, a young rookie, accused me of plagiarism, Dad and Mom had to go to Nicolet High School and produce my index cards and handwritten manuscript, which Mom had retyped for me. The teacher sheepishly backed down. (I can't blame her as I was something of a class clown in those days and sat in the back row of seats cracking jokes and making snide remarks. She probably prejudged me as the sort class obstructor who would foist off someone else's work as his own.) Looking back, this was something of a turning point for me when I first realized I had a knack for cranking out sentences and paragraphs that people might actually want to read.

Another paper I did in 9th or 10th grade was a "What do you want to be when you grow up?" piece. I chose "Sports

Car Salesman" as my profession. I pitched this project to the European car dealers in the Milwaukee area and the folks at Wisconsin Auto Sales bit, allowing me to spend a day shadowing the sales staff and other employees at their dealership on North Third Street in Milwaukee. The highlight included one of the salesmen taking me out for a top-down spin in a new Austin Healey 3000. I also saw a Tucker Torpedo, which hid behind a faded velvet curtain in the back of the dealership. There was also an interesting Crosley-powered H-Sports racer undergoing repair in the dealership shop. It may have been a Nardi or another "Et-ceterini." The disappointment of my day at the dealership was that there was no designated Sports Car Salesman. The employees had to unload a lot of mundane Austin, Renault, Hillman, Humber and English Ford sedans and did not spend all day tooling around town demonstrating Austin Healeys.

With this second writing project, I discovered I was willing to put in the work if the subject matter appealed to me.

CLASSIFIEDS

VJC Marketplace

Low Mileage XKE Sought

I am trying to find a 73 or 74 XKE roadster with low mileage

Steve Price
Westfield Football
703 919 8990 cell
sprice909@yahoo.com
saprice@fcps.edu

For Sale: 1966 3.8S Jaguar

Owner's statement: "Always garage kept, 25,000 original miles, original condition. Originally owned by an 80 year old lady, I bought it in 1978, only driven once by me to a car show at Browns island where it won first place for most original. Last run in 2017 when it was moved from Jim Swenson's storage area to Bruce Woodson's Museum 100% original. Great Concours survivor candidate. \$12,000 obo."

For more information, contact:

David Harrison
8049211933
davidmharrison2003@yahoo.com

XK8 convertible For Sale

I will be have this vehicle for sale soon. 26000 miles, one owner, garage kept, mint condition.

Robert Whipkey
757.434.8292
rmwhipkey@outlook.com

Jaguar XJ6 For Sale

I bought this car from the original owner about 5-6 years ago. It has 46k original miles now and I have every receipt and record form when it was new. It has never had any body damage and is in over all very good to almost excellent condition. The paint is very nice with only the roof having some mild crazing if you look up close. Everything is in working order and it has 4 brand new tires. It runs and drives beautifully. The interior is also in good shape with no tears or separated seams. The dash is in good condition with only some minor cracks in the clear coat. The wood on the ski-slope is cracked but this can be easily replaced for about \$180 I just haven't had time to do it. It is a great driver but could easily double as a show car. Last year of the true XJ 6. I would like to see it go to a Jaguar or British car enthusiast. Price is \$5000 to the right home

Michael Blair
mjblair11@aol.com
Cell: 804 651 2415

OPINION

Is it time to resume some 'safe events?'

By David Harrison

VJC Past President

I believe the term for a group of Jaguars in the wild is a pride. We in the Virginia Jaguar Club are certainly a group and can certainly take pride. The VJC hosted two major national JCNA events in the recent past, the JCNA Concours and the AGM. The pandemic has slowed us down as it has most clubs, but the pride remains .

I am hopeful that the VJC will achieve Pride Immunity after the vaccine reaches our age consort, which should not be too long, maybe around Easter. This would imply the VJC membership gets vaccinated as soon its available, and members confirm their ability to re-engage safely in club activities. These activities should probably not start with an visit to our local Penny Lane or Brickhouse Run pubs, much as we would like to, but could be a scenic drive in our beautiful Virginia countryside.

I really recommend the "Five and Dime" scenic drive. This is a drive down historic RT 5 to Williamsburg and or Jamestown, crossing the James via the free ferry to Scotland Wharf, and returning to town on RT 10. Or vice versa. Una and I have driven this a few times, usually in reverse order, though "Dime and Five" doesn't sound so interesting.

There is a little known micro-brewery called Billsburg

at the marina adjacent to the Jamestown park. It has great craft beers and cider, a nice deck overlooking the marina and food is available from a caravan. There is plenty of space for parking. It's a great place for lunch after a bracing cruise on the James. I would be happy to lead this "Jaguar Pride" scenic drive as soon as Pride Immunity allows.

CALENDAR

May 1

The Lewes Chamber of Commerce and British Car Club of Delaware, Inc., is Celebrating 25 Years of the British are Coming Again Motorcar Show - 1996 2021. Date: Saturday, May 1, Place: Cape May Lewes Ferry grounds, Lewes, Delaware 19958 Time: 11 a.m. to 4 p.m. Eligibility: Contact: Betsy Reamer: 302-645-8073.

Sept. 3-5

The 2021 Virginia Festival of the Wheel, slated for Labor Day Weekend, Sept. 3-5, 2021 at the Boar's Head Resort in scenic and historic Charlottesville, Virginia. All proceeds benefit the UVA Cancer Center Patient Care Fund.

Sept. 18

Richmond Region Antique Automobile Club of America Annual Car Show with Virginia Jaguar Club Participation will be held Saturday, Sept. 18, 2021 at St. Joseph's Villa, Brook Road and Parham Road, Richmond.

Membership

Membership in the VJC is open to any Jaguar enthusiast, whether you own a Jaguar or not.

For more informaion 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

Who to contact about the Virginia Jaguar Club

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MEMBERSHIP INFORMATION

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

Virginia Jaguar Club - Membership

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

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

Check One: New Renewal

Name: _____

Spouse or Significant Other Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: Home (_____) _____ Cell (_____) _____

E-Mail Address: _____

Jaguar #1: Year _____ Model _____ Body Style _____

Jaguar #2: Year _____ Model _____ Body Style _____

Jaguar #3: Year _____ Model _____ Body Style _____

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

Car Shows Rallies Racing Club Administration Newsletter Web Site

Type of Membership:

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

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

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

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

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

*** Includes JCNA Membership

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

Signature: _____ Date: _____

Please, make checks payable to “Virginia Jaguar Club”

ANY ROAD TRAVELED

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

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

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

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

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

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

-- The Editor



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