

# LYONS TALES

## VJC 2015 CONCOURS



Join us for the 2015 VJC Concours

Friday & Saturday June 12-13, 2015, with before & after the Concours activities June 11<sup>th</sup> and 14<sup>th</sup>.

Make this year's VJC Concours a "Vacation Destination" in Historic Williamsburg, VA

As everyone has likely heard by now, this year's VJC Concours will take place in Historic Williamsburg. Following two years of amazingly successful national events, the 2011 AGM and the 2013 Challenge Championship, we have some rather large expectations to meet. The question became how do we continue to maintain interest in the Concours outside of the national spotlight?

The Concours will take place on the picturesque grounds of the Williamsburg Winery [www.williamsburgwinery.com](http://www.williamsburgwinery.com). The winery serves as a great venue as it features a European-style country hotel, Wedmore Place [www.wedmoreplace.com](http://www.wedmoreplace.com). Casual dining is offered at the Gabriel Archer Tavern; with fine dining at Café Provençal, both on the grounds of the winery, and steps away from the hotel. Activities planned include a welcome reception, scenic drive along Colonial Parkway to Yorktown. Following the drive Friday you can choose to dine with the group at the winery or on your own in one of the many great restaurants in Williamsburg. Saturday will feature the JCNA sanctioned Concours, poolside cocktail reception, and banquet dinner in the Wedmore Hotel 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

## Contents

- 1 - CONCOURS
- 3 - LYONS ROAR
- 5 - VEEP VIEWS
- 7 - OUT ON A LIMB
- 8 - RACK CARD
- 9 - FOR SALE
- 10 - BUSHED
- 11 - MIRACLE WORKER
- 13 - PAGE 13
- 14 - REGIONAL  
DIRECTOR'S  
REPORT
- 17 - XJS
- 18 - GRAB THE KEYS
- 19 - CAROLINA MIND
- 20 - BODGER'S CORNER
- 21 - MEMBERSHIP
- 22 - THE APP
- 23 - JCNA NEWS
- 24 - JAGUAR  
FOUNDATION
- 25 - CLUB OFFICERS
- 26 - ANY ROAD UP

## VJC 2015 CONCOURS d'ELEGANCE



*The Jaguars are coming! The Jaguars are coming!*

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 four 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. By the way, wine tasting and winery tours are available, and are complementary when staying at the Wedmore. For those not staying, there is a small charge for the wine tasting.

Historic Williamsburg is a great destination, so take the opportunity to see the history, enjoy the fine dining and shopping in the area. The "before & after the Concours" events kick off on Thursdays, which features discount tickets to Busch Gardens. Enjoy the park including their famous International Food and Wine festival. Sunday features the Williamsburg Invitational Car show in Merchants Square hosted by Colonial Auto Enthusiasts and the Merchants Square Association as well as the Second Sundays Art & 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. 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.

For tickets and registration for the Concours, please visit [www.VJC2015.eventbrite.com](http://www.VJC2015.eventbrite.com) or the VJC website [www.VaJaguarClub.com](http://www.VaJaguarClub.com). Registrants will be emailed the link for discounted Busch Gardens tickets in May.

For hotel reservations at Wedmore Place, please call 757-941-0310 to book your stay & mention the Virginia Jaguar Club Concours for discounted rates.

*See you in Williamsburg!*



## LYON'S ROAR

We have some great Concours news. Brown's Jaguar in Richmond and Checkered Flag Jaguar in Virginia Beach are official sponsors for our event, providing cars and financial support, Brown's Jaguar are sending an F-Type and Checkered Flag are sending a 2015 XJ sedan. This is thanks to David Glick's leadership and initiative in working with JLRNA and the dealerships. George Parker has also secured a \$500 sponsorship from Rosner Motorsports, so we have a total of \$3000 in sponsorship. We extend hardy kudos to these gents and our thanks to JLRNA and the dealerships. More news on our fast-approaching Concours is elsewhere in LT. A pre-Concours planning meeting at the Crossings is scheduled for Sunday morning May 31.



Not entirely coincidentally, the VJC visited Checkered Flag as well as Abacus Racing on Saturday April 25. Unfortunately, Mother Nature did not cooperate and the day was wet and cold, resulting in a small but select attendance. Maurice Maxwell drove all the way from Farmville, Una and I braved the I-64 drive from Chester, John Hastings from Williamsburg and local host Don Jackson from Chesapeake. Checkered Flag has an impressive showroom, and hosted us with coffee and doughnuts in their hospitality suite. I was impressed by their operation, which includes a Jaguar Wall-of-Fame displaying the Jaguar timeline with pictures of key events, personalities and cars, with a central photo of Sir William Lyons. Coincidentally, I am currently reading and recommend to you the official Lyons biography written by Philip Porter and Paul Skilleter.

After thanking the CF folk for their hospitality and handing out Concours rack cards, we convoyed to Abacus racing. Abacus is always interesting, as you enter the driveway there are many Jaguars belonging to customers, with a back row of projects and parts cars. I was amazed to see a customer's XJ-SC cabriolet sitting with a ragged out top, which was there the last time we visited several years ago. There was an early yellow XJ-S (supposedly an original colour) and a series 2 XJ 6 for sale too. Rob Dodman had more coffee and doughnuts for us, and then showed us round the shop's work in progress. This included a 1962 Series 1 E-type roadster which the customer was improving with a 4.2 head, a triple Weber setup, Series 2 radiator and cooling fans and a revived aftermarket A/C system. Different strokes for different folks. In contrast was a very original looking Series 2 roadster in BRG, in for its annual spring tune-up. Other highlights in the shop were an AC Bristol race car with distinct signs of track rash undergoing a bare metal restoration, Mike Eaton's 1958 Sebring MGA Twinkie in for a top end overhaul, a beautiful completed Healey 100-S replica, a ground-up Healey 3000 Mk2 restoration and several late model Jaguars in for routine maintenance. Chuck Botwright showed us around the impressive machine shop. I believe Chuck can fix just about anything in the classic Jaguar in-line 6 cylinder and V-12 as well as other British & Euro and rice-burner classics. He had a race prepped Cortina GT engine on the dyno.

It was a pity more VJC folk were not present as the Abacus folk were most hospitable and the visit was most interesting and informative, so maybe we can go back sometime when the weather is better. After leaving we convoyed to Bubba's seafood house a Lynnhaven Inlet for a tasty lunch. My thanks to Checkered Flag, Abacus, Don Jackson and our VJC event chair George Parker for setting this up.

*Continued next page.*

The mysterious problem with the Swallow's No 1 plug oiling up has been identified but not rectified. I did not change out the valve guides and the bottom half of the No 1 inlet guide went missing, allowing oil to be sucked into the cylinder. I have a feeling that the distributor is over-advancing and overstressing the roller and ball bearing mains, causing the rattle. The simple little 747 cc engine has its share of problems. Of course it wouldn't be a Jaguar without them.



## VEEP VIEWS



April turned out to be an interesting Jaguring month. First of all, I fired up the 1988 XJS Convert survivor, dormant over the winter since the November Williamsburg Jaguar Merchant Square event & club meeting. It fired right up, as I expected after last summer's V12 'extended tune-up'. The plan was to drive to & participate in Peter's Slalom that early afternoon, and we were enroute down I-95 from Goldvein about 10:30 when I was advised by Prez David of the still frigid temps and so we just had 'an XJS outing'.

The XJS was drafted to transport me to Williamsburg for the Car show & meeting. I got stuck on I-95 just north of Ashland, and with the warmer temps, began to have the fuel vapor hesitation I've been addressing for several years. You see, to prevent this exact issue (fuel vapor lock in the fuel rail) Jaguar modifies the later V12's with a single looped fuel rail (vs two, one for each bank of Slant 6 cylinders-more on that later), and ran the fuel through a 'cooler built around the cold 'Suction side of the A/C circulatory system. Several years ago I began to address an overheating issue by the most common cause is a stuck

thermostat. Unlike standard cars, which have just one thermostat/housing in the top front of the usual 4, 6 or 8-cylinder engine; the Jaguar V12 has one at the front of each sides' water rail, under the air filter, so that has to come off first.

I ordered two of 'the special thermostats' (ask club member Bruce Murff) from our favorite Jaguar Supplier, and replaced the R side thermostat in the late spring of 2014. Then I started to replace the left side one. Well- in typical Jaguar/Jugular fashion, the 'square shaped' left thermostat housing is retained by 4 nuts on 4 studs vs the 'just 3 nuts & studs in triangular position (and easier to get to) on the right side. The last nut didn't come loose- the whole stud started to turn in the 'ah-lu-min-i-um' water rail. So, before totally disabling the functioning Jaguar with the tune-up in process and the Concours approaching I stopped. I figured I'd see if it was the right thermostat that was the problem. It wasn't.

Removing the left thermostat housing and pulling the spinning stud means that one will have to remove the long water rail and re-tap and re-thread the stud orifice. If temps are below 95° the engine will not usually severely overheat, even with the A/C running to cool the fuel, more important sometimes than cooling me. It's a 'Historic Jaguar' now, they tell me.

So it seems that on this very nice mid-70's day on the way to Williamsburg; with the A/C system needing Freon again, (didn't think I'd need A/C that day) the left thermostat was really stopping the water flow in the left V12 bank, back to the radiator and causing enough heat to start 'vapor lock' in the fuel rail. However, the XJS DID get me to Williamsburg – and home - having some play with George Parker's XK120 on the West Point to Bowling Green Trail. For most of the day I was able to enjoy the Virginia Middle Peninsula topless, with the ratty "only original once" umbrella (soft top) down.

Last month, Camellia and I met a delightful Octogenarian, a French lady at a Virginia Aviation Historical Society meeting. Yvonne lives just North of Warrenton, and it turns out her ONLY car is a Series III XJ6, now with 84,000 miles. She says in the 80's she participated in the NCJOC Concours with it and she thought it may need front shocks, or maybe just top bushings, so last week Yvonne called me up and tells me the car won't run. It tries to start, but won't run and her steering wheel won't turn. She checked the power steering fluid, but it looked OK, so I had her bring the car down to the TVM facility at Goldvein. It's a silver metallic and has cream interior. Still very classy.

*Continued next page.*

I started with the usual: fuel supply, spark at the plugs, etc. I thought maybe from her description it could just be the distributor pickup coil, but upon investigating I found that there was no fuel in the Right tank and the selector was on R. I remember these cars had two fuel tanks and a selector button. (William Lyons Aviation legacy - to have a bigger trunk - a tank in each rear fender). Well It turned out someone changed the tank selection (probably didn't know anything about Jaguars) and then Yvonne tells me she never used the right tank as after it was replaced as she always had fuel smells in the trunk and didn't want to contaminate her food. She says a known British Car shop in the DC Virginia Metro area replaced the tank, but I bet they never reattached the vent line that goes to the carbon canister. We are also going to work on the defunct A/C system.

So it's been an interesting Jaguar month. Hope to see you soon at the Judges Training at the Crossings on the 31<sup>st</sup>.

- Dr. Sherm



## OUT ON A LIMB



I sometimes find it difficult to sit down and make a start on the next issue of *Lyons Tales*. It's like going to the gym to exercise. The motivation is sometimes lacking, even though I know once I get started I'll enjoy it and when I'm finished I'll be chuffed with the results. Again, like exercise, once I've "warmed up" a bit, I'm happy to continue.

April brought more drama with the XF and the plague of the rear differential seal. Once the seal was replaced (again) by Brown's Jaguar in Richmond, I took the car back to Auto Haus in Yorktown to see if they would reimburse me for the faulty seal they installed. Simple, right? Well, *nooo*. Upon returning to Auto Haus the Service Manager requested to put the car back on the lift. Lo and behold, there was fluid all over the bottom of the car and dripping from everywhere in the vicinity of the diff. The Service Manager and the techs, quite naturally, claimed the unit was still

leaking and that there was "play" in the axle, so back to Brown's it went on a flat-bed.

Brown's had the car for about three days and when Bryan (Brown's Service Manager) called, he said they completely cleaned the underside of the Jag and drove it for over 100 miles and the seal was in-fact not leaking, nor was there any indication of excessive play in the axle shafts. My own inspection when I went to retrieve the car confirmed that as well. I have yet to reengage Auto Haus on this, but that too will come. The entire process has been frustrating, to say the least; however, I have nothing but good things to say about Bryan Stuart and Brown's service department. After all the hassle and back-and-forth Bryan "comped" me the 50,000 mile service (oil change) I requested while there and the differential problem finally being resolved.

The last bit of news is Avril and I are now the proud owners of an LBC. More specifically a 1953 MG TD/C. If you are not already familiar with the web site *Bring a Trailer* (BAT), then I strongly recommend you avoid it like the plague. I got hooked on its daily cornucopia of automotive eye-candy and regularly found I was throwing ridiculously low bids on the odd car or two, never thinking much of it as I was consistently trumped, usually by thousands of dollars... until now. This particular LBC caught my interest; one owner for the past 35 years, about as original as you could hope for a 52 year old "driver" MG with plenty of patina. I've always wanted a T-Type MG anyway, so in a late-night alcohol muddled wave of nostalgia (or lust), I put in what I thought was a lowball bid a day before the auction closed. Why the heck not? I was going to be out bid anyway. Right? As the 7-Up reindeer once said; *Wrong-o moose breath!*

On a Wednesday night upon returning from our "date night" I was greeted by two emails and a phone message. The first email being from BAT congratulating me on winning the auction and instructing me to contact the seller immediately and *pay-up sucker* and oh, by the way, they'd already absconded with the "auction fee". The second email was, of course, the seller providing me all his contact information. A phone message quickly followed reiterating everything already in the email and indicating he wanted to consummate the deal as soon as possible, which is completely understandable. I mean, I don't think any of us have full faith in any of these on-line transactions, so quick and decisive action is warranted. I know I've been burnt before, but not when dealing with this kind of money.

Long story short, after a bit of investigation and research things just sort of fell in-place rather nicely. The bloke selling the car is retired and lives in South Carolina. With his help I secured the services of a transport company and even talked to the mechanic who has been servicing the car for the past several years, Darryl Beech of Charleston Import Automotive. Darryl had nothing but good things to say about the car and the seller and he even agreed to oversee and document the loading of the MG on the transport. As I'm writing this on the 21st of April the car is to be delivered on the 24th, I'll continue the story next month to let you know how things unfold over the next few days.

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

- Brad P.

# RACK CARD

Use the following rack card to advertise our upcoming VJC Concours. Make copies and hand out to friends, family, business associates and every Joe Blow you see on the street. Feel free to cut, fold and spindle, but don't mutilate.



## Virginia Jaguar Club 2015 Concours

### June 12<sup>th</sup> & 13<sup>th</sup> On the grounds of the Williamsburg Winery

Join us for the before & after the show activities on June 11<sup>th</sup> and 14<sup>th</sup>

**Schedule of Events:**

**Fri June 12<sup>th</sup>** - Scenic drive along Historic Colonial Parkway • Dinner • Welcome Desert Reception at the Winery

**Sat June 13<sup>th</sup>** - Concours • Cocktail Reception/Awards presentation • Banquet Dinner

**Thurs June 11<sup>th</sup>** - Busch Gardens International Food & Wine Festival (25% discount on tickets)

**Sun June 14<sup>th</sup>** - Williamsburg Invitational Car show in Merchants Square • Second Sundays Art & Music Festival

**Historic Williamsburg is a great vacation destination, so take the opportunity to see the history, enjoy the fine dining and shopping in the area, not to mention the wine tasting and winery tour!**

\*Fees apply to judged classes for the Concours, diner & banquet, and Busch Gardens admission. Wine tasting complimentary for those staying at the Wedmore, small charge for all others.



For additional information, registration & ticket sales, please visit [www.VaJaguarClub.com](http://www.VaJaguarClub.com) or [www.VJC2015.eventbrite.com](http://www.VJC2015.eventbrite.com) ( Questions? 804-327-0084 or VaJaguarClub@gmail.com)

Recommended Hotel: **Wedmore Place Hotel** ([wedmoreplace.com/866-933-6673](http://wedmoreplace.com/866-933-6673))



## 1970 XKE FOR SALE

Many of you know Mike Hatch as a member of the CVBCC (Central Virginia British Car Club) and host for the CVBCC club meetings at the Brandermill Country Club.

Unfortunately, Mike suffered a broken (now fused) ankle last year. That makes using the clutch and driving his 1970 E-Type 2+2 quite painful.

As stated by Mike, *"spent \$15k of recent engine work, \$7,500 on body and interior, new wheels, spokes, tires, all re-chromed. Car is in great condition and has not been driven more than 150 miles since recent work. Treasured loved car."*

If you might be interested, or have a friend who is, please contact Mike 804-363-9888 or [gm@birkdalegolf.com](mailto:gm@birkdalegolf.com) The asking price is \$37,500.



## BUSHED

Our patched up local Interstate system had taken its toll of the front suspension in Una's 1997 XJ 6. Every bump created a knock. I had been going to the "Boy's Night Out" at Wally Greene's garage out in Powhatan for a while and had been impressed by Wally's old time experience and facilities. Even better, Wally was a certified Jaguar mechanic before retiring. He diagnosed bad shock bushes without even seeing the car. I took the car in and got it back a couple of days later with the ride quality transformed.

All four bushes were shot; two were flattened down to a pancake. After talking to Wally, this job seems simple but is not for the faint hearted or those without proper equipment. I'll definitely be taking my Jaguars to Wally again.

*- David H.*



## MIRACLE WORKER

### **Jaguar Land Rover can currently do no wrong.**

But wind the clock back to 2009 and the car-maker was in a very different place.

Having been off-loaded by US car giant Ford new owners Tata were in dire need of a cash injection as they tried to turn the company around.

Those were dark days, but within a year the tide had started to turn, and a series of £1 billion-plus profit performances have made Ford's sell-off look like the automotive industry equivalent of the Decca A&R man who turned the Beatles down shortly before they became the biggest band in the world.

It's no secret though that the driving force behind its resurgence has been the Land Rover brand.

Sales of Jaguar cars have been small in comparison and last year 76,668 big cats were sold throughout the world, while Land Rover saw sales of 348,383.

Some analysts have predicted the Jaguar XE will be the start of a product offensive as the firm seeks to quadruple its sales and it is almost certain to be followed by an SUV crossover.

Both the XE and the crossover will be the first cars to be built at Land Rover's Solihull plant, the chief reason being they will be based on an aluminium monocoque, rolling off a new purpose-built production facility being created in Solihull – which unlike the Jaguar plant at Castle Bromwich offers room to expand.

With the XE, Jaguar has pledged to deliver “the most advanced, efficient and refined sports sedan in its class” – which will be quite a feat given it is up against the likes of the BMW 3 Series, the Mercedes-Benz C-Class and Audi A4.

So, what are its chances of success as it attempts to deliver a more mainstream model designed to propel sales into the hundreds of thousands and beyond?

Ian Donaldson, freelance motoring journalist and chairman of the Midland Group of Motoring Writers, feels the firm's pedigree will help but a lot will depend on how the XE is perceived by the car-buying public.

“Jaguar has punched way above its weight for decades, producing cars that get talked about but sell in smaller numbers than you might believe,” he said.

“It's all in the perception of a likely buyer. If enough people think the new Jaguar XE looks good in a smart, modern sort of way, then it stands every chance of pinching a useful number of sales from the likes of Audi, BMW and Mercedes-Benz.”

He added: “Building it mostly from aluminium will give it bragging rights in a market where high tech undoubtedly sells. And the recent release of the F-Type convertible and imminent arrival of the F-Type coupe will usefully increase Jaguar's visibility to the sort of middle manager who would love one for a company car but would settle happily for a cheaper and family-friendly XE.”

Andrew Noakes, senior lecturer in automotive journalism at Coventry University, believes expanding the Jaguar range is vital in the long-term.

He said: “Jaguar Land Rover sales have been going up and up and the latest figure, which will be announced at the end of this month, is bound to show a further improvement. But most of that has been driven by Land Rover, which is selling five times as many cars as Jaguar.

“That's because Jaguar is currently missing vital models. One is an SUV, which has been seen as a concept car and a production model will be on the way. The other is a compact saloon, which is the biggest part of the premium car market.

“Jaguar brand director Adrian Hallmark has said the XE will have to be spectacularly good to compete, and he's right. It will be up against sophisticated rivals like the BMW 3 Series and Mercedes C-Class, both incredibly accomplished cars.

“And the market Jaguar is aiming at will expect everything about ownership to be absolutely spot-on – not just the car, and its performance and reliability, but also the experience at the dealership when buying or servicing. Those are areas where the German makes typically excel – they don't just make great cars, they also look after customers well.”

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Mr Noakes said one advantage the XE will have over potential competitors is the fact its model cycle will be out of sync with German rivals, and as such will be an all-new car competing against others that have been around for a few years.

Consequently he has high hopes for its success and believes it will benefit regional manufacturing as a whole. "The F-Type has been hailed as a fitting successor to the iconic E-Type of the 1960s, and the C-X17 concept did a brilliant job of showing how Jaguar could build an SUV," he said.

"So the signs are the XE will look superb and with a brand new aluminium structure, new engines and all Jaguar's expertise in ride and handling it should drive exceptionally well.

"The XE could easily double Jaguar's output to more than 100,000 cars a year, which is great news for the Solihull factory and the i54 plant near Telford which will make the engines – but also fantastic news for the supply chain across the Midlands which is already gearing up to deliver components and sub-assemblies for the new car."

### **The Jaguar E-Type**

Automotive history shows many cases where cars have been given a "most important" tag, but given predictions of how the XE could prove pivotal in quadrupling sales, automotive historian Martyn Nutland believes it is that important.

"Presented like that it has to be the most important car Jaguar have ever made," he said.

"By the same token, if we take an historical perspective, back in 1922 the Austin Seven was the most important car Longbridge had ever made, because it had to save the company from bankruptcy.

"The immediate post-War A40 then became Austin's most important car because its dollar earning prospects had to make a major contribution to saving the country from bankruptcy.

"When Rolls-Royce launched the Silver Shadow back in the late sixties it was Crewe's most important car ever in much the same sense as we are talking about now – a bid to generate unprecedented – for Rolls-Royce – volume.

"If we take Jaguar itself, the early post-War XK120 did more than any other model to make Jaguar an icon in the United States and contributed handsomely to the desirability of British sports cars Stateside in general. While the E-Type Jaguar was one of the world's most aspirational cars of all time."

Mr Nutland said he did have some concerns about the XE, given the competition it will be up against.

He said: "What worries me here is that the traditional Jaguar ethos – exceptional value for money, stunning styling and a racing pedigree – is gone.

"They are not a popular car in continental Europe and I wonder how this model will capture the market share that is sought in the face of the competition, given BMW, Mercedes and others have a long established image that seems more relevant to 21st century customers."

*- Courtesy of the Birmingham Post 19 March 2014*





## SE REGIONAL DIRECTOR'S AGM REPORT

**Greetings to all the JCNA SE Regional Clubs.** We thought that we would pass on some notes from the AGM that took place last weekend in Philadelphia. You all had representatives and this may fill in some of the issues that occurred and were discussed.

The JCNA Board of Directors arrived at the Sheraton Philadelphia Society Hill Hotel on Thursday evening.

**Friday** there was a Board of Director's Meeting where we covered everything that would also be covered on Sunday in front of the General Membership. Several committee reports and proposals were tweaked. Some issues not involving the full delegation were passed, including offering Mike Dale, the previous Jaguar Cars President, under Ford, a Lifetime JCNA Membership, and we also renamed the Outstanding Dealership Award to bear Mike Dale's name. Mike was very beneficial in establishing JCNA as an independent entity when Ford wanted to end any Club affiliation. Several administrative issues were clarified and passed.

**Friday Afternoon** were two interesting seminars:  
Donovan Motorcars - Jaguar Performance Preparations  
Cloverleaf Auto - Fuels and Performance

**Friday Evening** we boarded busses to the Simeone Foundation and Automotive Museum. They have one of the world's greatest collections of racing sport cars. There were some local member's Jaguar's brought in to the Museum in addition to new Jaguar's, new cars including the new XE. A meal choice of Chinese, Korean, or Philly Cheese steaks was served, accompanied by a Dixieland band and a birthday cake for a 104 year old local club member.

**Saturday** was the AGM. It is always impressive seeing about 100 people sitting around a large "U" shape table configuration participating in a meeting. The minutes of the 2015 AGM are attached. This may not be the final version and some tweaks are still taking place. They were captured by JCNA Secretary Steve Kennedy. I'll highlight some of the highlights. You can see the details of all the reports and proposals on the JCNA web site on the AGM tab. The entire package is about 117 pages.

### Concours

There are currently 45 Concours classes. Some will be combined so there will be an overall reduction of 8 or 9 classes. Co1A and Co1B, Pre XK's will be combined. Co8 and Co9, Early small and Large Saloons will be combined, just like Driven Class., C10, C11 and C12, XJ, S1, 2 and 3 will be combined, just like Driven Class. C17 and C18, S and X-Types will be combined, just like Driven Class, C20 and C21, XF and XJ will be combined, D12 and D13, S and S-Types will be combined. So1 and So2, Factory and Private Race Cars will be combined. So4, Replica's may possibly also be combined into this class. This is being done because of so little competition in some of the classes. Most cases the participants just have to show up to get a high placed trophy. This should reduce a little of the work to put on a Concours. The Concours Committee and JCRC are working out the new class designations. They may be something that is actually related to the cars, such as C-120, C-140 and C-E1.

All Concours Judges must be Certified, with the exception of one judge in the pre OV section. LED replacement bulbs are acceptable. The vehicle front and rear height should be as you are accustomed to seeing that model of vehicle. A new Appendix B with Tire and Wheel configurations are available. All these revisions were approved for the 2015 Concours season.

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The new 2015 Concours Rule Book is now available and should include these revisions.

There is a long term JCNA plan to require a National Champion to only be awarded only after earning that title at the JCC or WS National meet. Three 100's would only earn a Regional title without competing head to head, against the best in North America. This will take a while to implement. You can provide input to the JCNA Concours Committee.

### **Membership**

JCNA recorded an all new high of 6500 members at the end of 2014, and around 67 Clubs spread around North America.

A proposal to award a JCNA discounted or free membership to Active Military was tabled because it was not known how to administer the program.

A map of JCNA locations was shown, showing all the locations of JCNA Clubs, Jaguar Dealers and MALs, Members at Large.

The tear drop icon has a black dot if the Club has provided all possible contact and location info, clear if it hasn't.

We hope to have the MAL info available for the local and closest Club to attempt to recruit them to join the local club.

There is a very active Membership Committee and Passport to Service program to help you in recruiting and keeping members.

The Club contact list on the JCNA hosted Club Page is extremely important for transmitting information. Please make sure your data is up to date.

### **Jaguar Challenge Championship and Western States Meet**

The JCC is coming up in Elkhart Lake, Wisconsin this coming September 16 to 20, 2015 Both events will be combined into an annual event under JCNA. This will help in sponsorship with both being National events. The new name will be the International Jaguar Festival. The 2016 Jaguar International Jaguar Festival will be held in Phoenix, Arizona in conjunction with the JCNA AGM on March 31 to April 6, 2016.

### **Jaguar Cars**

The JCNA car sales discount was very successful. JCNA members bought about 1300 new vehicles during the 6 month period of the offer. Even with the big discount expiring, JCNA members still get \$1000 off a new car purchase. Stay tuned, there may be another very good sales incentive for JCNA members towards the end of this calendar year. We are now interfacing with Kim McCullough VP of JLR.

### **JCNA Financials**

This is the first year in 10 years that we have been able to put money back into the bank after running a deficit or near deficit for the past 10 years.

### **Elections**

Gary Kinzel has stepped down as North Central Regional Director to concentrate on the Jaguar Foundation, a separate non-profit organization. He is being replaced by Mike Meyer from JCO. George Camp (SE) was elected and the new President of JCNA and Barbara Grayson (NW) was elected as the new Vice President.

*Continued next page.*

**Special Awards**

Andrew Whyte Service Award - Gary Kincel - Jaguar Club of Pittsburgh  
Fred Horner Sportsmanship Award - Steve and Deanie Kennedy - Rocky Mountain Jaguar Club  
Karen Miller Editor Award - Brad Purvis, Editor - Lyon Tales - Virginia Jaguar Club  
Outstanding Dealership Award - Land Rover Jaguar Ottawa, Ottawa, Ontario  
JCNA Club Web Site Award - Ontario Jaguar Owners Association, Tommy Cross, Webmaster

**New JCNA Web Site**

The new web site was shown during the BOD and AGM's. It has so many more features and many more are planned for implementation shortly. Within the next few weeks you will call up [www.JCNA.com](http://www.JCNA.com) and the new web site will be on-line. In the mean time you can see it at <http://jaguar.sitewiredprojects.info/>. Please review the new web site and provide any inputs to the new Electronic Communication Committee at [ECC@JCNA.com](mailto:ECC@JCNA.com). The old web site has been in existence for 22 years and outlived its capabilities. The new web site will have a contract for further enhancements and continued maintenance.

**Saturday Afternoon** were two more interesting seminars:  
Ragtops and Roadsters, Overdrives and 5-Speed Conversions  
Hagerty Classic Car Insurance - Valuation

**Saturday Evening** was a very nice dinner followed by JLR VP Kim McCullough as key note speaker. She talked about the new product introductions that Jaguar will be making in the next 18 months: the new aluminum XF, the new XE sports sedan and F-Pace high performance crossover. That was followed by the presentation of the Year End Awards and Special Awards.

**Sunday** there was a Board of Directors Meeting to get things rolling on the new year. The hotel hosted a fire alarm, complete with fire department to give us a memorable sendoff IT WAS NO FUN WALKING DOWN 4 FLIGHTS OF STAIRS CARRYING ONES BAGGAGE.

Warm Regards

David J Hayden  
JCNA SE Regional Director  
3954 Firethorne Ave SW,  
Concord  
NC 28027.  
[deltajhotel@aol.com](mailto:deltajhotel@aol.com)  
704-236-0131

**FOR SALE**

**2000 Jaguar S type , 92K, 4.0 engine, Seafrost Green, very clean inside and out, much work done during 12 year ownership, price negotiable. Call Hugh Burruss  
804-794-8264.**



## XJS The New E-Type?



Chris Knowles of KWE, an XJS specialists firm located in West Berkshire, UK, seems to think the XJS is going places, fast. In their most recent newsletter, Chris stated "...the recent revival for 1970's fashion isn't just limited to the high street. This is good news for classic cars from the era and for us here at KWE. Over the last few months we've seen a rush of interest in the Jaguar XJS..."

Could this be the beginning of a resurrection of the long-panned XJS? Chris Knowles goes on to say; "...at last the Jaguar XJS is more

widely recognised as a great investment opportunity." As we all know, the XJS is not a sports car in the classic sense and you would be hard pressed calling it a true "grand tourer", so what is the XJS exactly? Long snout, BIG V12 engine, fantastic ride and adequate handling, with plenty of room up front, but "nowt" in the back for anyone bigger than a munchkin, the XJS is rather an enigma.

The initial styling when introduced in 1975 was, well, controversial to say the least. The "flying buttresses" that adorned the B-pillars drew the greatest condemnation and of course the rubber-baby-buggy-bumpers were not very aesthetic either, but by any stretch the XKE was going to be a tough act to follow and its long overdue replacement was bound to arrive to face a very critical audience.

The other, possibly singularly shattering event to coincide with the XJS' launch, was the "gas crisis" and the lingering effects of the Arab oil embargo of 1973-74. *The price of a gallon of gas skyrocketed to a whopping 59¢ a gallon!* Chevy Vegas were king and come to think of it they looked a bit like the XJS in miniature.

Well, you can poo-poo all that now, because the XJS is the next Blue Chip Jaguar. According to Hagerty Classic Car Insurance the value of a mid-generation (1985) XJS has increased by 18% in less than two years. Take that NASDAQ.

So get out there and recover some of those long neglected Jaguar classics from the '70s, '80s or '90s. Just make sure it has a tape-deck and bring along an 8-track or cassette of KC and the Sunshine Band, Culture Club or Madonna. Oh, and here are a few buying tips from KWE:

1. Buy the best you can afford. Original or already restored is always cheaper than restoring anew.
2. Rust, or should we say no rust? Is that even realistic? As little as possible and check the jacking points, floor pans, wheel arches, the front wings (fenders) where they meet the sills and windscreen base.
3. A service history is always a plus, especially when it comes to the mighty V12. Neglected services and cooling systems are a major red flag.
4. Most other bits, steering, suspension and brakes can usually be readily repaired; however, beware of electrical gremlins. The Prince of Darkness can cost you a bundle. Best to avoid.

- Brad P.

## GRAB THE KEYS

**May 9**

One Road Over the Line  
Cruise  
Gordonsville, VA  
Jessie R. Hines  
jmfhines@aol.com

**May 23**

Great Scot! British Car Show  
Furman University  
Greenville, SC  
Sam Maw  
864-431-1148  
[sammaw@bellsouth.net](mailto:sammaw@bellsouth.net)  
www.sbmoc.com

**May 23\***

Susquehanna Valley JC  
Concours d'Elegance  
Sunset Lane Park  
York, PA  
Dave M. Hershey  
717-792-5271

**Jun 5-6** (Event)

Moss Motors Motorfest  
25651 Simpson Rd.  
Petersburg, VA 23803  
David Harrison  
[davidmharrison2003@yahoo.com](mailto:davidmharrison2003@yahoo.com)  
[www.mossmotors.com](http://www.mossmotors.com)

**June 7**

38th Annual Original British  
Car Day  
Lilypons Water Gardens  
6800 Lily Pons Rd.  
Adamstown, MD 21710  
[www.chesapeakechaptermgclub.com/OBCD\\_main.htm](http://www.chesapeakechaptermgclub.com/OBCD_main.htm)  
John M. Tokar  
410-775-0500  
jtokar51@verizon.net

**June 12-14\*** (Event)

VJC Concours  
Williamsburg Winery  
5800 Wessex Hundred  
Williamsburg, VA 23185  
David Glick 804-357-8978  
[dmgbcc@gmail.com](mailto:dmgbcc@gmail.com)  
[www.eventbrite.com](http://www.eventbrite.com)

**June 28**

Brits by the Bay  
Carroll Co. Farm Museum  
500 S. Center St.  
Westminster, MD 21157  
Steve Horant  
443-827-6116  
[britsbythebay@gmail.com](mailto:britsbythebay@gmail.com)  
www.tractld.org

**July 11\***

Jaguar Association of  
Central Ohio  
Annual Concours d'Elegance  
Dublin, OH  
Jim Baker  
614-846-7032

**Jul 16-19\***

Carolina Jaguar Club  
Head for the Mountains!  
Concours d'Elegance  
Little Switzerland, NC  
Greg Gaylard  
919-270-1406  
bktlist@gmail.com

**August 1\***

Jaguar Club of Ohio  
43rd Annual Concours  
d'Elegance  
Ursuline College  
Pepper Pike, OH  
Dominic Perri  
330-467-3953  
[dperri6699@aol.com](mailto:dperri6699@aol.com)

**August 8\***

Jaguar Club of Greater  
Cincinnati, 13th Annual  
Concours d'Elegance  
West Chester, OH  
Don Leedy  
513-777-9811

**August 24-30**

Carolina Jaguar Club's  
2015 August Road Trip  
Johnson City, TN  
Jerry Ellison  
[jerlynn@nc.rr.com](mailto:jerlynn@nc.rr.com)

**Sep 16-20\***

2015 Challenge  
Championship  
Elkhart Lake, Wisconsin  
John Boswell  
414-840-1317

**Sep 18-20**

Classics on the Green  
New Kent Winery  
8400 Old Church Rd.  
New Kent, VA 23124  
classicsonthegreen.com

**Sep 27**

Virginia State Fair  
Opening Day Parade  
The Meadow Event Park  
13111 Dawn Rd.  
Doswell, VA 23047  
[george.parker2012@comcast.net](mailto:george.parker2012@comcast.net)  
540-287-2311

\* = 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](mailto:bradpurvis@mac.com) for inclusion on this list.*

## ROAD TRIP

The *Carolina Jaguar Club* is in the planning stages of its annual road trip, which is held in late August of each year. This years trip will be held in the area of Johnson City, TN.

The driving dates of the Trip will be Tuesday, August 24th through Saturday, August 29th.  
(If you wish to caravan to Johnson City, that portion of the trip will begin on Monday, August 23rd.)

We would very much Welcome the participation of any of the Members of the VJC who would like to join us for this Driving Adventure.

The trip is planned so that you can join in for whatever days you have available, as we will be staying at the same Hotel each night and leaving on each day's adventure at 9:00 AM each morning. Each day's adventure will be planned for you; restaurants and the hotel will be selected; and all you have to do is SHOW-UP!!

You must make your own Hotel/Motel reservations and you must let me know you are coming *before* July 24th.

Many miles of scenic highways and by-ways driving in the Appalachian Mountains are in store for those who join us. This will be more of a "Driving Road Trip" than last year's Trip, although still restricted to less than 150mile/day, but still with "sight-seeing venues" being planned for each day.

So far, most of the daily routes have been selected and mapped & planned, and -hopefully- you will be very pleased with my route selections as I have run several of them with Google-Earth. I still have to do the planning for "Escape Routes" for those who want shorter routes and shorter days.

I will soon be in negotiations for the hotel/motel "best rates" with the aid of the Johnson City Visitor's Bureau. Most of the Restaurants have been selected.

So please let me know as soon as you decide to join us on this exciting 2015 August Road Trip!

Jerry Ellison  
[jerlynn@nc.rr.com](mailto:jerlynn@nc.rr.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**

- **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.

---

While giving the XK-120, and specifically it's wheels and tires, a good cleaning, I noticed that the new tires (Bridgestone Ecopia EP02s, installed just a year ago) have the following words molded into them: "For Electric Vehicle Use Only".

Hmmmm...

1) I don't recall anything about this on Tire Rack's website; and

2) 2) do I now have to worry about "Electric Vehicle Tire Police"?? - *George P.*





*Charlton Heston*



*Becks*

**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](mailto: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](http://www.vajaguarclub.com)

The Virginia Jaguar Club is affiliated with  
**The Jaguar Clubs of North America**

[www.jcna.com](http://www.jcna.com)



[www.facebook.com/jaguarclubs.na](http://www.facebook.com/jaguarclubs.na)

**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](mailto: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.:

June issue: 15 May

July issue: 15 June

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](http://www.vajaguarclub.com)

**Member Count: 94**

**New Members: Madge Campbell, Nicole Burwell, John Guerra, Anthony Radd  
Steve Bradley and Robert Livermon**

## 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 31<sup>st</sup>)*

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

*Please, make checks payable to "Virginia Jaguar Club"*

# JCNA NEWS



**ORGANIZATIONS AND CORPORATIONS PROGRAM**

1-APR-15 | No: JSOB15-37 | Section: SALES OPERATIONS | Market: USA

Program TYPE: New Vehicle	Start	End
Campaign TYPE: Customer Cash	EFFECTIVE DATES: 4/1/15	3/31/16
Program Assistance: 800-396-7373	Submission Dates: 4/1/15	3/31/16

**PROGRAM DESCRIPTION:**

Jaguar offers an incentive for select pre-approved organizations, corporations and clubs across the United States. Eligible organizations and corporations are listed below. Any future organizations and corporations will be specified by Jaguar Land Rover North America via bulletin updates.

**PROGRAM SPECIFIC NOTES:**

- Organization and Corporation members can receive the Customer Cash offer upon verification of current membership. A Customer PIN form (*sample on p.3*) is required and will be provided to the eligible participant by the program administrator. This form must be completed and kept on file by the retailer for audit purposes.
- Full amount of the incentive must be applied to the purchase or paid directly to the customer. This must be clearly identified and itemized on the new lease or purchase contract.
- A customer can only receive benefit of the Organizations and Corporations offer once per program period.
- Compatible with other eligible new car incentive programs (i.e. Chase lease cash).
- Not compatible with other private offers (i.e. Early Lease Termination, Partners Program, Owner Loyalty, Conquest etc.)
- Outcycled Service Loaners / VIP / Alive Drive Demonstrators are eligible for this program.

**RETAILER ELIGIBILITY:**

- All authorized Jaguar North America Retailers.
- Retailers may choose not to participate

**ELIGIBLE PARTICIPANTS:**

Organizations & Corporations Eligible	Autobahn Country Club British American Business Association (BABA) Florida Bar Association Jaguar Owners Club Monticello Motor Club
---------------------------------------	---

**INELIGIBLE PARTICIPANTS:**

- Anyone not identified as eligible above.

**VEHICLE ELIGIBILITY:**

VEHICLE ELIGIBILITY (CUSTOMER CASH)		
MY 2014 / 2015		
SERIES	MODELS	AMOUNT
XF	ALL	\$1,500
XJ, XK, F-TYPE	ALL	\$2,500

**BBSS SALES TRANSACTION:**

NEW CAR RETAIL RDR	USED CAR RETAIL RDR (Out-Cycled SL / VIP/ Alive Drive Demonstrators only)
NEW CAR LEASE RDR	USED CAR LEASE RDR (Out-Cycled SL / VIP/ Alive Drive Demonstrators only)

**BBSS SALE CATEGORIES:**

ELIGIBLE SALE CATEGORIES	ELIGIBLE FINANCE / LEASE TYPE
INDIVIDUAL	JLRFG (CHASE) / INDEPENDENT
CORPORATE	SUBVENED / UNSUBVENED

**CLAIM PROCEDURE:**

- **Optional Incentive within the BBSS. Claim using the PIN Verification Form.**
- 1) Copy of the new lease contract, finance contract or proof of payment in full.
- 2) If customer assistance cash amount is not clearly identified and itemized on the contract the claim will be denied.

**RECORDS RETENTION:**

As proof of authentication, for each VIN reported sold under this program, the retailer must retain the following documentation for no less than two years:

1. Copy of the lease contract, finance contract or proof of payment in full with customer cash clearly identified.
2. Proof of Identification (driver's license, vehicle registration, insurance card).
3. Customer's PIN form must be kept in deal jacket.

**STANDARD PROGRAM NOTES:**

- Any incentives including Business Builder will be charged back if the requirements in the Jaguar and Land Rover "Contests and Incentives Standard Eligibility Rules for Retail Programs" are not followed.

**FAQ**

Questions regarding this program should be directed to Retail Ops at (800) 396-7373.

## Jaguar Foundation

The Foundation has been created by passionate Jaguar people who donate their time, resources, and services with the goal of better serving the Jaguar Heritage and preserving the marque for future generations. We aim to leave a legacy for our children's children so that they will be able to appreciate and continue on with the work that we started.

The foundation is anticipating opening two museums, one for each coast, where Jaguar cars, books, memorabilia, and related material will be housed and viewed by the public. We are requesting that JCNA members donate any classic Jaguar related items they can to help form these new museums.

The Jaguar Foundation will give back to the Jaguar community in many ways:

- Provide annual scholarships for students interested in Jaguar Automotive Restoration to help cover the cost of tuition and training.
- Be a resource for historical information related to the heritage and restoration of Jaguar cars.
- Providing a forum for the exchange of information and ideas for Jaguar enthusiasts.
- A specialty tool loan program, with specialty tools available on loan.
- Promote the hobby and encourage people of all ages to become involved with Jaguars.

All donations are tax deductible, as the foundation is set up as a 501c3 non-profit, and we encourage all Jaguar enthusiasts to donate what they can to get the wonderful Jaguar Foundation museums filled with vintage Jaguar items. The Jaguar Foundation will accept donations such as Jaguar: cars, parts, tools, books, memorabilia, as well as financial donations. Financial donations can be made online through the Foundations website, or by check. With any Jaguar donation you will receive a receipt for your tax records.

We encourage all Jaguar enthusiasts to become a Patron of the Jaguar Foundation.

There are multiple levels to meet your needs:

- \$30 for a Patron
- \$250 for a Bronze Level Patron
- \$500 for a Silver Level Patron
- \$1,000 to \$2,500 for a Gold level Patron
- \$2,500 and above for a Platinum Patron

There will also be 2 levels available for Corporate Patrons - \$3,500-\$5,000 and \$5,000 and above.

If you have any questions please contact:

East Coast

George Camp (803) 760-9460

SCJag@Juno.com

West Coast

Tom Krefetz (760) 758-6100

TKrefetz@Classicsshowcase.com



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

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Phone: 804-748-4601

Email: [davidmharrison2003@yahoo.com](mailto:davidmharrison2003@yahoo.com)

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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 *Sears Roebuck & Co.* *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*). Craven owners should consider possible techniques or modifications in light of common sense (*gezzz*) 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 ensuing consequences. So there.

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

- Editor

Lyons Tales  
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