



LYONS TALES

SPORTSCAR WORKSHOPS

Sportscar Workshops Tour & Tech Session - Richmond

When

Saturday, February 21, 11 am – 12 noon.

Where

Sportscar Workshops, 1210 Myers Street, Richmond, VA 23230, United States ([map](#)).

Description

Please join the VJC and our hosts the Sportscar Workshop for a tech session and tour of the facility. Lunch to follow.

Sportscar Workshops is an enthusiast-owned automobile repair facility that specializes in sports cars for the road and race track. They perform routine maintenance, repairs and restorations on the world's highest performance, most complicated and rare automobiles of all ages.



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LYON'S ROAR

The VJC New Year accelerated more rapidly than an F-type (0-60 in 4 seconds). Our traditional January kickoff meeting at the Murff's was well attended and attendees took care of some key issues. Our new by-laws were approved, the slate of officers for election was unopposed, some will not run again and I am certainly not looking for a lifetime appointment. We have a new Events Chair (thank you George); David Glick has kindly agreed to be Concours Chair for 2015 and has some exciting plans in motion for the June Concours in Williamsburg, with VP Sherm Taffel as CJ. Please read Ron Mitchell's meeting minutes for details. Many thanks to Bruce and Marian for their hospitality.



The event was not all business, there was the usual pre-meeting tire kicking in Bruce's garage, mainly around his Series 2 E type which was on the hoist, allowing a peek at the parts not normally seen, and at his triple SU conversion. Bruce's E type has had its space frame replaced, which makes two in the club. Are there any more, perhaps other E type owners need to look? This topic is covered elsewhere in LT. After the meeting we convoyed to the Roma restaurant for a convivial lunch.

Please plan to attend the February VJC event, a tech session at Sportscar Workshops at N Boulevard and Myers in Richmond, next to the Bowtie Cinema, at 11 am Feb 21. New owner Roy Tomlinson will walk us through the many classic restoration and maintenance projects in his shop. Lunch will be at the BBQ place next door.

On a personal level, I was disappointed when my Austin-Swallow would not run well enough to attend the Downton Abbey premier at the Altria. Carol Woodson was kind enough to arrange an invitation. The rebuilt engine would start and idle but die under load, and I felt that trying to drive down Broad Street at rush hour in the dark would be too risky. The next day I found the problem, the carb is designed for 1 psi fuel pressure and needs a regulator, the regulator at the fuel pump outlet was blocked, and only a trickle came through. On the positive side, the Swallow was featured in the Autoweek December issue. It was almost front and centre in a photo of the early Jaguar lineup at the Hilton Head Island Concours, along with a Swallow sidecar, an SS 90, an SS 100, and ex-prez Dr Ron Gaertner's XK-150 and XK-120, both of which won awards that afternoon. The Swallow got a post-show Special Award ribbon.

We have an exciting VJC year ahead so keep your eye on our VJC calendar for events, and our new website at www.vajaguarclub.com, and Drive Those Jaguars.

Jaguarian Regards,

David Harrison, VJC President



VEEP VIEWS

As I write this month's column, it is again a cold, blustery night with freezing rain pinging on our acrylic skylight roof panels here in Columbia. It took 4.5 hours to return this evening from the Warrenton Airport, where I did get in a short flight as the storm, 5-hours ahead of schedule, came up from the south. I had plenty of time stuck in traffic to contemplate my 'Veep Views'.

January has been an interesting month; your Board of Directors has not been completely frozen as we've been anticipating several logistical issues and activities for the 2015 club year. We held the first tele-conference BOD meeting (thanks to Ron Mitchell), coordinated with the IRS for our non-profit status (thanks to the persistence of Bill Sihler) and held the Kickoff Gathering at the Murff's (Thanks Bruce & Marion). George Parker stepped up to serve as Events Coordinator and David Glick has been VERY BUSY focused on logistics for our Annual Concours, now moved to Williamsburg in June.

As for more personal Jaguaring, there are still many V12 engineering challenges to work out: First, Bruce and Ron helped me free a rusted brake nipple fitting in a brake hydraulic junction for another project and I thank them. Additionally, just before New Years, Wayne Estrada came down to Camp Camellia & helped me refocus on Camellia's 1976 XJ12C fuel injection wiring challenge, awaiting renewal for almost a decade. Long story short; the green top injectors were discontinued in 1978 and it took me several years to find another 12. Eventually, out of the 24 we were able to clean and flow match 12. Between 2001 and 2006, I powder coated the intake manifolds, secured new gaskets, eliminated the never worked air rails and fitted hex screws to the 'holes' in the manifold, and cleaned, sanded and mill finished to 1000 grit sandpaper the cam covers, then painted and clear coated them.

During 2010-2013, I installed a new starter, upgraded the starter circuit wiring, cleaned and painted the exhaust manifolds, & refitted these to the cleaned lower engine block with new hardware, and plumbed up the downpipes to the exhaust manifolds and exhaust system. Time to return 'topside'.

Fast forward to December 2014; I was now trying to figure out some of the mismatched connections from the refurbished engine management and fuel-injector wiring harness. However, with the move to Goldvein in 2008, it seems the refurbished fuel injection harness was not in my boxes of electrical components. We discussed building a new harness even back then. You see the first generation 75-77 V12 fuel injection system has many unobtainium components not available for decades. Even by the early 90's JCNA members, Jag-Lovers participants and Jaguar aficionados both here and in the UK had devised custom made wiring harnesses, and other injector bits. The new design involved a thousand feet of Teflon coated wiring. Thanks to JCNA member Ed Sowell, who documented his fuel-injection harness custom rebuild meticulously on his website almost 20 years ago, I re-familiarized myself with the eight unmarked amplifier connections and the injector firing sequences. The unique convoluted electronic arrangement Jaguar developed by modifying a Bosch 4-cyl, D-Jetronic fuel injection system (think Jetta & Volvo) to a 12-cylinder application where an 'amplifier' (i.e., soldered up circuit board) 'activates' three fuel injectors at the same time. This is 'engaged' by another circuit board mounted the V12 distributor and 'energized by a magnet in the rotor, as the rotor spins, The rotor also firing the spark plugs by a modified electronic ignition held over from the E type V12 Lucas Opus electronic ignition we discussed in v12 articles last year.

The new rotor (from well known Jaguar supplier) labeled "made to Jaguar specifications" appears NOT to have the magnet in the rotor's tail. The trigger board in the distributor does seem to be intact, but will need the magnetic implant rotor to work. The ignition amplifier (same physical box 1972-1977 but four different non-interchangeable 'guts' and different external connections) was suspect in 2001, so I was considering a Pertronix replacement, like I've purchased for the E-Type, but the E-Type has carburation, not this dual distributor housing actuated 'system'. So more research on frigid winter nights is warranted. See you next month!

- Sherman Taffel, VJC Vice-President



OUT ON A LIMB



This may very well be the largest issue of Lyons Tales yet published and all because there is so much going on in-front and behind the scenes at both Jaguar, JCNA and your local *Virginia Jaguar Club*.

New year and thus new officers, well really the same old buggers, with the exception of George Parker now stepping up and serving as our new Events Coordinator. Thank you George. Peter Schowalter is stepping back from AGM duties and Ron Gaertner has agreed to fill the void. Peter will continue as Slalom Chair. Speaking of which, we are planning a club slalom in March in the Richmond area, so stay tuned to this tome and your VJC GoogleGroups email for further information.

Of course, our BIG EVENT of the year is always the VJC Concours d'Elegance and that will be held at a new location this year, the Williamsburg Winery, come June. David Glick and Sherman Taffel are once again arranging the details and Mr. Patrick Duffeler, founder and chairman of the Williamsburg Winery is fully on-board to give us an exceptional venue. For those of you who don't know, Mr. Duffeler is a huge car fan. Vintage European automobile racing photos and posters adorn the halls in the Winery's restaurant, Café Provençal, and I understand Patrick once served on a Formula One racing team. How cool is that? More to come on the Concours as planning progresses.

Our Virginia Jaguar Club membership is at a staggering 95 members as of the close of 2014, this in no small part to Brown's Jaguar in Richmond offering (and paying for) JCNA membership for every new car customer. I know not all of our new Brown's Jaguar supplied members are active in the club or even interested in the activities; however, you never know until you try. Come on out and join us for the next event or two, starting with a visit to Sportscar Workshops in Richmond on 21 February. We'd love to meet you! See *Grab the Keys* on page 8 for details.

Here's a subtle reminder: ***IT'S TIME TO RENEW YOUR JCNA MEMBERSHIP!***

The 2015 JCNA AGM is next month in Philadelphia and the 2015 JCNA Challenge Championship will be in Elkhart Lake, Wisconsin in September. I could not think of a better place to be than cruising around Road America in the Fall. Visit www.jcna.com for more information on either event and to sign up.

Jaguar have not been resting on their laurels, as you can tell from the myriad of articles included in this issue, and there were more I simply ran out of room. Probably the biggest news is the announcement of Jaguar's own "performance crossover" the F-Pace, fast on the heels of the XE introduction. Although we will not see either the XE or F-Pace in the USA until next year at the earliest, you can read more about it on page 17. JLR is introducing a host of new technology aimed at making your driving experience more connected, but safer at the same time, and in the same vein they are opening a "technology center" in the Pacific Northwest. In addition, JLR are opening and/or expanding factories in India, China and even Brazil, so they are quickly becoming not just a world-class manufacturer, but a world-wide one as well.

Well, the new year started off with a rather dull thud for me and the XF, for when I came home from a trip during our most recent cold snap, it would not start. All the lights, bells and whistles came on, but all I would get when pressing the start button was tick-tick-tick. Neither a good battery booster nor jump-start from another car or even the tow truck made any difference. Long story short, towed to the dealer and new battery installed. Bob's yer uncle. I must admit; however, the battery was 7-years old and I did ask the service manager last time I took the car in for service about replacing it. His reply is that it tested fine and did not need to be replaced at that time. Lesson learned. Heed your own counsel.

Hey, I'm always looking for articles, stories, events and pictures to place in this tome, so if you have something you would like to share, please drop me a line.

Remember, if you don't know where you are going, any road will take you there.

- Brad Purvis, Editor



SPRING SLALOM

The Virginia Jaguar Club

Presents

The Virginia 2015 Spring Slalom

Saturday, March 28, 2015

Mills E. Godwin High School

2101 Pump Road

Henrico, VA 23238

Upper Parking Lot

Registration: 8 am. First Car rolls off at 10am.

\$20 for JCNA members

\$5 additional single event fee for non-members

\$5 for head sock (required when using VJC helmets).

Slalom Rules, Forms & etc. can be obtained from the JCNA web site at

www.jcna.com, check the SLALOM tab at the top of the page.

Contacts: Peter Schowalter 804-784-1915 peterjschowalter@aol.com

David Glick 804-357-8978 dmgbcc@gmail.com



VJC 2015 CONCOURS d'ELEGANCE



Following a successful Jaguar Gathering hosted by Larry Emmons of Virginia Motoring and the Merchants Square Association last November, the 2015 Virginia Jaguar Club Concours d'Elegance, (VJC Concours for short) will take place this year in Historic Williamsburg Virginia on the picturesque grounds of the Williamsburg Winery. The winery serves as a great venue as it features a European-style country hotel, Wedmore Place www.wedmoreplace.com/. Casual dining is offered at the Gabriel Archer Tavern; with fine dining at Café Provencal, both steps away from the hotel. While the detailed schedule should be available soon, activities planned include a welcome reception, scenic drive leading toward waterfront dining, the JCNA sanctioned Concours, and banquet dinner in the court yard in proximity of the fountain and even a few Jaguars.

As for lodging, while the Wedmore on the grounds of the winery will be the official host hotel, there is plenty of other lodging available in the area to meet most any price and comfort level. Rooms at the Wedmore are discounted for the event starting at \$168 per night. There are only a limited number of rooms available, and remember, it is the tourist season in Williamsburg, so please make your reservations early whether at the Wedmore or elsewhere in Williamsburg. Cancellations are permitted for the Wedmore up to ten weeks before the Concours without penalty. Make sure to see the automobile memorabilia that graces the walls in the ground floor hallway, not to mention the art throughout the Wedmore. Information concerning

the venue is available at www.williamsburgwinery.com/, or 757-229-0999.

Historic Williamsburg is a great destination, so be sure to take the opportunity to see the history, enjoy the fine dining and shopping in the area. Friday activities planned include a welcome reception, scenic drive along Colonial Parkway leading to waterfront dining in Yorktown. Saturday will be the JCNA sanctioned Concours, with both judged & display only Jaguars as well as other cars of interest, poolside cocktail reception, and banquet dinner in the court yard in proximity of the fountain and even a few Jaguars.

We highly recommend coming early and spending Thursday at Busch Gardens for the "before the Concours event" to enjoy the park, including their Food and Wine Festival (discounted tickets will be available). The "after Concours events" include the 7th Annual Williamsburg Invitational, hosted by the Colonial Auto Enthusiasts and Merchants Square Association www.colonyautoenthusiasts.com, featuring a remarkable display of vintage cars steps away from Colonial Williamsburg. After viewing the classic cars, take a stroll over to the Second Sundays Williamsburg Art and Music Festival.

So, whether you are just interested in Concours, or taking advantage of the opportunity to enjoy all that Williamsburg has to offer, we look forward to seeing you at the Concours, and toasting to great food & wine, beautiful cars, and great friends. Please stay tuned for details. Remember if you are planning on attending, do not forget to reserve your room at the Wedmore soon. At the very least, reserve the date. See you in Williamsburg!

-David G.





GRAB THE KEYS

Feb 21, 2015 (Event)

11:00 - 12:00

Sportscar Workshops

1210 Myers St.

Richmond, VA 23230

David Harrison

davidmharrison2003@yahoo.com**Mar 12-15 2015**

Amelia Island Concours

d'Elegance

Amelia Island, FL

<https://www.ameliaconcours.org>**Mar 20-21 2015***

JCNA 2014 AGM

Philadelphia, PA

www.jcna.com/agm/**March 28, 2015*** (Event)

VJC Slalom

Mills E. Godwin High School

2101 Pump Rd.

Richmond, VA 23238

Peter Schowalter

804-784-1915

peterjschowalter@aol.com**Apr 11, 2015**

16th Annual Williamsburg

British & European Car Show

Chickahominy Riverfront

Park, 1350 John Tyler Hwy

Williamsburg, VA 23185

www.wmbgbrit.com

Roy Gavilan

757-637-5902

rgmgb65@hotmail.com**Apr 18, 2015**

The Gathering at Shelton

Vineyards

286 Cabernet Lane

Dobson, NC 27017

www.sheltonvineyards.com**May 23, 2015***

Susquehanna Valley JC

Concours d'Elegance

Sunset Lane Park

York, PA

Dave M. Hershey

717-792-5271

Jun 5-6, 2015 (Event)

Moss Motors Motorfest

25651 Simpson Rd.

Petersburg, VA 23803

David Harrison

davidmharrison2003@yahoo.comwww.mossmotors.com**June 12-14, 2015*** (Event)

VJC Concours

Williamsburg Winery

5800 Wessex Hundred

Williamsburg, VA 23185

David Glick 804-357-8978

dmgbcc@gmail.com**July 11, 2015***

Jaguar Association of

Central Ohio

Annual Concours d'Elegance

Dublin, OH

Jim Baker

614-846-7032

Jul 16-19, 2015*

Carolina Jaguar Club

Head for the Mountains!

Concours d'Elegance

Little Switzerland, NC

Greg Gaylard

919-270-1406

bktlist@gmail.com**August 1, 2015***

Jaguar Club of Ohio

43rd Annual Concours

d'Elegance

Ursuline College

Pepper Pike, OH

Dominic Perri

330-467-3953

dperri6699@aol.com**August 8, 2015***

Jaguar Club of Greater

Cincinnati, 13th Annual

Concours d'Elegance

West Chester, OH

Don Leedy

513-777-9811

August 24-30, 2015

Carolina Jaguar Club's

2015 August Road Trip

Johnson City, TN

Jerry Ellison

jerlynn@nc.rr.com**Sep 16-20, 2015***

2015 Challenge

Championship

Elkhart Lake, Wisconsin

John Boswell

414-840-1317

Sep 18-19, 2015*

Smokey Mountain JC

Great British Car Show &

Concours d'Elegance

General Morgan Inn

Greenville, TN

Gary Cobblee

glc100850@aol.com

* = JCNA Sanctioned Event

Dates marked with (Event) are the VJC event(s) of the month. Please forward any event information, including date, location and contact, to bradpurvis@mac.com for inclusion on this list.



DICK MAURY

By: *Jeff Peek*

Richard Maury's grandfather was into cars, and cars found their way into Richard.

"The car thing skipped a generation and landed pretty hard on me," joked Maury, who works for a company that specializes in Jaguar parts and is president of the Jaguar Clubs of North America. "My grandfather (Charles Scarratt) owned a service garage in downtown Atlanta. It used to be his parents' house, and he turned it into a garage. I loved cars, too, and once I started working on cars, I was always working on cars. I never looked back."

Maury said he was especially fond of British automobiles, particularly Jaguars.

"I saw my first XKE in the third grade, and I never forgot it," he said. "I knew if I ever had a chance, that was the car I wanted. I bought an Austin-Healey at 16, and I owned an MGC, a Morgan and VW bug, and finally a Jaguar XKE 2+2 when I was 18. Three months later, I traded it for a XKE roadster. For me, that was always the dream – Jaguar."

Maury scored a 1950 XK-120 coupe in 1973 when he was a 19-year-old college student at Georgia Institute of Technology for use as a second car.

"I saw it in a newspaper ad. The guy who owned it had to move, and I lucked out and got it for \$500 and drove it home," he said. "I was living at home and commuting 30 miles to college every day, and the XKE was my daily transportation, rain or shine. Being on a student budget, I had to learn to work on it and do whatever was needed. I probably put 80,000-100,000 miles on it before I bought a more practical car."

After graduating from Georgia Tech, Maury went into business for a few years, but his love for cars – and Jaguars, in particular – drew him to the auto industry. For the past 33 years he has headed up the Rebuilding Department at Coventry West (www.coventrywest.com), one of the largest wholesalers/retailers of new, used and remanufactured Jaguar parts.

Maury currently owns a 1971 Jaguar XKE coupe, which he enjoys racing. For more than 38 years he also owned a 1963 XKE roadster, which he restored himself in the mid-1980s. "The mechanical work wasn't a problem; I was already doing that anyway. But I'd never done body work or interior work professionally, so I learned as I went."

The restoration was a huge success – even better than Maury expected. "It got to the point where I'd drive it for an hour and then spend five hours cleaning it," he said, only half-joking. The car was displayed at Jaguar's headquarters for a time, and it was also used by

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Dick Maury - JCNA President



Jaguar in their display area at the Pebble Beach and Amelia Island Concours. Maury finally parted with the car in 2011.

“I took it to Pebble Beach, and I went there with a ‘high acceptable price’ in my head, just in case,” he said. “Sure enough, a guy asked if I would sell it. So I gave him my price and he said, “OK”.

Maury joined the Jaguar Clubs of North America (JCNA) in the late 1970s and said he was given a membership number “in the 4,000s.” Today, that number has pushed past 45,000 (a reflection of the total number of people who have joined the club since the beginning, not active membership). Maury said he can’t imagine how different his life might be without the JCNA.

“I’ve always enjoyed the club aspect – people of like interests getting together,” said Maury, whose wife of 35 years, Mary Lee, often accompanies him at events. “Some clubs don’t have the social aspect that the Jaguar club does, and I think that’s a big drawing card for many of us. I enjoy seeing old friends whenever the club gets together. It’s like coming home.”

Maury said the JCNA has 65 affiliated clubs from Canada to Mexico. The organization provides insurance and trophies for events, hosts a national gathering each year, publishes the Jaguar Journal magazine and offers useful Jaguar information on its website (www.jcna.com).

Now in his fifth and final one-year term as JCNA president, Maury said he will continue to be involved. “I’m happy that I was able to make changes that took hold,” he said. “The club is in the black and membership is up. I feel pretty good about that.”

One thing that will never change is Maury’s affection for Jaguar automobiles.

“I love the styling, performance, technology,” he said. “The E-Type was so advanced for the time; it was earth shattering. It offers a lot of performance and features that are the equivalent of more expensive car.”

- Courtesy Hagerty’s Classic Car Insurance





ONE OUT OF THREE AIN'T BAD

...with apologies to Meat Loaf.

by George Parker

Well, with holidays out of the way, it's time to get serious with the XK-120 for this coming season. I have been compiling a list of items which need to be addressed, some of which will require Bruce Woodson's expertise. But until he has a slot open up in his shop, I decided to start with some of the simpler items, which I figured I could tackle.

First, as all vintage XKs (probably all vintage *cars*) are prone to do, this one leaks some oil. I had noticed it around the banjo fitting which attaches to the engine block between the dipstick and the large flange which mounts the gearbox, as well as the upper end of that line where the next banjo fitting feeds into the exhaust side of the cylinder head. There are copper crush washers on either side of the banjo fittings, so I thought it would be an easy fix to replace those washers. There's a third banjo fitting in that oil line feeding into the intake side of the head. I got all three banjo bolts removed, and also removed all six of the copper washers.



Strummin' the Banjo (fittings)

this) that the thicker washer will not let the opening in the banjo bolt line up with the channel inside the banjo fitting, and the oil will not flow properly. So I'm currently in the hunt for copper washers which are the right diameters, but a bit thinner.

I then turned my attention to another task which has been outstanding for some time now. Last year, while the car was undergoing its radiator/generator/distributor minor surgery, I had also purchased a set of LED bulbs for the dashboard, in hopes of making the gauges easier to read at night (not that I drive it that often at night, but still...). I thought that I could just drop the small panel (about 20" long by 4" wide) beneath the gauge cluster, and get to the bulbs

Continued next page...

replace those washers. There's a third banjo fitting in that oil line feeding into the intake side of the head. I got all three banjo bolts removed, and also removed all six of the copper washers.

Last fall, while visiting my folks up in NY, Dad and I stopped by the Harbor Freight store. With this very job in mind, I picked up a small assortment of copper washers. After removing the oil line, and its six washers, I pulled out the assortment I bought and found the exact right size replacement washer. Well, "right size" except for thickness – the new ones were about twice as thick as the ones I removed. My concern was (and remains, as I write



Bags O'bulbs



that way. Almost. The gauges are 2-3” deep, and with the bunch of wiring back there, getting the bulbs out would be impossible. I also dropped the long panel which runs the full width and depth of the under-dash area. Then I could remove the four nuts which hold the dash gauge panel in place, pull it out, and access the bulbs that way. Once again, not quite. With the tach drive cable, the speedo drive cable, and a hard copper line – which I presume to be feeding the oil pressure gauge – attached, the dash panel just doesn’t move all that much. At the moment, I’m at a standstill there, too. If anyone has any great tips on how to accomplish this, I’m all ears!



Recalcitrant Dash



Tick-Tock

Finally, my last chance to actually accomplish something! I have been in email correspondence with Michael Eck of Jaguar Clocks in New Jersey about having him fix the clock. He sent me instructions on how to remove the clock from the tach unit. It’s good thing I already dropped the large panel under the dash and moved the gauge panel out, because I couldn’t have removed it any other way. The clock is out, and is packaged up ready for shipment to Mike. I’m hoping that I can figure out how to get the bulbs replaced before the clock gets back – but I’m also not holding my breath on that! So, while everyone else (it seems) was watching the football playoff games, this is what I was doing. And what did I get for my efforts? A 5”-6” long

“cat scratch” down the inside of my right forearm! (Maybe the car is now officially marking *ME* as its owner...) Hoping I’ll have an update next month.





BIG CAT SANCTUARY

At 78 years of age my dad, Don Jackson, built a sanctuary for his old cats -- Jaguars of course!

The garage is 48' wide by 28' deep in the two middle bays. The flanking bays measure 24' deep. The ceiling height is 10' and there are eyebrow windows all around for adequate ventilation and security. I helped him find adequate lighting and interior colors to aide in finding anything that may fall to the floor. The interior walls and ceiling are sheet-rocked and smooth coated. Bright white latex paint was used on the ceiling and a slightly less white color on the walls. The photos below will not show the difference between these colors. The cement slab floor is coated with a really light gray epoxy finish and they compliment the gray/black garage cabinets well. There are twelve 4' LED ceiling lights that do a great job of illuminating the space. I absolutely love these lights and wish I had them in my garage!

I am not a fan of the cinder block ledger sill running the interior perimeter of the garage, and I caution anyone who is building one to spec the block size so this does not happen. I tried to convince my dad that he should run a natural gas line and water line, but he would not have it. He did have a separate 100 amp service box run.

After the build (and these photos) he has installed a tool shed in his yard to store his riding mower and lawn implements. It now smells like big old cats instead of cut grass! *-Byron Jackson*





GUD DAY GUV'NOR

By Greg Glassner

Although I am no longer an avid newspaper reader, I did pour over last recent coverage of former Gov. Bob McDonnell's sentencing. I spent several weeks this summer following the corruption trial in daily news dispatches. It made for fascinating reading.

Now don't get me wrong. Although not a fan of all of his policies, I have no ax to grind with our former-governor-in-disgrace. During my tenure as a newspaper editor I applauded several of his initiatives, in particular the filling of the many potholes on Interstate 95. During his time in office I found him personable and far less objectionable than many of his right-of-center colleagues.

I was pleased to note that McDonnell was never specifically charged with borrowing snake-oil salesman Jonnie Williams' Ferrari.

I am a firm believer in the concept that if someone offers you a spin in his Ferrari you should accept. While no Constitutional scholar, I believe taking a drive in a borrowed Ferrari falls somewhere, albeit tenuously, under the right to pursue happiness.

In the interest of full-disclosure, I must admit that I too once had a brief stint behind the wheel of another man's Ferrari. And, although no one in their right mind would ever consider me gubernatorial timber, I would hate to think that this delightful dalliance would have cost me a shot at a promising political career.

In the Mid-1970s I was a sportswriter for the Norfolk Ledger-Star and wrote a weekly motorsports column. Photographer John Sheally and I traveled to Manteo, N.C. to do a feature story on Ray Stoutenberg, an eye doctor there who raced vintage sports cars and had an interesting car collection.

After the interview was complete and photos snapped, Ray asked us if we would care to drive one of his cars. After mere seconds of hesitation, Sheally set off in Ray's 1973 Ferrari Dino and I got behind the wheel of the good doctor's 1971 Ferrari Daytona, with its only somewhat apprehensive owner riding along as passenger.

So for an idyllic hour or so, we plied the roads around Roanoke Island and the Outer Banks in a pair of rare Italian sports cars that were well beyond our modest newspaperman means.

It was off-season, so traffic was light, but they had speed limits even in those days, so we did not flaunt the local laws too brazenly. Still, there were opportunities to pass cars and I did get to stir the gearbox a bit, open the throats of the Weber carburetors feeding the Daytona's 12 lusty cylinders and enjoy that incomparable vintage Ferrari exhaust note.

Even now, my career well behind me, I sometimes ruminate over a glass of bargain-cellar Merlot on a cold winter's eve and remember that pleasant sunlit Saturday afternoon driving a Ferrari on the Outer Banks.

I hope Bob McDonnell may someday sit in his federal prison cell (hopefully one decorated by Martha Stewart), sip from his tin cup of homemade inmate hooch, remember the pleasant drive he and Maureen once took in a borrowed Ferrari, and marvel, "You know, they never charged me with that!"





E-TYPE ADVICE - DON'T GET FRAMED

Restoring a rusty E-Type is not for the faint hearted. If you're wise you will think twice before you buy one, or, as in my case, buy the car anyway on the basis that it won't be as bad as it looks. It won't, it will be worse. Restoring an E type involves restoring a clever and complex body that Jaguar never meant to last fifty or more years. Since buying my Series 1.5 roadster five years ago, this has taken the majority of the time and money involved.



The E-Type body evolved from the D-Type racing car design and has three major components. Most obvious is the monocoque or tub with its substantial sills and bulkheads. Then comes the heavy and complex bonnet. Lastly the side frames and "picture frame" which comprise the space frame. Volumes can be written about restoring the first two items, but I will concentrate on the frame system. The side frames and the front "picture frame" support the engine, suspension, radiator and bonnet and transmit all static and dynamic bending and torsional loads back to the bulkhead, and in turn back to the tub. Jaguar used racing technology to engineer an incredibly light and stiff structure for the frames using high tech chrome-moly steel tubing about 1/16th thick. The side frames weigh only 15 lb. each and are

bolted to upper and lower attachment points on the bulkhead. The picture frame weighs 10 lb. and bolts to the front of the side frames. So we have 40 pounds of 16 gauge metal space frame supporting a 500 lb. engine, a 100 lb. bonnet, and the engine torque and suspension loads.



The hollow side frames have other challenges. Water can seep in and rust them from the inside out. The battery is located over the bulkhead end of the driver's side frame and the bottom tube of the frame can rapidly corrode from acid reflux. The fatal challenge for my S 1.5 passenger side frame was fatigue cracking at the junction of the engine mount and suspension support. The engine static and torque loads and the suspension loads feed into this junction. It is difficult to detect as it is hidden from view unless you know exactly where to look. My whole car including the engine compartment and frames had been treated to a mediocre black repaint over the original BRG by the proverbial IPO (who in his right mind would prefer black to BRG?) so it was doubly hard to see. After finding the crack I contacted Bruce

Murff who had recently replaced both side frames and picture frame on his Series 2 roadster. Interestingly his driver's side frame was cracked in exactly the same place, so this is a case of a fundamental Jaguar design weakness. Bruce's drivers side frame was also missing about 2 inches at the bulkhead due to battery acid

- Continued next page...



corrosion. I wonder how far his car was driven with both side frames compromised, perhaps this shows the frame system is more rugged than it looks.



Removing and replacing the frames is a major job. Basically everything forward of the bulkhead has to be removed, bonnet, radiator, engine and accessories, wheels, brake system, steering and suspension. On the bright side, it's a great opportunity to restore the entire engine compartment, suspension, brake system, cooling system, bonnet etc. I knew one of the shock absorber lugs on my picture frame had been repaired, but had not realized how extensive the damage was and how poorly it had been welded up until it was uncovered. Fortunately I had acquired a really good used one from David Laughton a couple of years previously.

I looked on the internet and the excellent JCNA E-Type forum to enquire if it was possible to repair my frame crack, but all the sources said absolutely no, buy new frames. They can be ordered in the US but are actually made in the UK. They have better materials now and are jig fabricated so they fit as well or better than originals. They cost \$2,800 for a set a couple of years ago but could be cheaper now the dollar is stronger. Replacing the frames, and restoring all the front end systems that you will want to restore while you are in there, will probably cost you at least ten grand in parts and 500 man-hours. That's about 3 months of full time work at 40 hrs/week, or more likely about a year or more part time. That's why my S 1.5 is still off the road. The moral; when looking to buy an E type, don't get framed!

I looked on the internet and the excellent JCNA E-Type forum to enquire if it was possible to repair my



- by David H.



The ultimate goal



XJS HUNTING

The definition of a classic car varies from person to person but the general rule of thumb is a car over twenty years since production. At the ripe old age of 33 my idea of a classic car is a little different than what my father considers a classic. To him, a classic car's air conditioner only works with the windows down.

I started my obsession with the world of gas-powered machines when I purchased my first motorcycle in high school for the paltry sum of \$600. It was an amazingly powerful 650cc parallel-twin built by Yamaha. Compared to my 1988 Oldsmobile Cutlass rust bucket this thing was a joy. Soon after graduation I sold the bike and car to join the military. Then, after boot camp and tech school I purchased a people-hauler most commonly known as a minivan, and this was soon followed by a dual-sport motorcycle (which I still ride).



The van was quickly discarded for a 1984 Mazda RX-7. My first taste of a fun car, albeit not the fastest, but it changed what I thought about automobiles. They were not simply a way to get around, but could be loads of fun to drive if you chose the correct platform. Over the years I became biased towards rear wheel drive cars with independent rear suspensions. I could go on all day about car design, so I will stop before I start.

I first made the decision to own a Jaguar XJS somewhere in the mid 2000's. I was completely broke, working minimum wage and maybe a year into college. I knew owning an older Jag was not the easiest on your wallet or free time so I made the decision to wait. As time went on I would eventually need to replace my daily driver Ford Focus and figured what better time to get into a Jag.

When the Focus needed replacing I was still in college but no longer making minimum wage and I could possibly afford the gas bill of a V12. I was not too concerned with the year as it would be my starter Jag, so it would just need to be an XJS that sort of worked. I test drove a rusty brown 1982 with weeds in the wheel well. How the weeds got there I am not sure. Needless to say the car was anything but a pleasure

Continued next page...



to drive. It smoked, the transmission couldn't make up its mind, the rear seat was only foam, and it smelled of delicious moldy bread.

I called up the next person I could find that was selling an XJS for less than what should be asked for any Jag and this one didn't even run. I decided that the initial cost of ownership would have to be more than one would pay to get into a used Thunderbird. Time went on, I graduated college, and I started working a real job, and suddenly found myself in a position where I could afford one of these beauties. The trick was finding a way to get my fiancée to desire the car as well. Luckily for me the fiancée part was taken care of long in advance but that's another story.

By this time I was fully aware of what year I wanted and as always it would need to be a V12. The funny thing about the XJS is that the styling never really changed since its introduction in 1975, so even the newer ones look older than they really are. The most dramatic change to the car appeared in 1992 when the rear of the car was rounded a little and the body panels were changed ever so slightly. The interior was also updated to more modern analog gauges as opposed to the previous drum style. Mechanically the car was mostly untouched and still carried the 5.3L V12 and inboard brakes.

Another update to the car occurred in 1994. New plastic bumpers were installed instead of the nostalgic chrome and rubber type, which have been on these cars since before I was born. The good news was that the V12 engine was enlarged to 6.0L. The bad news, depending on who you ask, is that the rear end was converted to outboard brakes. So for me the only model year choice was the 1992. I like the slightly modified body but enjoy the inboard brakes and older-bumper look.

So back to the Internet I go checking every used car site I could. The first hit drove me north into DC to find a lovely silver XJS with rust repaired by a guy with a caulk gun and a crayon. The first thing that popped into my head was how can you make rust look worse? OK, it was rust free... ten years ago! Eventually I drove down to Norfolk, VA to look at the "my little old aunt passed away and blah, blah, blah" story car. Maybe if your little old aunt changed the oil at least once and repaired the large dent you conveniently forgot to mention... How can there be so many beautiful Jaguars mistreated so badly?

After months of searching and disappointments I eventually found another "story" car and decided that it wouldn't hurt to take a look. Luckily, the 4-hour drive north into Maryland was not a complete waste of time. The owner of the vehicle was waiting for me on the front porch, leaning on his cane. His beautiful house and horse stables in the backdrop could not be more picturesque. He was a retired plumbing contractor who was fighting arthritis and could no longer take care of his 5-car stable. His kids wanted no part of dad's old hobby so he decided to sell off the toys.

Weird thing about this man was that he actually turned down buyers for his hobby cars. He wanted to sell them to someone who would enjoy them and not resell them for a profit. We walked around to the large garage in the back yard where the XJS was sitting, lonely; its buddies all sold off to good homes. His lovely red XJS was the easiest car on his arthritis and so it was the last one he wanted to sell.

The Craigslist quality pictures and quick phone call did no justice for the car when I finally saw it in person. With 34,000 miles on the odometer and a little surface rust on a few engine bay pieces the car was exactly what I was looking for. The P.O.'s story of how lovely and smooth it is to drive with its grand touring design made me very happy since this car will never carry me around a racetrack. I was only worried about it being comfortable for fancy trips with my lady.

We drove the car for a few miles and he told stories about the gas station gazers and the people that stare at it on the highway and decide driving into it may be fun before quickly realizing it's probably a bad idea. Mostly everything on the car worked as it should (hey, it's a used Jag) and we made arrangements for me to pick the car up the following Saturday. Three days later the car was sitting, lonely, in a different garage, at least until my fiancée got home.

- by Jesse Hines



F-PACE

F-What? Jaguar's new "performance crossover," based on the C-X17 Concept, sort-of debuted at the Detroit Auto Show last month. I say sort of, because there wasn't actually a car there, only a video of a virtual pre-production version. The question that begs is; what's in a name? According to sources the "F" is supposed to evoke the *idea* of the F-Type, while "Pace" harkens back to the glory days of Sir William's "Grace, Pace, Space" tag line. Alright, I can buy that, but it still *seems* a bit awkward. As mentioned last month in this tome, the price-point of the F-Pace is supposed to fall right in the middle of the Land-Rover Evoque and the Range Rover Sport, so as not to steal customers from its sister company. Will Avril's GLK meet its match? I guess we will have to wait until 2016 to find out. See Jaguar's press release below. -Ed.

AN ALL-NEW PERFORMANCE CROSSOVER TO JOIN LINE-UP IN 2016

- ***Jaguar announces F-PACE – the production version of the breakthrough C-X17 concept car***
- ***A highly-efficient five-seat performance crossover underpinned by Jaguar's innovative aluminium-intensive architecture and advanced suspension system***
- ***All-weather and dynamic driving traction to be aided by the Instinctive All Wheel Drive® system and Jaguar's All Surface Progress Control technology****
- ***The Jaguar F-PACE will deliver an unrivalled blend of style, performance and practicality***



(MAHWAH, NJ) – January 11, 2015 – Jaguar has today confirmed it will introduce an all-new model to the Jaguar line-up, to go on-sale in 2016, named the Jaguar F-PACE.

Ian Callum, Director of Design, Jaguar, commented, "We received such an overwhelmingly positive response to the C-X17 concept car last year that we just had to make it a reality.

"The Jaguar F-PACE, inspired by the F-TYPE,

represents a perfectly judged balance of style, performance and practicality. It offers a unique combination of Jaguar sports car inspired exterior design, fused beautifully with a thoroughly practical and spacious luxury interior. The F-PACE is our family sports car." - Continued next page



The Jaguar F-PACE couples leading interior space and exceptional on-road dynamics with five-seat functionality to produce a true performance crossover. It will encapsulate everything that Jaguar stands for: beautiful design, precise handling, a supple ride, luxurious interior finishes and cutting-edge technology.

Speaking in Detroit, Andy Goss, Jaguar Land Rover Global Sales Director said, "In 2015 we will celebrate the 80th year of Jaguar. We have started it by announcing our first performance crossover which we consider to be the ultimate practical sports car - a car that builds on the brand's founding ideals of Grace, Pace and Space to become one of the most innovative Jaguar vehicles we've ever developed. The F-PACE has now begun its engineering and development testing program ahead of the new model going on sale in 2016."

F-PACE continues the new model roll-out for Jaguar, ensuring 2015 will most definitely be the year of the cat."



Designed and engineered in the UK, the F-PACE has now begun its rigorous real-world testing at Jaguar Land Rover's extensive global test facilities. The F-PACE will be manufactured in Solihull, UK.

- Jaguar



NEW JLR RESEARCH CENTER



A rendering of the research center Jaguar Land Rover plans to open in Portland next year. The company says it will employ 30 there initially. (Jaguar Land Rover image)

By Mike Rogoway, The Oregonian

The automaker Jaguar Land Rover said Wednesday that it plans to open a Portland research center next year in collaboration with Intel.

The British company said it will employ 30 people at the facility, including 16 veteran software engineers. Jaguar said it picked Portland because of its proximity to technology hubs in California and Seattle, and because it's close to Intel's Oregon operations.

Jaguar didn't immediately say where, exactly, the new facility will be, but said it will have "a multimedia creative suite, innovation spaces, development laboratory and a six-bay vehicle workshop."

Jaguar said the new Open Software Technology Centre will help design "infotainment" for its vehicles, on-board computing systems that connect drivers with navigational data, music and information about a car's performance; and connect passengers with the Internet for online communication and entertainment.

Jaguar Land Rover was formed five years ago when Tata Motors bought the brands from Ford. Its headquarters are in Whitley, in the United Kingdom, where Jaguar said it plans to open a larger research facility at the National Automotive Innovation Campus at the University of Warwick in 2016. It's not clear what role, precisely, each facility will play for the company.

As the PC market ebbs, Intel is working feverishly to find homes for its microprocessors in other devices. The company is promoting Web-connected vehicles and other efforts to embed computing and Internet technology in conventional appliances and everyday objects.



HISTORY REPEATS ITSELF

The birth of sports car racing was spawned from the GI's return from WWII. While in Europe they were exposed to light weight sporty cars that just didn't exist in the United States. So when they got home they started to import them. In just a few years the Sports Car Club of America was formed and racing began.

It would only seem logical that given the population centers of the east coast and west coast that you would find strong racing interests in those areas. So how did a little village in southeastern Wisconsin become an international race destination? Elkhart Lake was a tourist destination with many people throughout the Midwest arriving by train. After WWII tourism was down. The Chicago region SCCA was looking for a place to run a race on public roads. After a lot of searching they thought the area around Elkhart Lake would work well. Two of those SCCA people were, Fred Wacker and Jim Kimberly, high profile businessmen who knew how to get things done. They went to local business owners in the area and pitched the idea of a race. Everyone was on board and hoped to revive the tourism industry. The first race was July 23rd 1950. The first race was very much a Chicago region event. There were five races. The cars were divided into over and under 1500 cc. There were races for novice and experienced drivers. The event was a success with over 5,000 spectators.

The 1951 race was heavily promoted by SCCA throughout the U.S. The race track course was enlarged to 6.5 miles from the 1950 track which was 3.5 miles long. The event was now two days long with a concours, rally and street dance on Saturday and races on Sunday.



The rally started from different locations throughout the U.S.

Check points were set up and more points were awarded for a greater distance from Elkhart Lake. The overall winner was Morgan Sinclair who drove his Allard from Santa Monica California, a total driving distance of 2,241 miles at 41 miles per hour. Second place went to R.H. Riecken who drove his Ford from Cambridge Massachusetts. He drove 1,195 miles at 39 mph. The third place went to Paul Dillion from Babylon New York. He drove his MG-TD 994 miles at

35 mph. At this time there was not a network of interstate highways to make life easy. There certainly was not an Allard or MG dealer in every town. It was quite an adventure. The races brought in 98 entrants for 1951. Like the rally cars most of the race cars were driven to Elkhart Lake, raced, and driven home. There were three scheduled races. The first race was for novices. The race was won by Roger Wing from Bethesda Maryland driving an XK120 Jaguar. Maybe after driving that far to get to the event he should not have been considered a novice. Second place went to Frank Bott driving Dave Garrows Jaguar SS-100. The second race was to be a ladies race. Bad weather was coming in so they cancelled that race to make time for the main feature. The feature race was 30 laps. The race was won by John Fitch driving a Cunningham. This



car was driven from Florida to Elkhart Lake. Michael Graham driving an Allard came in second. The "Silverstone" Jaguars finished third and fourth. These were actually the factory LTW2 and LTW3. These cars were built in case the C-types were not ready for LeMans. They actually came in first and second in their class. Phil Hill beat out Jorge Malbrand, from Argentina, for the top Jaguar. The 1951 event brought an estimated 50,000 spectators.



The promoters built on the success of 1951 to make the 1952 event even bigger. The event became three days in length. It was now called the Elkhart Lake International Road Race and Monte Carlo Rally. The competition of the rally and concours was held on Friday. The overall winner of the rally was Dorothy Dickinson driving an MG-TC from Long Beach California. She truly deserved that win. The second place award for "Best Performance by a car under 1500cc's" went to a team of ladies from Los Angeles California, driving an MG-TD.



Saturday was the Sheldon Cup race. This feature race was for cars of 1950 cc to 4000 cc. It was Phil Hill who drove the Jaguar C-Type to a win. This would be the C-types first win in North America. Phil Walter drove a Ferrari to second place. Third place went to George Weaver driving another C-Type. The Saturday concours saw winners such as a 1909 Hup mobile, 1919 Loco mobile and a 1928 Mercedes Benz Phaeton.

Sunday's first race was the Kimberly Cup. This was for cars under 1950cc. This race saw over 20 MG's enter. It was the Osca of Bill Spears that took the checkered flag. Second and third places were taken by Porsches. The big race for the day was the Elkhart Lake Cup. This race was open to all cars no matter the displacement. The race was 201.5 miles in length. Once again it was John Fitch in a Cunningham that won the race. This year it was an all Cunningham podium. Out powered, the two Jaguar C-Types finished fourth and fifth.



The 1952 event was a huge success. The spectator count was estimated at over 100,000 people. The population of the Village of Elkhart Lake was less than 1000. For that weekend in September it was the center of the racing world. Due to safety concerns open road racing was banned and a new era of racing would begin, but not until 1955.

You may think that you missed your chance to experience those glory years. You would be wrong! The 2015 JCNA Challenge Championship will be Held September 16th - 20th 2015 in Elkhart Lake with many activities at the Road America race track. The Vintage

Sports Car Drivers Association is welcoming the Challenge Championship to the 30th Anniversary of the Elkhart Lake Vintage Festival, a nationally recognized vintage race festival that brings in almost 300 race teams.



Test your skills at the slalom on Thursday while racers are honing their own skills on the track. You will be able to prep your car for the Friday concours and watch the races at the same time. The concours will take place at one of the best viewing spots at the track. The rally will traverse the beautiful rolling hills of the Kettle Moraine. It will take place on Saturday morning. There has never been a Challenge Championship like this and there never will be again.

That should be enough to get you planning to attend. This event will offer much more. There will be lunch time touring on the track both Saturday and Sunday. Do you want a ride in a pace car for one of the races? How about a ride in a race car? Let us know. The 24th annual Road Course Reenactment will happen Saturday afternoon. This is a police escort of the original road course. This is open to all race cars and street cars. The reenactment will stop on Lake Street in the village. Lake Street was part of the original road course. The street will be shut down for a car show. As that show ends the Gather on the Green concours begins on the back lawn of the Osthoff Resort. This is an invitation only concours and you're invited. At the end of the concours is the VSCDA banquet. Sunday will be a full day of racing. The Jaguar feature race will be right after lunch. Before the main feature there will be a Jaguar parade lap for all street cars and also any race cars that are not racing. Two major events, one location, Road America, Elkhart Lake, Wisconsin!

- by Dick Maury, JCNA President





Ex VJC First Lady carriage, 1997 XJ6. White/tan, 120k, usual goodies including bun-warmers and backup alarm. Regularly used, recent inspection. Needs a front left shock bush. Cup holder also needs to be replaced or repaired. Not Concours but has been reliable in 4 years of ownership. \$3000 obo. Phone: 804-748-4601 Email: davidmharrison2003@yahoo.com





BODGER'S CORNER

Noun

bodge job (plural **bodge jobs**)

- I. 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

- **botch 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.

Old mechanics trick to detect a windshield leak. Spray shaving foam in suspected area then slam a door. The air will blow a hole through the foam and pinpoint the leak. Can be applied to other leaks such as door seals. A little dab'll do ya.

Recycle that Pringles tube!



*Simon Cowell's Eagle Speedster**Harrison Ford's XK-140*

Join us on the Web at: <http://www.vajaguarclub.com>

MEMBERSHIP

Membership in the VJC is open to any Jaguar enthusiast regardless whether you own a Jaguar or not. For more information please send an Email to Ron Mitchell, VJC Membership Chairman: rmitchelljag@cox.net and we will send you details on how to become a member or fill in and return the membership application on the following page.

Visit us online at: www.vajaguarclub.com

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The Jaguar Clubs of North America

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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 bradpurvis@mac.com. Make sure you reference *Lyons Tales* somewhere in the subject line.

SUBMISSION DEADLINE

15th of the month preceding the issue month, i.e.:

March issue: 15 February

April issue: 15 March

SUBMISSION SPECIFICATIONS

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

Font Size: 10-12 pt

Format: Word, Pages or Text file

Photos: max size 1MB, jpeg or gif
(min 800 x 800 pixels)

The VJC's BoD meeting minutes, Treasurer's Reports and Bylaws are available on the VJC web site at : www.vajaguarclub.com

Member Count: 95

New Members: Suzanne Brooks, Lamont Pompey, John Hicks, Barbara Jones

Lunda Kies, Loretta Seredni, Erin Bradford, Jesse Hines



Virginia Jaguar Club - *Membership*

Please complete this form and present it at a meeting or mail to:
Virginia Jaguar Club, 116 Poseidon Drive, Newport News, VA 23602

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): \$52.00 ***

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"



JCNA NEWS

2015 Annual General Meeting Friday March 20th & Saturday March 21st. Philadelphia, PA

2015 Challenge Championship Thursday September 16th - Sunday September 20th Elkhart Lake, Wisconsin

In order to make some room for new arrivals JCNA Archives needs to clear out a bit of lingering materials. Almost every item has been reduced to half of the market price. Several Items in the JCNA publications section have been drastically reduced also. As always with the archival material you should assume that these are the last we will have of any item as the steady supply dried up the year the publication was printed. Orders over \$100 will receive two surprise publications--both collectible and desirable. Please pass the word. Please do not take this as anything more than sharing information and JCNA providing a small benefit. Everything is on the JCNA Web site.

- George Camp





Lyons Tales is the official publication of The Virginia Jaguar Club, Inc.

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ANY ROAD UP



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 Henry Ford Company*. *Lyons Tales* is not the authority on maintaining or improving **Jaguar** automobiles and

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*). Atypical owners should consider possible techniques or modifications in light of common sense (*oh-boy*) 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. This publication and this organization will not assume any liability for such consequences. So there.

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

- Editor

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