
LYONS TALES



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VIRGINIA JAGUAR CLUB
VOLUME 19, NO. 6
November-December, 2020

LYONS TALES

LYONS' ROAR



Mary & VJC President Bill Sihler with the latest acquisitions to the stable.

VJC seeks ways to be more relevant to its membership

Dear Fellow VJC Members:

With this last 2020 edition of Lyons Tales and on behalf of the VJC board, allow me wish you a very happy and joyous Holiday Season despite all the uncertainties that surround it. Let's also make a wish for a much more normal 2021.

It's with great sadness to report that Roy and Susan Sumner have decided to relocate to the Washington, D.C. area to be closer to their children. They will be selling their farm, probably after the new year, and moving. VJC owes Roy a debt for his work for several years as Membership Chair, when he brought order to the membership lists.

Susan accepted the Events Chair about the time that Roy gave up Membership. She has worked hard at the task, especially because not living closer to Richmond has made this a challenging job. The Sumners also hosted events at their farm on

See Roar, p. 3

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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:

Jaguar seasonal photos



Roar

Continued from p. 2

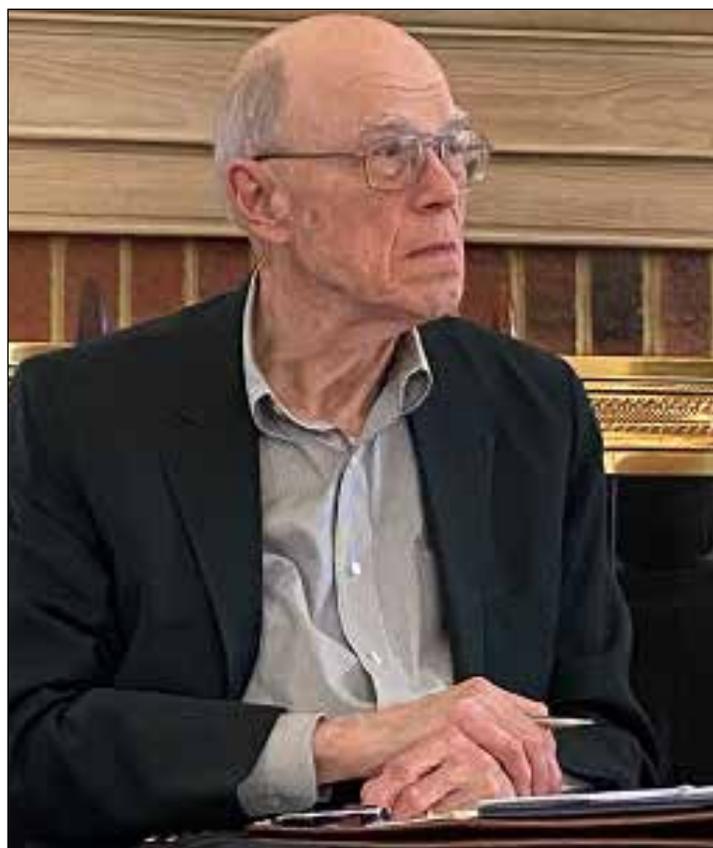
multiple summers, making the annual judges' training session very pleasant indeed. Susan has offered to continue to work on events until our annual meeting in January, although this virus has made many VJC members reluctant to gather in groups.

Zooming into January

Speaking of the January annual meeting, the Board met recently and decided it would have to be a virtual meeting. Bill Guzek, our Membership Chair, has set Zoom sessions up in the past and offered to handle this one. A challenge is that the "free" sessions are limited to 50 minutes or thereabouts, which limits time for discussion. There may be other options which Bill can investigate. In any event, he will be sending out joining instructions when he has made the arrangements.

Positions to fill

In addition to recruiting someone to occupy the Events Chair, we also need a Treasurer. This is not a time-consuming job. I have been serving as acting treasurer, which has



Pres. Bill Sihler.

meant paying the occasional bill, filing the annual return with the state and the IRS (done by internet), and balancing the check book. Anyone willing to take on the assignment, please let me know.

President, Anyone?

And, for that matter, I have hoped for several years that a member would express interest in becoming President. Again, any one with interest should contact me or any member of the Board.

Being more responsive

At the Board's recent meeting, we spent considerable time pondering how VJC could be more responsive to its members' interests. We hope that in 2021 we will be able to have a concours again, and we decided to accept the kind offer of the Richmond chapter of the Antique Automobile Club to join their show on Saturday, June 19, at St. Joseph's Villa in Richmond. Our backup, again, is the Shenandoah Valley British Car Club show, which will probably be about November 9. Even if we can have our concours in June, we can make the SVBCC event a VJC meeting.

Regional events eyed

Susan Sumner reported that she had been hoping to set up periodic events, perhaps every other month, with several in Richmond but with others elsewhere. Options include Tidewater, Southside, and Fredericksburg. The key to this strategy is to identify VJC members who, in cooperation with the Events Chair, would undertake organizing the occasion. This would include locating a venue (ideally with an associated event such a car show or exhibit of some type) and booking reservations for a meal. The Events Chair would handle publicity and coordinate keeping track of attendees. Again, here is where we need volunteers to serve as assistant event chairs.

As you can see from the discussion above, the Club needs some volunteers to be able to serve our members and rebound from the effects of the corona virus in 2021.

Recruiting strategies

JCNA organized a virtual conference on recruiting and retaining new members in late October. Bill Guzek was definitely attending, and I hoped to be able to sit in on at least part the meeting.

Again, with all best wishes for a wonderful holiday season,

-- Bill Sihler, VJC President

MEETINGS

Minutes of the VJC ‘Zoom meeting’

Virginia Jaguar Club Teleconference Discussion

Minutes of the Meeting

Date: Saturday 26th September, 2020

Time: 4.00 pm – 4.40 pm

Attendees.

Bill Sihler
Susan Sumner
Brian Trickett
Kathy Trickett
David Glick
Peter Schowalter
Sherman Taffel
Bill Guzek
Greg Glassner

Agenda

The meeting covered the following agenda which had been previously proposed by President Bill Sihler:

1. Decide whether to accept AACA/Richmond’s offer to participate in their June 19, 2021 show.

2. Discuss ideas for getting VJC members more involved during the rest of 2020.

3. Consider how to handle the VJC annual general meeting in January 2021

4. Discuss ways of getting VJC members more involved once the pandemic has abated.

1.

Bill started the conversation by reminding us all that we had become strongly affiliated with AACA/Richmond and he suggested that if things go well pandemic wise then we should accept their offer and hold the VJC concourse, while participating in their show as we have done in recent years. This was approved.

The group discussed the Shenandoah Valley BCC Waynesboro show and whether to participate.

The consensus of the group was that we should plan on participating in both. Peter suggested that for the Waynesboro show we adopt their rules for judging and that we should select our judges early. Peter also pointed out that we need to reassign trophy duty.

Regarding concours judges Sherm informed that there were no new updates from JCNA, so present judges would remain current.

Bill’s opinion was that JCNA were getting very “picky” and that judges needing to take the test should do so and then they would be current for two more years as per JCNA rules.

Following on with the same theme David suggested that JCNA do a webinar to train the judges.

2.

Regarding getting members more involved for the rest of 2020, some of the ideas put forward were:

Short virtual meetings for projects on cars/different models etc.

Go on selected drives, visit wineries, picnics etc. where we could still observe social distancing.

3.

Regarding the AGM Bill suggested we choose a date in January for the meeting and do it virtually.

4.

Regarding ideas for getting more member involvement once the pandemic has abated. David suggested that since the area covered by VJC was rather large, then outings in different areas of that state could be organized and we should look into ways of how we can work with other clubs to stimulate interest.

Greg also suggested that we arrange meetings where we can have both physical and virtual attendance.

The discussions terminated when the Zoom teleconference timed out.

Many thanks to Bill Guzek for setting up the teleconference.

I hope I have captured the salient points here, please feel free to voice any corrections and any additional ideas that you may have to add to the meeting.

-- Brian Trickett (secretary)

FROM THE EDITOR'S LAPTOP



Cigarette dangling from his lips, left, or driving a Sunbeam Alpine around Jamaica in Dr. No, right, Sean Connery as James Bond was irresistible to the ladies and admired by men.

Sean Connery, British cars and cigarettes

By Greg Glassner
LT Editor

I suppose I was impressionable in my earlier years. Heck, maybe I still am.

I have written before about how I can trace the purchase of my Jaguar XK8 to watching Briggs Cunningham's D-Jaguars dominate the very first SCCA road race I ever attended, when I was still in Junior High. When I located a 1998 XK8 in 2010 at about 15 percent of its sticker price as a new car I just had to have it. The fact that it was painted in



Editor Greg Glassner driving Miss Virginia around in his XK8.

an approximation of Ecurie Ecosse racing team blue sealed the deal. (I am part Scottish in heritage.)

When I read of the passing of actor Sean Connery at age 90, I was reminded of another time when I was quite impressionable. The same week I had filled out one of those ubiquitous confidential health questionnaires and came across the one about, "Have you ever smoked." I answered, "Yes."

This was a case of exaggerated honesty, but after being subjugated to the recent barrage of 2020 political campaign ads, I suppose I was feeling righteous.

I blame Connery for my having smoked for a few months during my senior year of college.

You see, James Bond smoked and I was a big fan of the Bond movies and the Ian Fleming novels. And Bond was particular about the brands of cigarettes he puffed on. His brand of preference was Morland, which were hand-rolled with Balkan-Turkish tobacco and featured three golden bands around them.

I don't think I can blame Connery and Bond for the Sunbeam Alpine I bought during the summer of my senior year. Price and availability of used sports cars around Erie, Pennsylvania that summer had more to do with that.

But, after I lost an argument with a telephone pole at the bottom of an icy hill in Altoona, Pa., I had the body shop

See Laptop, p. 6



Sean Connery as James Bond hustles a Sunbeam Alpine down a dusty road in Jamaica.

Laptop

Continued from p. 5

strip off the mangled front bumper and grille and paint my Sunbeam an approximation of British racing green. Connery and James Bond may have influenced that.

You see, James Bond drove a Sunbeam Alpine in the 1963 movie “Dr. No.” (This fact gets somewhat buried under the Blower Bentley and Aston Martins Bond drove in other movies.)

Anyway the BRG Sunbeam and James Bond craze turned

me into a bit of an Anglophile in 1966. When I discovered the tobacco and magazine shop in State College Pennsylvania that handled European car magazines also sold British cigarettes, I was hooked. I began driving around the Penn State campus in my green Sunbeam Alpine, top down and puffing on English cigarettes, which came in those cool little decorator tins, instead of soft-packs and were dreadfully expensive.

“Sean Connery and James Bond had nothing on me,” or so I thought at the time.

See Laptop, p. 6



“Greg Bond,” the British Spy’s college understudy hurls his Sunbeam Alpine around the Penn State Sports Car Club autocross course in the spring of 1966. Better shocks and tires were not in the budget, which was depleted by beer and a spring break trip to Sebring for the 12-Hour race.



A photo shows the “customized” Alpine after its winter altercation with a telephone pole and a year of autocrosses and rallies at Penn State.

Laptop

Continued from p. 6

This must have been mostly in my imagination as toothsome co-eds were not chasing me down the street begging for rides and the only adventures I had were some near misses due to the Sunbeam’s many deficiencies and my ineptitude behind the wheel. (This piece dates me, doesn’t it? When did you last hear “toothsome co-eds,” in a sentence?)

Anyway, the British cigarettes were a costly affectation and I soon abandoned them when I had to have the Sunbeam’s valves ground and transmission rebuilt.

My choice in smokes may have saved me from an unhealthy habit.

The Sunbeam, which by that time was somewhat forlorn, was sold after graduation and my rapid induction into the U.S. Army.

All that survived this stage was a long appreciation of Sean Connery’s many fine performances on-screen.

That and a vague yearning for British sports cars.

Virtual Concours

The volume of submissions in the various categories of our COVID-19 Virtual Concours was... ahem... a bit underwhelming. Chalk that up to the pandemic, I suppose.

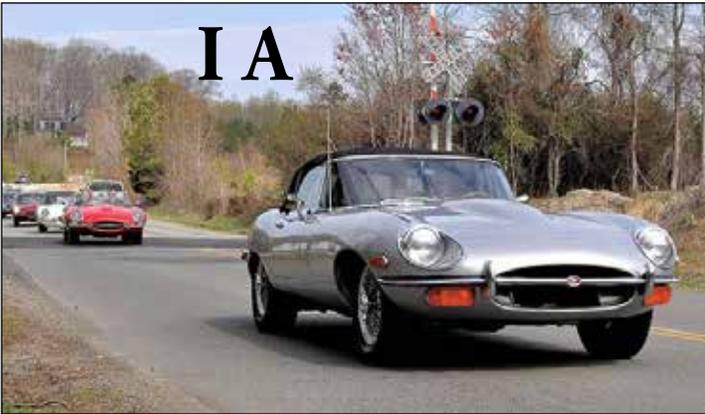


This “before” photo is distorted because it is from a slide projected on a wall on an angle. (I shoveled asphalt on a road paving crew all summer to buy the Alpine, but never looked that slim. And the Sunbeam looks a bit more muscular as well.) Anyway, the original Alpine, before the telephone pole alterations and repaint, looked more like James Bond’s movie car.

(Imagine how many would have showed up in person for a real concours!) Anyway, the show must go on. The finalists are shown on pages 8-9. Our distinguished panel of judges will announce their decisions in January.

VJC Virtual Concours Finalists

Category I: Jaguars posed in their natural habitat:



Category II: Jaguars with posed background



See Concours, p. 9

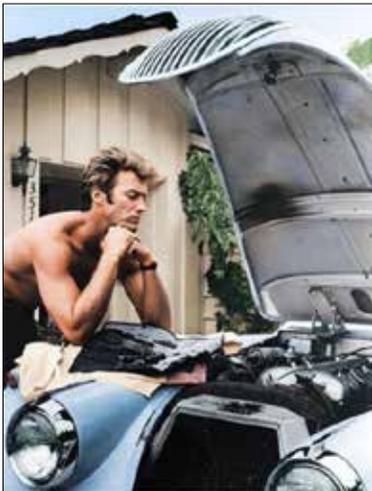
Concours

Continued from p. 8

Category III: Celebrities and their Jaguars mimicked by VJC Members

III A

III B



Category IV: Jaguars in miniature

IV A

IV B



Our distinguished panel of judges will select winners in each category from these finalists. Winners will be announced in January.

JAGUAR RACING HERITAGE



A trio of Jaguars including those driven Prince Bira (in the lead car) and eventual winner Stirling Moss at a 1952 celebrity race at Silverstone England.

B. Bira, the racing Prince of Siam

By Greg Glassner
L.T. Editor

Alexander Albon, who is Thai on his mother's side, has been competing in Formula 1 this year as a member of the elite Red Bull team.

Interestingly enough, he is not the first Thai to earn points toward the F-1 Driver's Championship.

That feat was accomplished in the early days of F-1 by a multi-talented fellow named Birabongse Bhanudej Bhanubandh, which, like many Thai names is a mouthful. He was better known as B. Bira or Prince Bira. Bira was the grandson of King Mongkut, who was portrayed in the book, Broadway play and two movie renditions, "The King and I," and "Anna and the King." Anyone familiar with Thai, or Siamese royalty knows that kings were allowed more than one wife, so a great many princes existed. (Siam became known as Thailand, after World War II. Thailand translates to "Land of the Free" in reference to the fact that



Thai Formula 1 drivers Alex Albon in 2020, left; B. Bira in 1954, right.

Siam was the only country in southeast Asia not colonized by a European nation.)

Anyway, Prince Bira was born in 1914 in Bangkok's Grand Palace to royalty and privilege. His mother died when he was four. Bira was sent to England for education at Eton in 1927. His father died shortly after and he was placed under

See Bira, p. 11



B. Bira, center, in victory circle in 1937.

Bira

Continued from p. 10

the somewhat tolerant supervision of a cousin, Prince Chula Chakrabongse, who allowed his nephew to skip Cambridge and study sculpture. Chula also introduced his cousin to fast



Bira, in chassis 66001 (No 7), chases Peter Walker in chassis 67001 (6) at Silverstone in 1949. (Photo courtesy Jaguar-Daimler Heritage Trust.)

motorcars and the die, as they say, was cast.

In 1935 Bira raced Chula's Riley Imp at Brooklands and began a career that lasted 20 years and spanned a World War. Inspired by the evening dress of a Scandinavian friend, Bira painted this car pale blue. He later added yellow chassis accents or racing stripes and the International racing colors of Siam (later Thailand) were established as blue and yellow. Under the banner of Chula's White Mouse Racing, the Riley was soon followed by an MGK3, the first of three new 1.5 liter ERA "voiturette" racing cars, a Maserati 8CM, two Delage grand prix cars and a Dalahaye sports racer. The ERAs were dubbed Romulus, Remus and Hanuman.

Early success

Bira placed second in his first outing in an ERA and followed this with another 2nd and a fifth in the Donington Grand Prix. In 1936, Bira won the Coupe de Prince Rainier at Monaco, four more British races in the ERA, and a 5th at Donington and a 3rd at Brooklands in the Maserati.

All of this success caused many to ask, "Who are these guys?" Chula was sensitive to the reaction of the somewhat

See Bira, p. 12



B. Bira driving his pre-war Maserati Grand Prix car.

Bira

Continued from p. 11

upper crust Brits involved in racing to this invasion by two cocky brown-skinned Asians throwing their money around. So he set about to organize the effort on a professional basis. He did so by hiring experienced race engineer Frank “Lofty” England, the future legendary Jaguar team manager. (You just knew there was a Jaguar in here somewhere, didn’t you, dear reader?)

Even under “Lofty” England’s ministrations, the expensive and finicky Delages proved a bust. The White Mouse Team continued on with some success with Bira driving the ERAs. The cousins attempted to organize a race in Bangkok in the late 1930s, but war intervened.

World War II ended competition for Bira and many other drivers. Siam had fallen under the control of a pro-Axis fascist government, which probably tightened the purse strings on all Siamese royalty. Bira and Chula both had British wives at this point and the cousins rode out the war in Great Britain, Chula serving in the Home Guard and Bira as a Flight Lieutenant. As chief instructor at St Merryn Royal Naval Air Station, Bira was involved in training glider pilots for the Normandy Invasion.

After hostilities ended, Bira returned to racing like many drivers from the 1930s, campaigning his pre-war mounts to some success.

Post-war career

When Jaguar decided to go racing with the XK120 in 1949, Prince Bira was invited to drive. Reportedly, William Lyons did not anticipate entering competition at that stage of the XK120s development, but when the British Racing Driver’s Club announced a one-hour production car race in support of the Silverstone International Trophy for Grand Prix Cars, Lyons entered a trio of cars. The hastily assembled team consisted of chassis 670001 for Peter Walker, chassis 660001 (the original right-hand drive prototype) for Bira and chassis 670002, (the Jabbeke record car) for Leslie Johnson. Always the showman, Lyons had one car painted white, another blue and the third red to represent the patriotic colors of the Union Jack.

The opposition came from Frazer Nash, Healey, Jowett and Allard. The factory Jags ran away with the show with Johnson winning and Walker second. Bira was competitive

See Bira, p. 13

Bira

Continued from p. 12

but sustained a tire puncture and spun out of the race. The lone photo I found online shows Bira in the white XK120 chasing Johnson's car.

It is unclear why Bira was invited to drive a Jaguar in the factory's first official competition outing, but it seems likely that "Lofty" England, now with Jaguar, remembered the diminutive Prince's pre-war heroics behind the wheel in ERAs when they both were members of Prince Chula's White Mouse team. Bira's best finishes were in open wheel Formula One and 1.5 liter class cars. But he did compete in the 24-Hours of LeMans before and after World War II, with limited success.

The only other Jaguar outing for Bira that I ran across



In his own privately entered Maserati 250F, Bira outqualified Hans Herrmann's Mercedes and Mike Hawthorne's Ferrari and finished 4th in the 1954 French Grand Prix. He won the 1955 New Zealand G.P., a non-points race, and retired shortly after that.

was 1952's "The Race of the Champions" at Silverstone's International Daily Express

Trophy Meeting, which was more of a crowd-pleasing celebrity race. Stirling Moss won the five-lap affair, which included Prince Bira, Swiss Baron "Tulio" de Graffenreid, German journalist-racer Paul Pietsch, Australian Tony Gaze, a WWII fighter pilot turned racer, and Johnny Claes, a Belgian musician/race driver, all in identical XK-120s supplied by the Jaguar factory. Bira is in the lead in this photo. It was Moss' fourth victory of the day.

Running as a privateer and sometime team driver, Bira competed several races in the first four years of the

new Formula One World Championship, which began in 1950. He was on the grid for the very first F-1 race, the 1950 British Grand Prix, an old newsreel shows him chatting amiably with the British King and Queen at the driver introductions. The dominant supercharged Alfa-Romeos finished 1-2-3. Bira qualified a credible fifth in a Maserati 4CLT-48 but retired on lap 49 when he ran out of fuel. Bira finished the season with five points, including a 4th place finish at Monaco.

In 1951 Bira raced an old Maserati 4CLT fitted with a newer 350 h.p. V12 OSCA

See Bira, p. 14



Bira had the Maserati Brothers rebody a pre-war chassis, equip it with an experimental 4.5 liter V-12 engine, and rebadge it as an OSCA. It was plagued with new-car teething problems and a costly failure. (Brooklands Museum photo.)

Bira

Continued from p. 13

engine. It was an interesting but unsuccessful collaboration. Bira soldiered on, driving factory Gordinis and Connaughts

In 1954, running his own Maserati 250F, Bira won the non-points Grand Prix des Frontières, and then finished fourth in the 1954 French Grand Prix in one of his best post WWII races. Bira qualified fifth, behind the Mercedes-Benz duo of Jaun Manuel Fangio and Karl Kling, the factory Maserati of Alberto Ascari, the factory Ferrari of Jose Froilan Gonzalez and the Maserati of Onofre Marimon. At age 50, Bira out-qualified Hans Herrmann's factory Mercedes and Mike Hawthorne's factory Ferrari in his own car and finished fourth in a championship F-1 race.

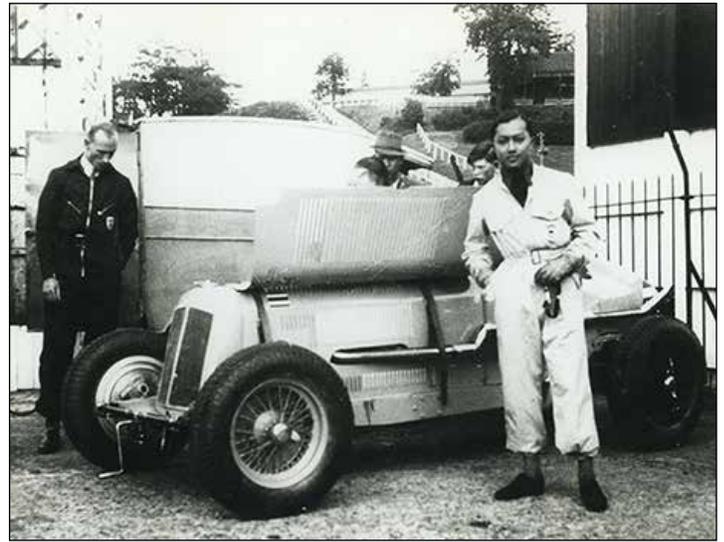
In January 1955, Bira took his own Maserati down under and won the New Zealand Grand Prix at Ardmore; he retired at the end of that season.

Perhaps Bira figured that was a good time to stop.

He was quoted as saying, "I woke up the next morning, and said to myself, well, what are we doing here? Cups, girls, cars ... maybe you're dead the next day. And I quit."

Many interests

It was an end to racing cars, but not an end to competition. He competed for Thailand in sailing events in four



Prince Bira with one of his ERAs at Brooklands in the 1930s. (Brooklands Museum photo.)

Olympics, Melbourne (1956), Rome (1960), Tokyo (1964) and Munich (1972). Bira continued flying, including a trip from London to Bangkok in his own twin engine plane in 1952. He tried to start an airline, but this was not a success.

B. Bira returned to live in Thailand, although he kept a schooner berthed at Cannes and a home nearby. Six failed marriages, the first and final one to the same woman, several failed business ventures and the lifestyle of a Prince took its toll on Bira, who is now chiefly remembered as an asterisk in the F-1 record book.

Bira collapsed and died of an apparent heart attack in London's Barons Court Tube Station just before Christmas in 1985. His body remained unidentified until a note found in his pocket was translated. It was simply addressed, in Thai script, to "Prince Bira."

Bira's legacy

Bira's death in obscurity inspired a revival of interest in his remarkable career. In 1989 several of Bira's old cars, including the MG K3 and an ERA staged a vintage car event in Bangkok organised by Princess Narisa Chakrabongse (Prince Chula's daughter) 50 years after the planned Siamese GP of 1939 was cancelled by war.

Today B. Bira is remembered in Thailand by a new generation of aspiring racing drivers who compete at the Bira Circuit, a track near the resort town of Pattaya Beach that opened shortly after his death and dedicated to the memory of the first Asian driver in Formula 1.



The ex-Bira MGK3 raced in Australia for many years. It is still campaigned in vintage events in the distinctive pale blue color that Bira painted it in 1935. (Brooklands Museum photo.)

VJC CLASSIFIEDS

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
sprice@fcps.edu

Carcoon for sale

Carcoon Veloce for Sale:

Retail \$1300

Price used \$300

Call Roy 540-672-3230

JAGUAR

**2006 X-Type SPORTWAGON 3.0, AWD
British Racing Green / Cream Leather Int.**

MILES: 82 K, MPG: 18/24, Front and Side Airbags, Burl Wood Trim, 5 Speed AutoTrans., Cruise Control, 4-wheel ABS, FOG Lamps - Front and Rear, Split Back Rear Seats, Roof Rails. LOW MILEAGE, Well cared for by premiere independent Jaguar Service Shop. FREE: Barely used quality cover NEW: VA STATE Inspection, NEW: Air conditioning Compressor, NEW: AC Fan cooling unit system, Passenger compartment Air Filter.

Price: \$6,000 703-568-6506



VJC CLASSIFIEDS



On way to Browns Island show circa 2003.

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



In storage and in need of a wash and wax.

BODGER'S CORNER

Noun:

bodge job (plural bodge jobs)

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

mistakes were made.

Synonyms

• botched job

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

Send email to: glassgreg@hotmail.com.



Like many projects that get a bit out of hand, it all started when Reginald decided the handling of his aging XK-140 could use a bit of improvement.

Membership

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

For more information please send an email to Bill Guzek, VJC Membership Chairman:
bill.guzek@ieee.com

and we will send you details on how to become a member.

Or fill in and return the membership application on page 19.

Visit us online at: www.vajaguarclub.com

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

The Jaguar Clubs of North America

Submissions

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

Make sure you reference

Lyons Tales somewhere in the subject line.

SUBMISSION DEADLINE

15th of the month preceding the issue month.

SUBMISSION SPECIFICATIONS

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

Font Size: 10-12 pt

Format: Word, Pages or Text file

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MEMBERSHIP INFORMATION

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

Virginia Jaguar Club - Membership

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

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

Check One: New Renewal

Name: _____

Spouse or Significant Other Name: _____

Address: _____

City: _____ State: _____ Zip: _____

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

E-Mail Address: _____

Jaguar #1: Year _____ Model _____ Body Style _____

Jaguar #2: Year _____ Model _____ Body Style _____

Jaguar #3: Year _____ Model _____ Body Style _____

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

Car Shows Rallies Racing Club Administration Newsletter Web Site

Type of Membership:

Annual Membership (January – December): \$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

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

-- The Editor



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