
LYONS TALES



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VIRGINIA JAGUAR CLUB
VOLUME 21, NO. 3
Third Quarter, 2022

LYONS TALES

LYONS' ROAR

A letter from the Little Switzerland Concours

Ladies and Gentlemen of the Virginia Jaguar Club:

As I write this, I'm sitting—in the shade—at the Inn at Little Switzerland, NC, where the Carolina Jag Club is holding its concours. Fourteenth year the CJC has been here! The weather has been most cooperative this year, first time in five or six years. Sun, light breeze, and no sign of rain. Even so, prepping the car this morning was a bit of a challenge because the trees had deposited a film of sap over night. And I wasn't even parked under a tree! It's not called the Tar Heel State for nothing.

There was a subtle but interesting change in the composition of this year's entrants—the cars not the people. There were 41 cars assigned spaces, although given the recent Covid variants I don't know whether they all appeared. Out of the total set to be judged, only ten dated to 1970 and earlier. Just a quarter! Only

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:

Don't miss our second annual "Bangers on the Barbie" garden party at David and Una Harrison's house in Chester, VA, August 13.



Virginia Jaguar Club



Roar

Continued from p. 2

one of the XK series present and one Mark IX. There was a significant number of XFs in various body types and were XJs of various years. XJS was also a popular model on display.

The CJC Membership chair told me that this change was the result of those earlier cars belonging to older members. Alas, these folks were passing on or hesitant to go to car shows while Covid flourishes. But, it was encouraging that (younger?) owners of newer models were entering their cars.

Our Club's membership and events chairs have been a bit disappointed so far this year. Despite their efforts to set up social events, the first two got canceled for unavoidable reasons. The July lunch meeting at the Shirley Plantation Vineyard, blessed with good weather, was very pleasant. The next meeting is the Bangers and Buns at the Harrison Estate on Saturday, August 19. David and Una will provide Genuine Bangers and Buns. Others attending should bring along something to share.

Personally, I have also had a couple of Jaguar disappointments. I was on my way to attend the Delaware Valley Jaguar club's concourse in late May. As I merged into US29 near Culpeper in heavy rain, I hit what seemed

like a huge pothole. It took out both left tires and damaged the wheel rims badly. When I went back when it was dry, it looked like it wasn't a pothole but that a concrete rim had separated from the road and broken into a couple of pieces. There were tire marks in the dirt on both sides of the concrete blocks. I must have slipped into the space and some how bounced over the concrete blocks and then run along them. Fortunately, there was no damage to the underside of the car.

This event made me miss the Delaware Valley Show and the Susquehanna Valley Show the next weekend. There is next year. But, using the Sports Brake, I drove to Boston and back. Got close to 29 mpg. Not quite the 33+ the XJL gets, but respectable.

Fortunately, the repaired wheels came back just in time for me to make the CJC show. So, from Little Switzerland, best wishes for a great Jaguarian summer. Don't forget the Bangers on the Barbie at chez Harrison on August 13!

Very best wishes,

-- *Bill Sihler, President*



VJC SHOP TALK

Ethanol fuel and Stromberg Carbs don't mix

By David Harrison
VJC Vice President

It's tragic that Stromberg carbs replaced SU in the late sixties on US market Jaguars, Triumphs and MGs. I have not seen the emission data justifying the change, but have experienced the consequences. Strombergs are much more prone to problems caused by the combination of vehicle non-use, and ethanol fuel.

In my case, my 1968 E Type sat for a few months due to my turning my left ankle badly, which meant I could not use a clutch. Then I and the family caught covid, not too badly, fortunately we had been vaccinated. When I finally got back to the garage for a little E type fun, the SU fuel pump ticked a few times then stopped. Great, thought I, a miracle, the carbs are not leaking. True, but the fuel needles were stuck closed on both carbs. Bugger!

If the fuel needle sticks on a SU, in a few minutes I can remove the top of the carb bowl and unstick or replace the needle. Sometimes a discreet tap on the top of the bowl will free them. Strombergs are a different story. My 1968 E-type has its original twin Strombergs, though I am sorely tempted to convert to the triple SUs that Jaguar intended. The SUs look better and deliver more power. I have found it impossible on the E type to service the Strombergs without removing them from the car. They can be removed one at a time, particularly if the twin fuel lines are lengthened to aid removal, but if one carb needs servicing, probably the other does too.

The Strombergs are supported on the E type manifold via eight studs with ½ inch UNF nuts. Getting a wrench on most of the nuts requires the skills of a contortionist with the long skinny fingers of a violinist. Many can only be turned one or two flats at a time. If your fingers are strong and dexterous you can use them instead of a wrench to speed things up once the nuts are loose. Removing the air filter canister helps access. After a sweaty hour's struggle I got the twin carbs on a bench.

The first task (after a beer) was to remove the brass plug in the bowl. The plug has a rudimentary screwdriver slot but no screwdriver in my possession has ever fit them. They were stuck tight, I got them off brutally with vice grips. On removing the fuel bowls, the stock brass fuel needles and seats were badly corroded with a verdigris crust. I



removed the floats, replaced the seat assemblies with new stock ones, re-installed the old floats, adjusted the float height, cleaned the bowls, put everything back together, reinstalled the carbs on the manifold and hooked up the fuel line. Getting the nuts and washers back on the studs was especially frustrating and longer, exacerbated by sweaty, oily fingers on a hot day. Ask me how I know.

More frustration. The bowls filled nicely, then the front carb started to drip. Crap. Now they had to come off again. The moral here is to loosely slide them onto the studs, hook up the fuel and make sure they don't leak. Back on the bench, I found that the float pivot pin was not properly seated in its clips, fixed that and put everything back on the car. I did the loose assembly leak test, everything seemed ok, so back to another struggle with the darn nuts. After this I closed the garage up and had a couple of cold Stellas.

The next day I turned on the ignition, and now the rear Stromberg leaked. By this time I was losing confidence in my ability, decided on a more thorough rebuild and ordered Grose jets and new floats from Moss, in case the old floats were heavy. The Grose jets are stainless and look less likely to corrode and stick.

Stay tuned for the ongoing saga.

VJC EVENT REPORT



VJC members enjoying lunch at the Upper Shirley Winery. (Photos by Brian Trickett)

Upper Shirley Vineyards Wine and Dine

Continuing with our club events calendar some of our members participated in our planned visit on July 16 to the Upper Shirley Vineyards and Restaurant located in Charles

City in Tidewater Virginia.

Excellent food and local wine were enjoyed by all who participated.



Kathy Trickett with her S type R.



At the winery: VJC stalwarts David Harrison, Bill Sihler and Peter Schowalter

FROM THE EDITOR'S LAPTOP



The swoopy 1953 Fiat 8V Ghia Supersonic is in stark contrast to the more functional body design of this 1953 Morgan, thus helping showcase the 2022 AACA Show's theme, The Evolution of the Sports Car.

A Fiat steals the show at AACA meet

By Greg Glassner
LT Editor

It is hard to upstage the likes of a vintage Auburn Boat tail Speedster or a trio of Ferraris, including a 1986 Ferrari Mondial and an F-40, but a Fiat 8V Supersonic did so at

June's Collector Car Show sponsored by the Antique Automobile Club of America's Richmond Region, a show with participation from the Virginia Jaguar Club.

This rare Italian car was in the show parade which detailed the evolution of the Sports Car and attracted much attention on the show field, with spectators wondering, "What the heck is that?"

A Fiat, you say? Yes, the same 120-year old company best known for its tiny 500 and 600 sedans and other economy cars.

In the wake of World War II, the Italian auto industry as a whole was seeking a new identity and spectacular show cars were a way to call attention to a corporation's other products.

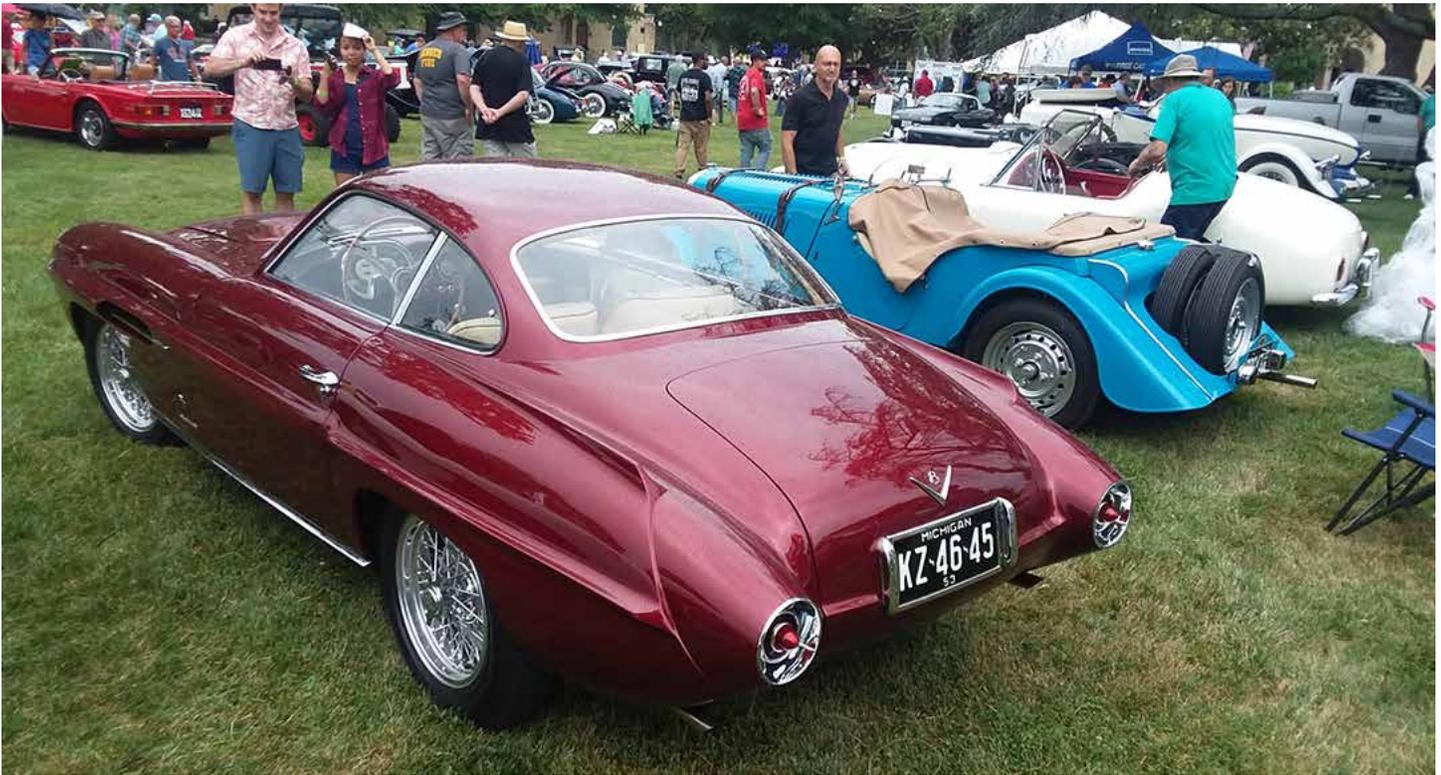
Fiat developed a jewel-like 2-liter overhead valve V-8, which it dubbed the "8V" or "Otto Vu" because it thought Ford owned the rights to the V8 nomenclature. (Oddly, General Motors and Chrysler had no such inhibitions.)

Anyway, they were looking for a spectacular way to showcase the new engine and Carrozzeriaia Ghia provided



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

See Laptop, p. 7



The stunning Fiat 8V Supersonic looks good from any angle. Greg Snell's more traditional Morgan is in the background. Both cars were produced in 1953! (LT Photos by Greg Glassner)

Laptop

Continued from p. 6

the answer with the swoopy, jet-age Supersonic, a car Road & Track dubbed “The biggest surprise of the year” when it was displayed at the 1953 Paris Auto Show.

By now, some of you are asking why this writer is going on about “a bloody Italian car” in a story for the Lyons Tales, the official publication of the Virginia Jaguar Club. Be patient and all will be revealed.

In the beginning ...

To tell this story properly, we must start with Virgilio Conrero, a tuner of Italian racing machinery, most notably Alfa Romeo. He went to Ghia for a lightweight roadster body and a young designer named Giovanni Savonuzzi was given the job.

This car attracted much attention at the 1953 Turin Auto Show. Unfortunately, the car crashed in its first race, the 1953 Mille Miglia, and the futuristic bodywork was destroyed. That chassis later received more traditional coachwork.

But the design was so impressive that Ghia produced about 20 Supersonic coupes based on the original roadster design. It was voted the most beautiful car of the 1953 Paris Motor Show. Even more attractive than the roadster,

the coupe was dubbed the Supersonic because the styling clues mimicked the new jet planes of the day. (Cadillac, Oldsmobile, Chrysler and others also incorporated aircraft influenced styling into their offerings in the 1950s.) Savonuzzi launched (and ended) his professional career in aeronautics and his car designs show it.

General Motors designer Henry de Segur Lauve attended the 1953 Paris Auto Show. He placed an order for his own Supersonic, which, finished in white with a blue interior, was shipped to the United States from Genoa.

Lauve contacted Fiat a year later, complaining about difficulties with the engine of his car in everyday use. The factory replied that they were surprised he had tried to use the car as a “daily driver,” as it was intended for use by wealthy amateur racing drivers!

They did send Lauve a replacement engine. Lauve also installed a 283 Chevy V8 in the car at some point and motored around Detroit quite briskly, it was reported. Some say Savonuzzi’s design inspired features on early Corvettes and the 1958 Chevrolet line.

This car remained in the Lauve family until 1991. It was then restored in garnet metallic paint with a tan leather interior and sold again by RM Sothebys in 2020 as part of the extensive collection of a notorious bankrupt financier.

See Laptop, p. 8

Laptop

Continued from p. 7

Because the car displayed at the AACA show in June sported Michigan antique plates, this writer presumes it is the ex-Lauve car.

Jaguar Ghia Supersonic

If you read this far, you may have suspected that Savonuzzi's elegant body style also graced chassis from Coventry. You would be correct.

Three Jaguar XK120 chassis were said to have been equipped with a Supersonic body. Two of them were built at Ghia at the request of a French Jaguar dealer. Both vehicles were left-hand drive vehicles. One of the cars was built in 1953 and Conrero reworked it to include Weber carburetors and power boosted to 220 h.p.

One of the XKs was shown at the 1954 Paris Motor Show. The second Jaguar has been significantly modified over the years. Nothing is known about the third car. These Jaguar Supersonics are nearly identical to the Fiat models, until you spot the script on the trunk lids and front fender flanks.

Aston Martin Ghia Supersonic

Another Supersonic sported the mechanicals from an Aston Martin DB2/4 Mark II and was exhibited for the first time at the 1956 Turin Motor Show. It is assumed that wealthy sportsman and Formula One driver Harry Schell ordered it because he was first seen with the vehicle in 1956.

DeSoto Adventurer II

A Supersonic on a Fiat chassis was imported by Chrysler



DeSoto Adventurer II.

where Virgil Exner used the vehicle as a base and developed a design for the Chrysler S-19 chassis. Everything was shipped to Ghia in Italy where a new body was built. Upon completion, the car returned to Detroit and was presented as the DeSoto Adventurer II show car in 1954. Because the Hemi-equipped chassis was much larger than a Fiat 8V or Jaguar XK120, the design was stretched and lacks the grace of the original.

Willment 427 Coupe

As a footnote, a later Supersonic was built for John Willment, racing team owner and the largest British Ford dealer. This project involved grafting an existing Supersonic body on an AC 427 Cobra chassis in 1965. It featured a Holman & Moody motor boasting 480 horsepower and was capable of reaching 200 mph.

Because several of the original Fiat-engine Supersonics morphed into other cars or were lost to wrecks or junkyards, the documented Supersonic we saw at St. Josephs Villa June 11 ranks as a true rare gem.



Nearly identical to the Fiat 8V Supersonics, this Ghia Supersonic rests on a modified Jaguar XK120 chassis. The only clues are the grille and tiny Jaguar script. It sold at an RM Sothebys auction in 2015.

VJC EVENTS



Lineup of 1960s sports cars with XKE demonstrated variety of the decade. (Greg Glassner photos)

Show salutes Evolution of Sports Car

By Greg Glassner
L.T. Editor

The Richmond Region AACA Collector Car Show has grown in stature over the years and the 53rd annual edition reflected this progress, combining the best elements of the AACA shows and the late-lamented Browns Island and New Kent concours.

Although there were some dire weather forecasts for the June 11 event on the campus of St. Joseph's Villa, in Henrico County, which may have thinned the field a bit, conditions were nearly optimal with only some very light sprinkles. For the past several years the Virginia Jaguar Club has participated in this event

The theme of this year's show was "The Evolution of the Sports Car," which certainly should have interested every member of the VJC, unfortunately we had a few key no-shows due to the weather and other circumstances. Those who did not make it missed a memorable event.

VJC Vice President David Harrison brought his venerable Austin 7 Swallow. This little bright red Jaguar ancestor helped demonstrate the early days of the sports car in Great Britain.

Club President Bill Sihler rolled out his Jaguar XJS and Peter Schowalter brought his BRG Jaguar XK8 to help illustrate the more modern iteration of the sports car. George Parker, who wears many hats in the VJC, Central Virginia British Car Club and AACA, planned to bring his XK120, but the prospect of damp roadways between Bowling Green

See **SHOW**, p. 10



Display of 1950s sports cars included an excellent XK140 coupe.



The annual Richmond Region AACA show embraces all variety and ages of cars.

Show

and St. Joseph's Villa discouraged him so he drove his 1967 VW Beetle. And this fine example picked up a third place finish in the Hagerty Youth Judging category.

Although short on cars, VJC members pitched in as judges. This contingent included Harrison, Parker, Schowalter, Sihler and even yours truly. (A lot of us are also AACA members as there is a great deal of cross-pollination in the car hobby these days.)

Although the Evolution of the Sports Car theme could have used a few more Jaguars, there were a number on hand, including a 1967 XK 140, and several E-types. Other British marques were also well represented, including Austin Healey, MG, Triumph and Lotus, as well as Reggie Nash's Nash Healey.

Early examples of sports cars included a 1910 Ford Model T Speedster and a splendid 1932 Auburn 12 Cylinder boat tail Speedster. More contemporary sports cars were represented by a trio of Ferraris, Porsche 356s, Corvettes, and Miatas. Whatever your definition of "sports car," you could find some examples to fit the bill. A real show-stopper was the rare 1953 Fiat 8V Ghia "Supersonic" coupe. (See Editor's Laptop on page 6.)

Although I have a real phobia about judging other people's cars, all of which are far superior than my own cars, VJC stalwart Peter Schowalter called and persuaded me to acquiesce. Luckily I was paired with Schowalter and Bill Sihler, a real veteran of the judging wars.

We judged Class 03, Original/Stock British 1958-1980 and there were some very nice Triumphs and Healeys in this group along with a stunning XKE Coupe. It was tough to come up with a winner.

VJC Past Vice President George Parker was heavily involved in the show planning and was on duty bringing entrants on the show field when I arrived. He also judged three classes, VW, late model muscle cars, and vintage motorcycles

See Show, p. 11



VJC judges Peter Schowalter, Greg Glassner and Bill Sihler on the job at AACA Show.

Show

Continued from p. 10

While the results were being tabulated, show attendees enjoyed the various side-shows including antique automobile rides, valve cover racing, and an informative presentation on the cars of Donald Healey.

This was a wonderful event and it should bode well for the future. More than \$11,000 was raised for St. Joseph's Villa, which helps 3,000 individuals across Central Virginia impacted by homelessness, autism, developmental disabilities, mental illness and other challenges.

JUDGED AACA CAR SHOW AWARD WINNERS

BEST IN SHOW

- BEST ORIGINAL/STOCK VEHICLE (Presented by Richmond Region AACA) -1970 Ford Mustang, Sharon Hazelgrove, Mechanicsville, VA
- BEST CUSTOM/ MODIFIED VEHICLE (Presented by Page Auto Group) – 1932 Ford 5 Window Coupe, Billy Alley, Glen Allen, VA

SPONSOR AWARDS

- St. Joseph's Villa "We Never Stop Believing in Children & Families" Award (Best Family Vehicle) – 1930 Willys Overland Whippet, Barry Nunemaker, Henrico, VA
- Thurston Spring "Coolest Ride" Award – 1959 DeSoto Firesweep, Ron & Gail Glunt, Chesterfield, VA

HAGGERTY YOUTH JUDGING PROGRAM WINNERS

As selected by 18 Participating Youth accompanied by 18 Adult assistants that judged a great mix of types and styles of cars.

- 1st Place – Jack Bantle (1960 MGA Roadster)
- 2nd Place – TIE with Gay Wilson (1963 Chevy Corvair Monza Convertible) AND George Field (1956 GMC 1/2-ton Pickup)



Carol Woodson's XKE Coupe and a Buick "Woody" greeted spectators on the way to the show field.

- 3rd Place - TIE with Greg Snell (1960 Lotus Elite Coupe) and George Parker (1967 VW Beetle).

CLASS AWARD WINNERS

Class 02 – Original/Stock Early BRITISH through 1957

First in Class Winner – 1957 Jaguar XK140, Jack Proctor, Richmond, VA

Old Dominion Award – 1952 MG TD, Alexander MacKinnon, Henrico, VA

Class 03 – Original/Stock BRITISH 1958 – 1980

First in Class Winner - 1967 Austin Healey 3000 BJ8, Robert Blufford, Henrico, VA

Old Dominion Awards –

1966 Austin Healey 3000 BJ8 Mark III, Michael Marretti, Chesterfield, VA

See Show, p. 12



VJC Past Vice President George Parker guides entrants onto the show field, including this pristine Buick Riviera.



Current VJC Vice President David Harrison's Austin Healey 3000 BJ8 Mark III always draws admirers.

Show

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1969 Jaguar E Type, Harlan Schuefeldt, Richmond, VA

Class 04 – Original/Stock BRITISH – 1981 and Up
 First in Class Winner – 2006 Lotus Exige, Dharma Benincasa, Gordonsville, VA

Class 05 – Original/Stock ASIAN

First in Class Winner – 1987 Nissan Sentra, Neil Lauver, Fredericksburg, VA

Class 06 – Original/Stock EUROPEAN

First in Class Winner – 1986 Ferrari Mondial, Bill Proctor, Burke, VA

Class 07 – Original/Stock PORSCHE

First in Class Winner – 1962 Porsche 356B T-6, David Hay, Forest, VA

Class 08 – Original/Stock VOLKSWAGEN

First in Class Winner – 1963 Volkswagen Beetle Sedan, Al Bryan, N. Chesterfield, VA

Class 09 – Original/Stock MAZDA

First in Class Winner – 2021 Mazda Miata MX-5, Greg Tunstall, Mechanicsville, VA

Old Dominion Awards –

1992 Mazda Miata MX-5, Darrell Bussard, Midlothian, VA

2008 Mazda Miata Roadster, Walter Cloudt

Class 10 – Original/Stock PACKARD

First in Class Winner – 1929 Packard 645, William Wilkerson, Crewe, VA

Class 11 – Original/Stock Early AMERICAN through 1942

First in Class Winner – 1930 Willys Overland Whippet Sedan - Barry Nunemaker, Henrico, VA

Class 12 – Original/Stock AMERICAN 1945 - 1959

First in Class Winner – 1959 DeSoto Firesweep, Ron & Gail Glunt, Chesterfield, VA

Class 13 – Original/Stock AMERICAN 1960 - 1967

First in Class Winner – 1966 Ford Mustang, Ryan Renz, Mechanicsville, VA

Old Dominion Awards –

1961 Ford Thunderbird, Peter Bailey, Glen Allen, VA

1963 Dodge 880, Doug & Nancy Makin, Fredericksburg, VA

1964 Ford Galaxie 500, Wayne Croshaw, Smithfield, VA

1965 Ford Fairlane 500, Mike Murray, Quinton VA

Class 14 – Original/Stock AMERICAN 1968 – 1979



Auburn Speedster and MGTC.

First in Class Winner – 1970 Ford Mustang, Sharon Hazelgrove, Mechanicsville, VA

Old Dominion Awards –

1969 Pontiac Firebird 400, Matt Winstead, Ashland, VA

1971 Plymouth GTX, Robert Jackson, Richmond, VA

1961 Ford LTD, Peter Bailey, Glen Allen, VA

Class 15 – Original/Stock AMERICAN 1980 – 1997

First in Class Winner – 1992 Ford Mustang LX, Wayne Mantlo, Quinton, VA

Old Dominion Awards –

1992 Pontiac Grand Prix, Rick Pozdol, Herndon, VA

1986.5 Pontiac Fiero GT, Randy Agee, Mechanicsville, VA

Class 16 – Original/Stock AMERICAN 1998 and UP

First in Class Winner – 2004 Ford Mustang, Ryan Renz, Mechanicsville, VA

Class 17 – Custom/Modified through 1959

First in Class Winner – 1932 Ford 38 Coupe, Billy & Cindy Alley, Glen Allen, VA

Old Dominion Awards –

1931 Ford Model A, Don Ferrette, Mechanicsville, VA

1936 Chevrolet, Bubba Farmer, Mechanicsville, VA

Class 18 – Custom /Modified 1960 - 1979

First in Class Winner – 1976 Porsche 911, Cary Lindsey, Richmond, VA

Old Dominion Awards –

1966 Ford Mustang, Joe Dickenson, Sandston, VA

1965 Ford Mustang, Robert Lafond, Mechanicsville, VA

Class 19 – Custom/Modified 1980 - 1997

First in Class Winner – 1988 Pontiac Formula Fiero, Randy Agee, Mechanicsville, VA

Class 20 – Custom/Modified 1998 and Up

First in Class Winner – 2017 Dodge Challenger R/T, Jerry Davis, Henrico, VA

Class 21 – Motorcycles

First in Class Winner – 1956 Harley Davidson Hummer 125cc, Norman Boswell, N. Chesterfield, VA



Healey presentation.

VJC MEMBER MEMORY



The Parker Family's heirloom XK120 is a familiar sight to Virginia Jaguar Club members. (This photo was taken at the Watkins Glen Vintage weekend in the late 1990s.)

George Parker: The Story of 'Old Blue'

By George Parker (the younger)
VJC Past Vice Presiden

(As originally published in Richmond AACA Gaslight magazine)

In the mid 1950's, my Dad (the "other" George Parker) had a friend with a pastel blue Jaguar XK-120SE OTS ("SE" for "Special Equipment", and "OTS" for "Open Two Seater", or "roadster"), which Dad loved. One day this friend rolled up in a car they had never seen before, whose doors opened upwards – a 300SL! Dad raced down to the Mercedes dealer to buy his friend's old Jag, but alas, could not afford it. So instead he bought an older, more standard, model of XK-120. But still a roadster.

Fast forward a quarter of a century and Dad was getting the itch to restore a car. And he really wanted a Jag. He found one in Pittsfield, MA, near where we lived at the time. The car had been parked since the early 70's and showed signs of hard use. Hard race-track use to be specific. But despite the bangs and dents, it was solid, rust free and mostly all there.

He bought the car with plans to do a "rolling restoration" – until he found that most everything on the car was worse than expected. So disassembly began.

About that time (1981), Dad's job moved us from western

MA to Syracuse NY, and a year and a half or so was lost to the move. Well, that and setting up a new workshop suitable for car restoration.

The restoration progressed over the years, finally being completed and road worthy in 1991. In the middle of this process, I bought my first "fun" car, a Triumph Spitfire. At

See Blue, p. 14



Parker Senior, left, and his son George, right, work on the bare chassis.



Parker Senior takes a spin in uncompleted car in 1988.

Blue

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times, my car was right beside Dad's "project", and he was always available for help and advice. In return, I helped him as much as I could – but I think we both knew that it was actually me who was getting the "help". Because of the time spent restoring this car, Dad always (still) chuckles when cars are touted as having undergone "a 3 year!" restoration.

Dad drove and showed the car over the next 20 some years with great success. The car brought home many trophies, some I still have, some sadly lost (keep reading). Finally, in 2013, Dad decided that he'd had all the fun he expected to have with that car and asked if I'd like to have it. Gee, let me think – OK!

In 2013/14, I did some minor work – flushed the radiator and engine block, rebuilt the generator and distributor, serviced the wire wheels and installed new tires, and a few other odds and ends. This work resulted in such improvements that I told Dad he could no longer drive it – because he'd want it back!

On Sunday morning, May 17, 2015, our world changed forever. We woke up and fed the dogs, and as we were about to fix our breakfast, we heard a loud "THUNK!" from downstairs. I went down to investigate and when I opened the garage door, the entire three-car garage was solid smoke down to about 3 feet off the floor. Oh my *** ** *!!! (sorry, my real words are unpublishable....)

I had to manually release the garage doors from the overhead openers because they no longer functioned, and as I ran across the garage to open a side door, I saw (and heard!) the flames pouring out from under the dash of my Spitfire (thus truly living up to its name!). Of course, opening the doors only fanned the flames, but I jumped into the Jag, fired her

up, slammed it in reverse and dumped the clutch. I could hear the tires squealing on the concrete floor. But it was out of the garage and safe (mostly). Without dwelling too much on that big event, we lost the Spitfire (obviously), our Mazda Miata (sad – that was a GREAT car!), and my daily driver VW Jetta wagon (parked beside the garage – flames came out the door and caught the car as they went up the side of the house).

The Jag was moved to a neighbor's lawn to make room for fire trucks, and, with photos hitting social media with lightning speed, the light blue of the Jag was spotted and a truck was dispatched, not knowing if they'd even be able to get the car.

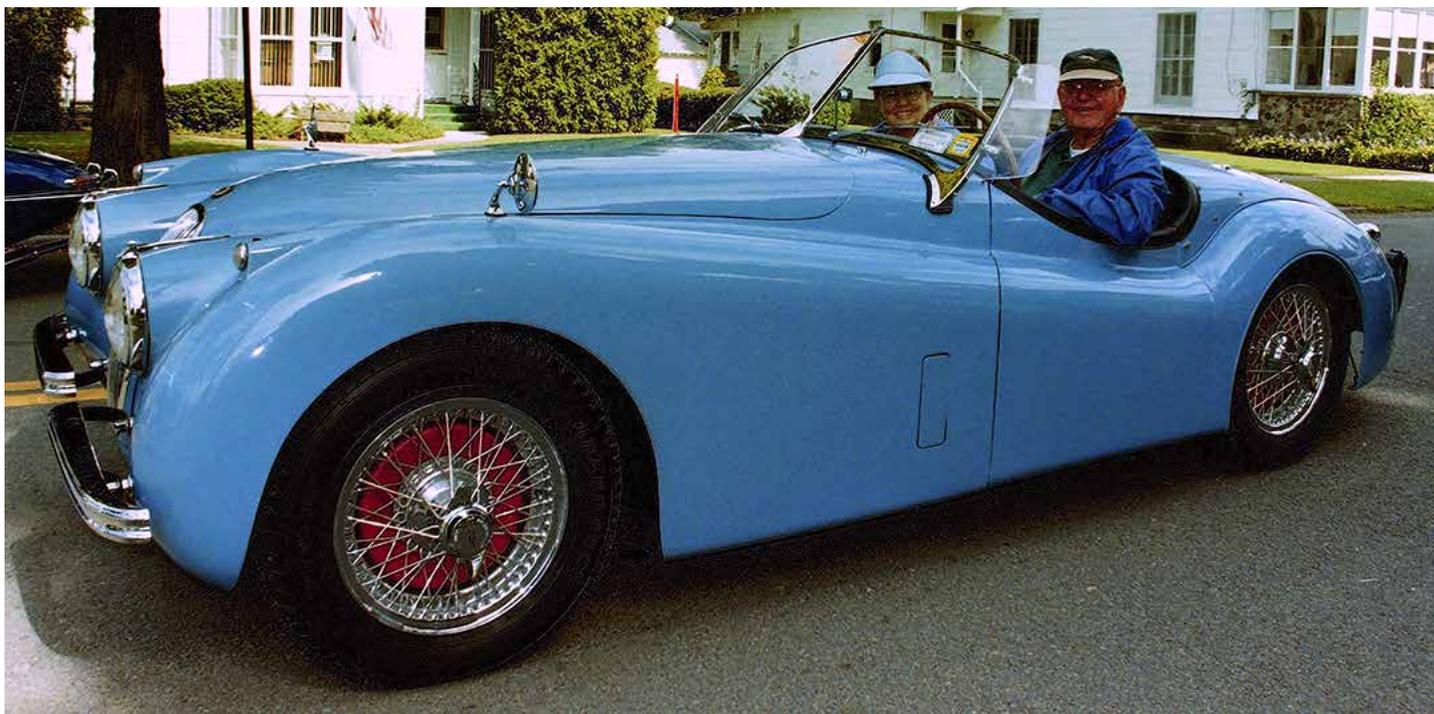
I was told later that getting the car was like breaking it out of Fort Knox. When my wife determined that Bruce Woodson had sent the truck (I was long gone in an ambulance by that time), she knew it would be in good hands. But even at that, all the neighbors were taking photos of the truck driver, the truck, his license plates, etc etc. It's nice to have good neighbors.

Thankfully, although the car looked ugly, all the damage was cosmetic. The refurbishment was begun at Bruce's (car stripped), continued at Paint by Dillon in Ashland (bodywork and paint), and completed (rewiring and reassembly) at Gassman Automotive in Waynesboro. It made it back to our new house garage in early 2018.

Since then, I've replaced the pair of wet cell 6V batteries with a sealed 12V battery, replaced the gas tank (which itself was a replacement, installed in the late 1980's), and just had brake hydraulics replaced at Mercer & Woodson.

The car is great fun to drive and gets compliments every-

See Blue, p. 15



Old Blue after its first restoration.

Blue

Continued from p. 14

where it goes (even if some folks don't really know exactly what it is). I was once turning right onto a side street, and the passenger of a late model Camaro on that street, crawled right over her driver and half way out the driver's window to get a better look at "Old Blue". Another time, I was parked next to two 100-point Jags at a show and got more comments and compliments, mostly because of the gorgeous and unique color (the other two were British Racing Green and red, still gorgeous, but common).

Although I did try to sell the car a few years back (hoping to buy back Dad's former E-Type), in a sense, I'm glad it did not sell. The car is a family heirloom, and I'm lucky to still be able to call Dad with questions about the car (he's 90 now, but you'd never know it!). Someday that will no longer be possible, so having that car in the garage will be like still having Dad with me. And since the buyer of Dad's E-Type decided he did not want to sell it (even back to me), just "any old Jag" was not going to offer what this one does – all those memories.

So, if you've read this far, here are more specifics on the car itself:

1954 Jaguar XK-120SE OTS

originally white with red interior (the blue was chosen to replicate Dad's old friend's car which he couldn't afford to

buy back in the 50's)

inline DOHC 6 displacing 3.4L

~180hp

4-speed manual transmission

4-wheel drum brakes

Nothing power (except the engine) and nothing automatic, except the turn signal cancellation – and even that only sometimes.

Original owner was a woman in Pittsfield, MA

Second owner was a former WWII German Luftwaffe pilot (flew ME-109s)

Dad was the third owner; I am the fourth owner.

The German pilot is an interesting twist in the story, but it becomes even more interesting when considering the next Jag which Dad restored. A '65 E-Type (sadly sold in 2016) whose original owner was a WWII P-40 Flying Tiger pilot! (That pilot, Charles H. Older, went on to use his GI Bill to become an attorney, then was appointed to LA Circuit Court bench, then was appointed to be the judge for the Charles Manson trial!) So two Jags, two WWII pilot previous owners, but from opposite sides of the war!

So that's the story of "Old Blue". Still great fun to drive and I often think that I shouldn't worry too much about where I park it – the entire car is its own anti-theft device! Now 68 years old, she's looking and running better than ever.

VJC MEMBER TIP

A key, a key, my kingdom for a key!

By David Harrison
VJC Vice President

Keep your car keys close and your Jaguar keys closer. I didn't, lost my 2004 XJ8 keys, and was faced with a dilemma. Should I continue the search? The XJ8 was sitting in my driveway unlocked and with the windows down. Or give up, bite the bullet and call for help.

Our sultry weather with its afternoon downpours forced an early decision and I called Brown's Jaguar to see if they could cut me a new key. They could not, but referred me to "The Key Guy." I was pleasantly surprised to get an immediate reply, and yes, they could come to the house in a

couple of hours and cut me a key. I was a little taken aback at the \$500 price but did not have much choice.

The technician arrived in a van complete with a computer and key cutting equipment for all types of auto and domestic keys. He checked my VIN and looked at my registration, made sure the car was legally mine and went to work. Half an hour later I had a new fob key and a backup plain key for an extra \$100. He made sure they functioned before he left.

The Key Man is available if you need him at (804) 510-0539. A better idea is to be more careful with your keys.

I never did find mine.

AUCTION NEWS

Passion for the Drive: The Cars of Jim Taylor

Broad Arrow Auctions, a Broad Arrow Group Company, is thrilled to announce the single owner offering auction of Mr. Jim Taylor, taking place this 14-15 October in his hometown of Gloversville, located a short distance from Albany, New York.

The grouping of more than 120-motor cars represents one of the finest assemblages of European, British, and American sports and vintage cars including an impressive selection of Allard, Alvis, Aston Martin, Bentley, Bugatti, Buick, Cadillac, Chevrolet, Cunningham, Dodge, Ferrari, Ford, Jaguar, Land Rover, Maserati, Mercedes-Benz, and Shelby motor cars. Perhaps even more impressively is just how many of Mr. Taylor's cars have been rallied and shown around the world.

"I have had the distinct pleasure of enjoying vintage cars for the better part of my entire adult life. Vintage cars and the lifestyle surrounding the classic car hobby have been a tremendous source of joy and pleasure for me, whether vintage racing on the historic Mille Miglia or competing on the show fields of the Amelia Island or Pebble Beach Concours d'Elegance. Each experience, usually marked with a different car and like-minded participants, has been nothing short of exceptional. Over the years, I have tried



Jaguar row in the extensive Taylor collection.

to support the hobby as generously as possible whether by hosting charitable events at the garage or through my philanthropic support of numerous automotive museums, including the Saratoga Automobile Museum. Sharing this hobby with others is what keeps the passion alive for future generations and I hope that in the sale of my cars and memorabilia we will continue to help foster that love and passion in and among generations of enthusiasts to come." Taylor stated.

VIRGINIA JAGUAR CLUB CALENDAR

VJC Events 2022

- Aug 13. VJC Bangers on the Barbie, at the Harrisons, Chester, VA.**
- Aug. 20 Cars and Coffee, Richmond.
- Aug. 26-28 Festival of the Wheel at Charlottesville
- Sept 17 Cars & Coffee, Richmond.
- Oct. 1 Shenandoah Valley British Car Club Festival.
- Oct. 15 Cars & Coffee, Richmond.
- Oct. 29 Lunch and Meeting at The Reserve Restaurant, The Highlands Chesterfield County.
- Nov. 5. Battersea Oyster Roast, Battersea Plantation, Petersburg
- Dec. 3. Christmas Lunch Party and Annual General Meeting at The Reserve
- Jan. 14 Virginia Museum of Fine Arts Visit and



Don't miss our second annual "Bangers on the Barbie" garden party at David and Una Harrison's house in Chester, VA, August 13.

VJC Garden Party

Our August VJC event will be a "Bangers on the Barbie and British Cars on the Lawn" garden party at the Harrison Plantation, 11724 Elmwood Lane, Chester 23831, at 3 p.m. on Saturday, August 13.

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

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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

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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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