



# LYONS TALES

## EVENTS CHAIR NEEDED

The Virginia Jaguar Club is in need of an Event coordinator. Unfortunately, George Parker has had to step back from the position he most recently accepted due to the unfortunate events resulting from the Parker's recent house fire. We wish George and his wife Lee the best in their recovery from the devastating results of the fire.

The position does NOT mean you plan every event or even have to attend them all. The job mainly entails coordinating information about events and keeping the membership informed of the same.

Please contact President David Harrison to volunteer. David can be reached at: 804-748-4601 or [davidmharrison2003@yahoo.com](mailto:davidmharrison2003@yahoo.com).

Elections for VJC officers will be coming up by the end of the year. All offices are available for any member in good standing to stand for election. Several long-serving officers have indicated they are going to step down after many years of serving the VJC and enjoy the unburdened pleasures of membership. So now is the time to start thinking of how *you* can serve your Club and fellow members. If you are interested in standing for election, please contact Vice President Sherman Taffel. Sherm can be reached at: 410-302-3930 or [staffel@comcast.net](mailto:staffel@comcast.net).



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## LYON'S ROAR



They say that location is the key to real estate success, and surely to Concours success too. Our brand new VJC Concours location at the Williamsburg Winery was a great success and contributed greatly to a well-organized, well-attended and most enjoyable three-day event.

The Thursday afternoon before the Concours I drove Una's "new" jade green XJ6 to the onsite Wedmore host hotel to delineate the exact location of the Concours tents and greet early birds. After some hot work marking out the field, I met the early birds, Jerry and Naoma Ellison, who arrived with their pretty XK 140 in tow. Their feathers were somewhat ruffled, as they had suffered a tow vehicle tire blowout on the Interstate. They decided to forego dining in the Historic area, but I got to enjoy the classical music concert in Bruton Parish Church and a walk down Duke of Gloucester street in the cool of the evening.

After a refreshing snooze in the very-Euro bed and Continental breakfast at the Wedmore, I got back early to the Concours field to beat the heat, ensure the Command Post tent was in its planned location and mark the class lines. Registration opened at high noon in the cool of the Wedmore library, "manned" by Camellia Taffel and Mary Sihler. The big Friday event however was the Scenic Drive down the Colonial Parkway organized by Ron Mitchell. At two o'clock, a dozen cars lined up at the Wedmore, convoyed through the traffic lights on Jamestown Road, got onto the blessedly empty Parkway and stopped at the first rest area for everyone to catch up. The Parkway was at its best with lush forest alternating with vistas of the James and York Rivers. The line of Jaguars looked pretty good too. At the last stop before Yorktown, we stopped to enjoy the scenery and for event Photographer Rod Taylor to take a group photo. The Drive ended at the Yorktown battlefield Visitor Center for some tire kicking and optional visitation of the exhibits followed by a leisurely drive home and a splendid dinner at the Wedmore's Café Provencal. The candlelit dessert reception at 8 pm in the cobblestone courtyard was magical, with David Glick's pretty silver E-type providing the perfect Lyons touch.

Saturday dawned clear and hot and folks started to arrive. Lennie Fiore brought four Concours cars, his big rig and a slew of helpers. Julian Brosseau came all the way from Ontario with his pretty Mk 5. It was particularly nice to see past prez Dr Ron Gaertner and his Concours XK 120 and XK 150 Jaguars back for a VJC event. By 10 am the field had filled with the best turnout for a VJC Concours for a long time, over 50 registered, a credit to the hard work of Concours Chair David Glick. We had decided that any classic car could be brought at no charge for "display only" and this



attracted a bonus attendance of MGs, TRs, and other classics, including a visit from the local Corvette Club.

CJ Sherm held his judges meeting at 10.15, rags down was called at 11 am and judging went on in the heat of the day for the next couple of hours, with completed score sheets run to the computation team in the cool of the library. Did I mention the weather was hot? How hot was it? Hot enough that we temporarily ran out of bottled water and hot enough to brew up evening thunderstorms, fortunately well after the end of the show. The Wedmore insisted we relocate the pre-dinner reception and Awards Dinner location from the Courtyard to an indoor dining room as a precaution.

Awards at the 7 pm Banquet went to the judged class winners, plus special recognition of Lennie Fiore for his support of VJC over the years, David Glick for his hard work as Concours Chair, founder Wayne Estrada for his many years service as President, Webmaster, Editor and CJ, CJ Sherm Taffel and his team of dedicated judges, the registration and results computation teams and even yours truly. Special thanks were given to our generous sponsors and to Browns Jaguar in Richmond and Checkered Flag in Virginia Beach for supplying a 2015 Jaguar each for display. I also got a special treat, as First lady Una and First Daughter Sara were able to join me in the late afternoon after Una's theatre commitments in Old Towne Petersburg and enjoy the dinner, and an evening glass of wine in the courtyard.

Although formal VJC events ended at 9 pm on Saturday, there was special treat for those who stayed until on Sunday. Several VJC cars including the Gaertner 120, Bill Massey's silver Mk 2, David Glick's E type and the two dealership Jaguars were invited for display in the Williamsburg Invitational Car Show in Merchant's Square. The car show featured a Ford Thunderbird and many other splendid classics. Driving 355 HP of late model XJ from the Wedmore hotel through Williamsburg streets (courtesy of Brown's) was quite a thrill for me, and rounded off a memorable and enjoyable event. I hope all of you who attended enjoyed it too, and concur with the informal vote at the Awards Dinner to return to Williamsburg for our next VJC Concours. My thanks to all participants and to the Concours team who made this one of the best.

*- David Harrison, VJC President*



## VEEP VIEWS



As I write this month's column and reflect on June's Jaguaring activities, it certainly has been a whirlwind month. I finished up the A/C system refurbishment on Yvonne XJ6 just in time for the early June weird weather and 60° rainy days after the week of premature 100° spell. It had been four days after the final Freon charge giving a 32° air temperature drop at the side vents (the Delnair 2, as reported last month had decided not to blow air from the center vents) & the A/C static system pressures were holding at 70 pounds, so it seemed the evaporator, known for developing pinhole leaks, so far was doing ok. I

didn't want to tempt further pressure as the system was doing pretty well for it's era (originally R12 Freon) with R134a Freon conversion. With Yvonne reunited with her Jaguar, the fan switch also decided to work on high as well as defrost, but the Delenair controlled vent flap still didn't activate to give air through the center dash vents. I'll be following up with Yvonne next week to see if the system is still 'at specs' as in 100° weather it's not easy to tell if maximum efficiency is the same as maximum Jaguar capable climate comfort. The truth is the Brits took a long time to install 'ice cold' American climate capable (and expected) A/C systems.

I then focused on nailing down the Concours Judges to commit for the for the day of the Concours and worked out the Judge's assignments and the judging schedule. Upon arrival in Williamsburg on Thursday, I was on version 21. The morning of the Concours a few additional adjustments were required, due to some Class modifications and some no shows; however, despite the 113° "feels like" temperature, our dedicated, phenomenal Judges hung in there and did a fantastic job. Of course, the quality of our entrant participating Jaguars helped tremendously.

I thank our Club member Judges: David Glick, David Harrison, Don Jackson, Leland Miller, George Parker, Peter Schowalter, Bill Sihler, Rod Taylor and Apprenticeship Judge Steve Bradley; Judges from the Carolina club - Gerry Ellison and now CJC President Ron Kuligowski; and from the Central Ohio Club Dave Morgan and George Keller. Without the participation of these JCNA members and their camaraderie, the Concours, with 20 judged Jaguars would have been overwhelming. The extreme heat didn't make things easy.

The Club extends great appreciation and thanks to the following members who volunteered for the Registration & Scoring Teams: David Glick, Camellia Blackwell-Taffel, Mary Sihler, Juanita Taylor and Peter & Jeffra Schowalter.

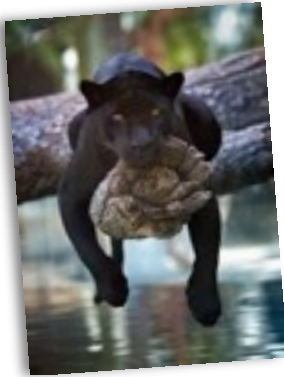
I must share that working with our Concours Chair David Glick, weekly over the past year, as he diligently guided the Williamsburg Concours concept to fruition, covering every one of the myriad details involved to ensure a smooth and successful event, has been a pleasure. David is certainly one of our clubs Treasures.

President Harrison polled the Concours participants at the banquet and they unanimously voted for the venue to continue at the Winery, if possible. A great time was had by all, despite the oppressive heat!

Let's hope July is more accommodating to Jaguaring projects! - Sherman Taffel - VJC Vice President



## OUT ON A LIMB



The saga of the differential came to a close earlier this month with JLR North America's "representative" saying NICHT! to anything but a pittance of help in the initial \$8,900 quote to replace the differential, which after two months of back and forth to Brown's, they finally figured out it in-fact, needed to be replaced, something Auto Haus knew from the very beginning. I give Brown's Jaguar partial credit for trying to do the right thing; however, as after I said NO! to the \$8,900 bill (Auto Haus quoted considerably less), they lowered it to \$6,000. That said, they would not credit me the \$858 already spent for a seal replacement just a couple of weeks earlier, so in effect the total bill would be in the vicinity of \$6,900, again much higher than Auto Haus. So, I took the car to Auto Haus to have the differential replaced, only on the afternoon I dropped it off, the Service Manager from Brown's called and offered to reduce the price further as a gesture of good will for \$5,600. Unfortunately, the offer was a day late and a dollar short. (*Post script: Brown's has agreed to reimburse me the \$858 for the failed seal, although I haven't seen it just yet.*)

Here is the gist of it; the car was only out of warranty for six months due to time, but below the warranty's milage expiration of. But expired is expired and JLR apparently only offers peanuts of "good will" (in this case \$250 towards a \$8,900 bill), even though there were numerous technical service bulletins and cases relating to this exact issue due to "contamination" during the differential's manufacturing. One even states: "fix before sale." The first bulletin dates back to March of 2009, yet Jaguar did not think it prudent to advise potential buyers that this might be a problem. You buy a certified pre-owned (CPO) car from a dealer and you expect it to perform suitably for some time. That's why you pay the extra cost to by CPO. Jaguar knew about this problem, but took no steps to alleviate it. No recall, no warning, just a few TSB's out to dealers.

So there you have it. Now some \$6,000+ poorer we have a completely new differential in the XF. To say I'm disappointed in Jaguar is an understatement. To be fair, I don't blame Brown's. They are an independent dealer and they aren't in the business of give away free repairs. At the end of the day they finally came up with what was in all probability a fair offer under the circumstances, but it was simply too late. Jaguar, on the other hand, in my opinion acted unethically and callously. The representative I talked to from JLR, "Jennifer," was diffident and her feigned and scripted "I'm sorry you... blab, blab, blab," left much to be desired.

In other news, I was in Manchester, UK this past month and stopped into Strathmore Jaguar to finally get a look at the new XE in-person. I was somewhat bemused, or maybe just non-plussed because of the events spelled out above, but it didn't strike a cord with me. It looked just like the XF, but with a shorter tail. Inside it felt cramped, like once you closed the door you were cocooned inside the vehicle. That would be OK in a sports car, but not so much a small sedan. Back seat leg room does not exist, nor is there much of a trunk. I'm not sure what I expected really. JLR calls it a 3-Series killer, but I don't think it has that edge. This seems to be confirmed by the numerous auto mag reports on the early release models. Obviously, I did not have a chance to drive it, so there is certainly a lot more to learn about the car, but I'm afraid it would have to be an "arranged marriage" for me and possibly I'd develop affection over time, because it certainly was not love at first sight.

Unfortunately, due to Avril's eye surgery and a few minor complications thereafter (like not being able to see) and my being completely shattered from working and not getting home until late the night before the Concours started on Friday (also the day of Avril's surgery), I was unable to make the Concours as planned. It's probably just as well, because I had absolutely no time to prepare the car for show as it was back and forth to the shop(s) many times in the weeks leading up to the big event.

My understanding is the Concours was truly brilliant and David Glick and his staff deserve a big slap on the back and an A for effort and maybe even an adult beverage too. Well done. - Brad P., Editor



# VJC CONCOURS IN REVIEW



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Rod Taylor provided comprehensive coverage of the VJC Concours with 350+ excellent pics, they are posted on the Shutterfly web site at: <https://threeifbyjaguar.shutterfly.com>.





**FOR SALE**

2000 Jaguar S type , 92K, 4.0 engine, Seafrost Green, very clean inside and out, much work done during 12 year ownership, \$4450 ONO. Call Hugh Burruss 804-794-8264.





## WHY BATTERIES ARE OFTEN FLAT

Many neo-classic cars are used so infrequently that the battery goes flat – a depressing experience to say the least!

Here's why and what to do about it:

Lead acid batteries never fully recover from being flattened, and repeated flattenings render them useless. Several items in a car that run continuously even with the ignition off include the radio memory, the trip computer and the remote locking/alarm system. It makes no difference whether the car is locked or not – the alarm's radio receiver is still listening out for a blip from your keyfob. These items will often flatten a good battery within 3 weeks.

A typical new car battery has a capacity of 50amp hours – that is, it can supply 50amps for one hour, or 5 amps for 10 hours or 1 amp for 50 hours and so on. A pair of headlamps will draw about 10amps so they'd last 5 hours. The trip, radio and remote/alarm can take about 0.08amps so the battery would last around 625 hours or 26 days. This is for a new battery, fully charged. To make things worse, most batteries seldom get fully charged as it takes at least an hour of driving to charge a battery that's nearly flat, and that's only if the alternator isn't having to supply a lot of power to headlamps, heaters, heated screens etc; so in the winter batteries get flatter from journey to journey for medium and short journeys.

What to do? Well, the best solution is to connect a trickle charger whenever the car is to be left – this can be inconvenient but it keeps the car and its security system just as you left it – power available for the starter and remote locking enabled. One can also connect a solar charger, such as this placed in the windscreen or outside the garage. The solar cell must provide at least 100mA (0.1amps) in broad sunlight in order to provide enough charge to cover night time and cloudy days. It must also be waterproof if used outside!

Next best is a battery switch. This guarantees the battery will be fine, but the radio and trip will lose their memories and the alarm & remote locking won't be on. Finally a split charging and twin battery system is ideal as it ensures there is always battery power for starting, and will keep everything else running for at least 2 weeks before switching ancillaries off.

A crude but simple get-out-of-trouble idea is to keep a spare, trickle-charged battery in the garage with a pair of heavy current jump leads. But remember that if the main car battery is allowed to go flat then it will progressively lose its capacity.

Also note that batteries lose some of their instantaneous power for starting when the weather is cold – worsened by the engine being stiffer to turn over. Even a good battery can struggle to start a V12 at 10°! A curious effect is that if the battery is cold but charged one can heat it up by turning on the headlamps, heaters and so on for a few minutes. It will then be more able to start the engine – but please note this is only sensible for a fully charged battery. If it's nearly flat, this procedure will only make it worse...

Ok, your battery is flat – what to do to start it?

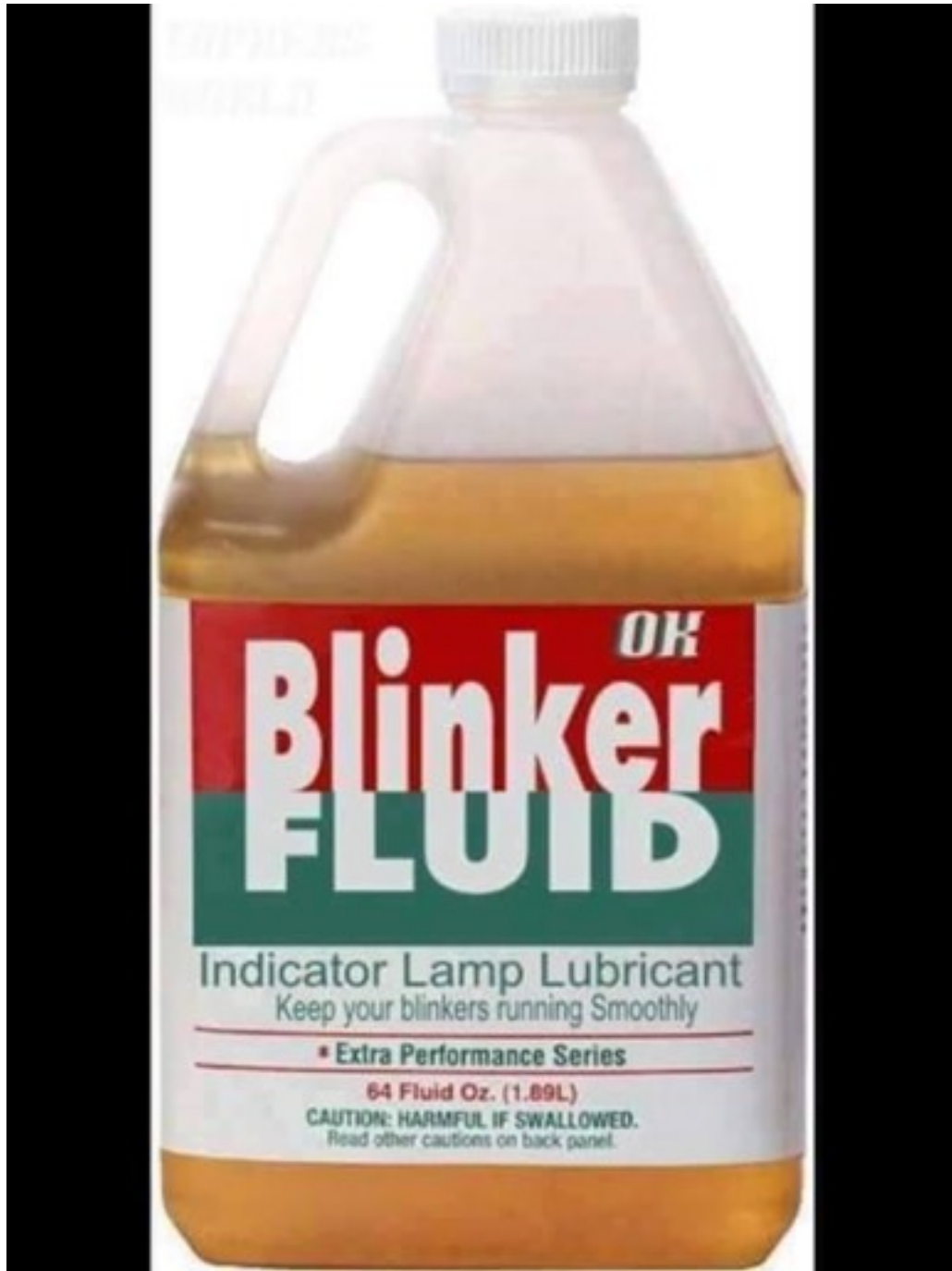
One can't push-start most Jaguars because they mostly have automatic gearboxes – and they're heavy!

Jump starting from another car is fine, but starting a cold V12 may well be beyond another small car. At least make sure the starter car is running so you don't flatten it and you have two stuck cars! Use heavy current, thick jump leads. Cheap thin ones can't carry enough current and the clip connections often fail – and can burn. Jump starting from a spare battery is fine.

Putting the car on charge with a decent charger (at least 8 amps output) is good but it will take at least half an hour to get enough charge in. A portable booster pack is good although it will need to be a big one.

Whatever you use, make sure it's designed for automotive use, otherwise you may damage the sensitive electronic equipment in your Jaguar. (Ed.)

*This article is courtesy of Knowles-Wilkins Engineering (KWE) Ltd. - <http://www.kwecars.com> and has been edited for space constraints.*





## SAGE WORDS FROM GEORGE P.

As most everyone is aware by now, we suffered a severe house fire which started in the wiring under the dash of my '78 Triumph Spitfire. The fire spread very quickly throughout the garage, the two bedrooms above the garage, and into the attic. Although one of the bedrooms in question tragically housed my wife's pet birds, we are fortunate that the firefighters managed to contain the fire to the areas mentioned, thereby preserving a large portion of our personal belongings.

I cannot stress enough - if you are the owner of a vintage automobile, please, install a battery cut-off switch and USE IT! If you need a small amount of power to keep a clock running, for example, you can run a small wire around the cut-off switch and through a 1 amp fuse. Should any shorts occur, this 1 amp fuse will blow to protect the car. (This is what a friend of mine does for one of his old cars, though be sure to consult with someone with far more electrical expertise than me.)



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**WHITE POST RESTORATIONS OPEN HOUSE****WHITE POST***celebrates***75!***in partnership with the Clarke County Historical Association***Car Show & Open House  
Saturday, August 29<sup>th</sup>  
10am - 3pm****White Post Restorations**

One Old Car Drive

400 White Post Road (GPS)

White Post VA 22663

Since 1940, White Post Restorations has been a world-renowned leader in the antique and classic car industry. We invite you to join us for a complimentary car show, facility tours, cake & more to help us celebrate our 75<sup>th</sup> anniversary!

Car show registration forms are available by emailing [info@whitepost.com](mailto:info@whitepost.com). Registration forms are due no later than Friday, August 21<sup>st</sup>. All show cars eligible for People's Choice awards.

***We look forward to seeing you there!*****[www.facebook.com/WhitePostRestorations](http://www.facebook.com/WhitePostRestorations)**





**W.P. OPEN HOUSE REGISTRATION**

**WHITE POST**

*celebrates*

**75!**

*in partnership with the Clarke County Historical Association*

**CAR SHOW REGISTRATION FORM**

**Saturday, August 29<sup>th</sup>**

**Show car registration/admittance from 8am-10am**

**All show cars eligible for People's Choice awards.**

**Attendee Information:**

Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_

Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_

**Please mail OR email completed registration form to:**

**White Post Restorations  
PO Drawer D  
White Post VA 22663  
[info@whitepost.com](mailto:info@whitepost.com)  
540-837-1140**

**Registration forms are due Friday, August 21<sup>st</sup>. Submission of this form constitutes acceptance of the liability release below.**

Liability: In consideration of the right to participate in this show, I hereby release and discharge the organizer, White Post Restorations, and any people who are connected with the management of the event from any known and unknown damages, injuries, losses, or claims to my vehicle(s), its occupants, and myself. I give White Post Restorations the right to photograph and keep all photos taken at the event. I further acknowledge that these photos become the property of White Post Restorations and understand that they may be used for future publications or media.



## JAGUAR C&D-TYPE REGISTER

### Jaguar C-type, D-type, Lightweight E-type Register by Terry Larson

This 240 page, 8 3/4 x 11 5/8 inch, softbound book contains a full listing of all C-type, D-type and Lightweight E-type Jaguars by chassis number. It is the result of years of research by compilers Terry Larson, Penny Woodley, Den Carlow and Paul Skilleter. Edited by Anders Clausager, the individual history of each car is recorded in

considerable detail including chassis, engine, gearbox and body numbers, original colour, dispatch date, owners, racing career and 'where is it now'.

With over 200 illustrations augment the text and tables, many of which will be of great interest, this is a book for the owner and serious enthusiast; it is bound to become the standard reference work on these cars.

It is important that the history of these cars in motoring history is recorded as accurately as possible to protect the marque. This Register has been compiled from an exhaustive amount of research and effort from many dedicated enthusiasts worldwide.

The individual car histories are based on information provided by former or current owners of the individual cars, or as researched by the compilers. Chassis numbers and other identifying information listed in this register have been provided by the car owners or have come from several other sources.

It has been argued that because the D-type cannot function without its body, then the body should have equal claim to the car's identity. This

approach has sometimes caused disputes when frame and body have been separated and built into rival claimants to the same identity. However, the facts are quite clear: Jaguar invested the frame with the car's legal identity – as has long been accepted by the motor trade (and now the classic car trade) as being the case with any car with a detachable

chassis (*see* Brewer v. Mann, Court of Appeal 2012). That a D-type cannot function without its body is irrelevant; neither can it function without wheels or many other components.

Old cars, especially old racing cars, suffer from age and accident damage, often resulting in the replacement of major components. Provided a car has a proven continuous history from new, then even if frame and body have been replaced with original-specification components, then it is accepted practice within the classic car trade and the enthusiast

movement that such a car will continue to carry its original identity.

Individual copies can be purchased from [www.jaguarbooksite.com](http://www.jaguarbooksite.com) for \$80 including shipping, however, a special Club Price is being offered at \$65 each, including shipping, when purchasing 10 copies and shipping them to one address. Contact Steve Kennedy to order, [skennedy@ecentral.com](mailto:skennedy@ecentral.com), 303-489-3955.

### JAGUAR C-type, D-type & Lightweight E-type Register

By Terry Larson, Penny Woodley, Den Carlow, and Paul Skilleter  
Edited by Anders Ditlev Clausager



Publisher: Anglo Danish Publications ApS



## GRAB THE KEYS

**July 11\***

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

**July 16-19\***

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

**July 25** (Event)

VJC Scenic Drive & Wine  
Tour  
Charlottesville, VA  
TBD

**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**

2nd Annual Scouts & Cars  
in the Park Car Show  
Newport News Park  
Newport News, VA  
10:00 am - 3:00 pm  
Colin Romanick  
fournpower@gmail.com

**August 8\***

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

**August 24-29**

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

**August 29**

White Post Restorations  
Open House & Car Show  
One Old Car Drive  
400 White Post Rd.  
White Post, VA 22663  
[info@whitepost.com](mailto:info@whitepost.com)

**September 16-20\***

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

**September 18-20\***

Classics on the Green  
New Kent Winery  
8400 Old Church Rd.  
New Kent, VA 23124  
[classicsonthegreen.com](http://classicsonthegreen.com)

**September 27**

Virginia State Fair  
Opening Day Parade  
The Meadow Event Park  
13111 Dawn Rd.  
Doswell, VA 23047

\* = 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.*



## CAROLINA ON MY MIND

The *Carolina Jaguar Club* is in the planning stages of its annual road trip, which is held in late August of each year. This year's 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

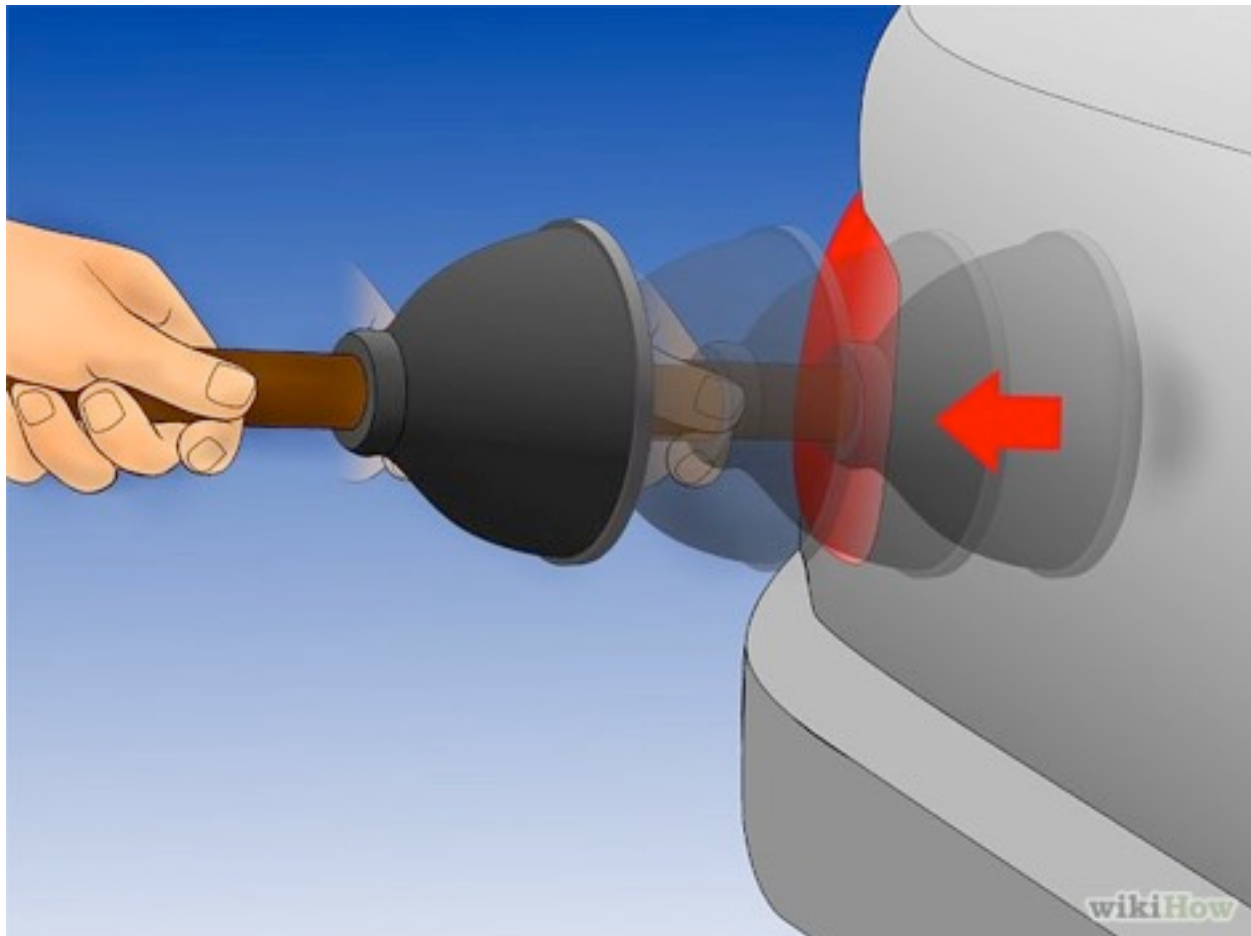
- **botched job**



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

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*Redneck auto body repair: Use your bathroom (outhouse) plunger to remove dents from larger panels.*



- Submitted by David H.



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.:

August issue: 15 July

September issue: 15 August

#### 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: 99

New Members: N/A



## 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

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







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

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**AGM Delegates**

TBD

TBD





## 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 USDA. *Lyons Tales* is not the authority on maintaining or improving *Jaguar* automobiles and the views expressed are those of the author of the

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

*-Editor*

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