

LYONS TALES

CLASSICS ON THE GREEN

Sunday, September 20, 2015,
Featuring Cars You Never Knew
Existed

New Kent Winery
8400 Old Church Rd.
New Kent, VA 23124

Register now at: <http://>

www.classicsonthegreen.com

Tickets available for car show & wine festival
(\$25) or car show only (\$10). Tickets also
available for the Saturday evening pre-show
dinner (\$42.50)

Special weekend for two registration includes one Show-Car
registration (and admission for two), plus participation in this
year's exciting pre-show Saturday "Drive thru historic
Hanover County." Also includes Saturday's dinner party for
two, wine tastings during the show, and catered boxed lunches
for two! All for the discounted price of \$139.



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LYON'S ROAR

Our August event combined a scenic drive, a car show and a winery, sounds rather like our recent VJC Concours at Williamsburg, about which more anon. The scenic drive started at a Short Pump parking lot, where members of the CVBCC and a nice selection of MGAs, MGBs, and Triumphs joined us. Greg's XK8 had a no-start episode, so he joined Una and I in the back seat of Una's "new" jade green XJ6, thank goodness it wasn't our XJS. (You can see some pictures on page 3.)

The scenery rapidly improved as we drove into Virginia's Wild West along rural Rt 250 and even more rural country roads to the Grace Estate winery in the foothills of the Blue Ridge. This was the winery's first Car Show and it was really delightful, about 50 registered classic cars and almost as many "guest" cars in a beautiful setting. There was food and a nice deck to enjoy it and view the scenery. The wine was pretty good too. We had an extra treat on the way back East on Rt 150. Bill and Mary Sihler opened their home and we enjoyed refreshment and a visit to Bill's Mk2 restoration project in the garage. I take my hat off to anyone who restores an old Jaguar sedan; it's definitely a labour of love. Rod Taylor took a set of photos of the whole event which will be posted for everyone to enjoy.



This brings me to cogitate on the direction of our VJC Concours. My term as your Prez will be over, but I do have some thoughts about next year. Our new Williamsburg Winery venue worked well, despite an unusually hot day, exacerbated by the lack of shade and water out on the field. The dining arrangements and après dinner ambience of the courtyard at the Wedmore were exceptionally nice. We actually had a record (for us) VJC Concours with 50 Jaguars plus a small multi-marque car show attached, an idea of Concours Chair David Glick's which I think worked out well and could be expanded. The synergy of having Larry Emmons' Merchants Square car show the next day (Sunday) worked well too. Ron Gaertner's XK 120, Bill Massey's Mk2 and David Glick's E-type represented the VJC in the Square along with the new Jaguars provided by Brown's Jaguar and The Checkered Flag. Your hard working core team will no doubt be pondering these issues before long. Please let us know your thoughts.

Our September event will be to support the big "Classics on the Green" show at New Kent winery on the 20th. This is always a well organized show with over 300 classic cars. This year's theme is "Cars you never heard of" and my Austin-Swallow will be there even if I have to push it. We will have a large VJC tent with tables and chairs in our usual spot. Please register your Jaguar for the COG as soon as possible, if you haven't already, and join us for Jaguarian fellowship, tire kicking and maybe a little sampling of the local product.

Jaguarian Regards,

David Harrison, President



VEEP VIEWS



My 'View' for this report is multitudinous! As I write this, Camellia and I are completing a phenomenal trip which has taken us to Upstate NY and Canada through Rome NY, where I grew up and where, as I shared last year, I discover it was our George Parker's father's XK120 that inspired my interest in the Jaguar Marke in 1959.

This trip has been significant in many ways, as it included my first landing at Griffiss International Airport, the former Air Force Base where I first saw F86s, F100s, F-102s, the first Delta wing fighter jets, B36s and the new B52's more than 60 years ago. Griffiss and Plattsburgh were the two biggest Strategic

Air Command Bases in the North East forming the NORAD line (Northern Radar Air Defense). To land on that same runway was an incredible homecoming. We then continued our flying trip, flying down the Mohawk Valley and up thru the Great Sacandaga Lake and Lake George Valleys, north past Fort Ticonderoga and to Plattsburgh on the West Coast of Lake Champlain. This area was the heart of the British Colonial settlement north of the Chesapeake Bay Region and led to our destination, Montreal.

As Quebec is the French heritage province of Canada, I was particularly interested what Jaguars I would find on the streets of Montreal. Our first afternoon I spotted one XK convertible and one S-type saloon. I wondered if I'd see any 'new production' Jaguars.

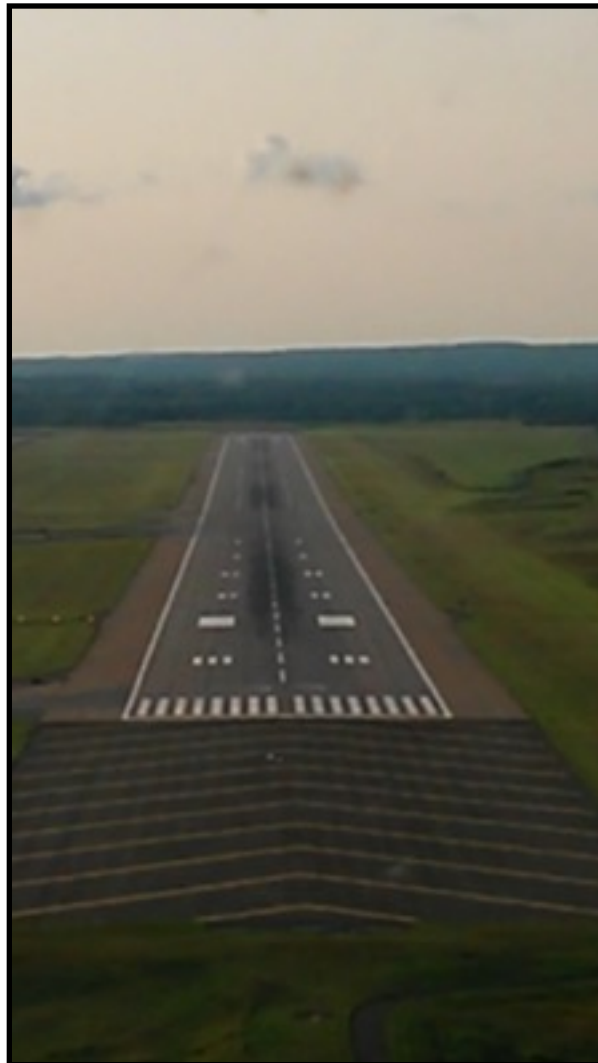
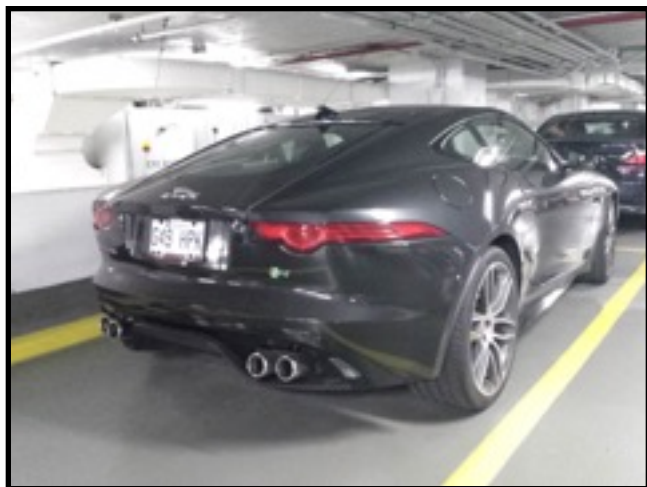
The next evening Bill took us to a downtown business district and we parked in an underground garage. It took us 20 minutes to find a spot, but I was rewarded with seeing a new XK Coupe in Gunmetal Metallica. A few days later we returned to the same garage for lunch at an outdoor cafe, and I had the surprise of the day - seeing a brand new Rolls-Royce fastback coupe, looking very much like a 1952 Bentley in its rear design. What goes around comes back around?

We spotted one new White XK Coupe (like in the Patrick Stewart advertising video) on Boulevard René Lévesque, in the arts District, but not any new convertibles. So out of thousands of cars on the Streets of Montreal, we spotted only three Jaguars and one Rolls. We saw mostly American, Japanese and Korean modern cars, with British cars not obviously popular. I did spot a TR4 in an old historic poster up by famous Schwartz Delicatessen.

We are on our way back to Virginia, back in Rome again, and visited Sylvan Beach, a historic 1938 Amusement Park on the East Shore of 32 mile long Lake Oneida where George Parker recalled the great homemade chocolate cream pies at Eddies, the famous seafood restaurant of the vacation resort. On our way I spotted an early XJS Coupe for sale.

The XJS cooling system work continues in Goldvein, but hopefully the oppressive heat of Virginia summer will be behind us shortly. (See some pictures on the following page)

- Sherman Taffel, VJC Vice President



OUT ON A LIMB



As George Parker can tell you, having to call out the fire brigade to staunch a towering inferno is no fun. Unfortunately, Avril had to do just that when our 1999 Dodge Dakota erupted in flames last month as she was driving in our neighborhood. Fortunately, no one was hurt, although it was a narrow escape for our Avril and there was no ancillary damage to property, bar some scarring of the tarmac where the truck sat while it was ablaze. Although we were sorry to see our little truck go, we can be thankful it was not worse than it was. One of our neighbors who came out to see the conflagration already in progress, remarked to me some days later how calm Avril remained through it all. I'm sad to say I was not there to witness the calamity as I was flitting about the clouds in my regular day job.

The cause could not be readily determined; however, a massive fuel leak stemming from the pressurized fuel injection system is highly suspect. I also suspect government mandated Ethanol in our fuel to support agribusiness had something to do with deterioration of the system's lines and seals, thus leading to a sudden and catastrophic failure. The truck, of course, is a total loss. Now comes the decision whether or not to replace it and if so, with what?

As I've probably mentioned in this tome before, I'm usually not one to name my cars and with the exception of our newest arrival "Cissy", our 1953 MG TD, this has always been the case. I don't know if it's because I know I will eventually part with each and every one of them and don't care for that kind of attachment or if it just strikes me as odd that we would apply a human or pet-like attribute to a machine. In either case and as a result, the Dakota never did have a name, but regardless I did feel a bit of a twinge of sadness along with the inevitable disappointment at its loss. I even thought seriously about going down to the junkyard for one last look, however, I just couldn't or didn't make the effort. That said, I haven't quite got up the gumption to delete the pictures of its burned out hulk from my phone just yet. I'm sure one of you psychobabble types out there could tell me why that is.

IMHO, the best driving weather of the year is here and with that I will probably be spending more of my "free time" motoring about in either Cissy or the Zed Roadster with the top(s) down, rather than in the Jag. Somehow, a cool crisp autumn morning drive doesn't translate through a mere sunroof. There are several good venues ahead with COG, the Hummel Field Wings, Wheels & Keels and ECW's Autofest in Da 'Burg, so ragtop or no, sunroof or not, make a plan to attend one of these fine events, that is if you aren't away at the JCNA Challenge Championship in beautiful Wisconsin. In the meantime... *"If you don't know where you are going, any road will take you there."* Cheers!

Brad P., - Ed.

DOMINION RACEWAY

Dominion Raceway and Entertainment Multi-purpose motorsports park looks to spring 2016 opening

By Greg Glassner

Motorsports enthusiasts in Central Virginia will have a focal point for their shared passion when the \$16 million, 160-acre Dominion Raceway and Entertainment opens at the Thornburg exit (Exit 118) of Interstate 95, about a half-mile northwest of the Caroline County line.

After clearing a variety of hurdles involved in getting approval of a new racetrack in the busy I-95/U.S. 1 corridor, owners Steve Britt and Jerry Evans have had to battle one of the wettest summers in memory.

The work has continued however, and the partners expect to pave the 2-mile road course and .4 mile banked stock car track later this fall and be open for racing in spring. The eighth-mile drag-strip will follow soon thereafter.

General Manager Edwin Purdue gave me a tour of the facility in early August and the general contours of all three tracks had already been carved out of the red clay and smoothed out.

On the day of my tour, work was progressing on the 36,600 square-foot structure that will house concessions, a full-service restaurant, offices and classrooms and race control for all three tracks. One side of this multi-purpose building will face the road course and the opposite side will anchor the grandstands for the oval track.

Excavators were digging a deep trench to allow the road course to dive under a vehicular bridge leading to the infield and contribute to a 60-foot elevation change over the 2-mile-long, 36-foot-wide 12-turn track.

Tire safety barriers were already on-site as was a large stack of concrete safety barriers purchased

from the organizers of the IndyCar race that was staged in downtown Baltimore for three years.

Pardue explained that Dominion Raceway is also designed to be a multi-purpose entertainment complex. There will be a go-kart track in the infield of the oval track as well as a 20-by-50-foot video screen that can be used for race information as well as double as an outdoor movie screen for drive-in movies as well as grandstand seating.

A venue for outdoor music concerts is also part of the plan, as are facilities for off-site corporate training, product launches and team-building retreats.

The oval track will feature NASCAR-sanctioned stock car races and the Sports Car Club of America (SCCA), Porsche Club of America (PCA), National Auto Sport Association (NASA) and motorcycle sanctioning bodies have already asked for road course dates.

Pardue said that plans call for stock car racing one night each weekend in the summer and drag racing on another weekend night. The three tracks were designed so road racing and stock car events, as well as stock car and drag racing events can be run at the same time. The road course's 2,700-foot straight will double as the drag strip's return lane.

Another feature of the new facility is the Drivers' Club, sort of a country club for people who prefer driving fast cars to golf or tennis. Membership will afford individuals the opportunity to drive their sports, high performance and race cars at speed in a safe environment on at least 40 track days a year.

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This concept has become quite popular around the country over the past two decades.

A major question on a “field of dreams” facility of this sort has to be, “If you build it, will they come?”

With an estimated 120,000 vehicles a day passing the Thornburg exit on I-95, Dominion Raceway and Entertainment

will be one of the most accessible venues of this type on the East Coast. Modern motels, several restaurants and a shopping center are located within five minutes of the track

For more information on Dominion Raceway and Entertainment, go to www.dominionraceway.com or call (703) 361-RACE.



A work in progress (above) & the finished product (below)

Ed Pardue, Richard Storm & Steve Britt



OLIVIA

Michael Blair's 1960 MK IV in Cotswold Blue



Jaguar V-12 Cooling System: E-Type to XJ to XJS Revisited

- by Sherman Taffel

I suppose a little history of the design and changes made by Jaguar in the V12 Cooling Systems might be helpful for you, the reader, to understand my contemplations, chuckles and challenges of analyzing and resolving Engine cooling problems on these aluminum (er, pardon my American) "aluminium" engines.

With the ongoing and intermittent cooling system 'issues' focusing my attention to the temperature gauge on the XJS the past few summers, David Harrison's tongue in cheek email note to me "You should have a V8", was not Jaguar relevant to William Lyons' Jaguar vision. He didn't want an American V8, he wanted to out Ferrari, Mr. Ferrari, and he did it with the E-type V12.

This first generation V12 cooling system incorporated separate coolant flow paths for each bank of the 'Double 6' engine (V12), using: two thermostats, a header tank connected to both cylinder heads, bypass hoses for warm-up, and a T-hose design up front, the 'Otter Switch' built into a T-housing connected by hoses to each cylinder head bank and the T to the header tank.

My first V12 engine-cooling problem occurred with my 72 E-type V12 in 1997 when the lower hose split on a very hot summer day. I wrapped up the hose with duct tape, added water, and ran with the radiator header tank cap open to get home. I then learned that an option for a new hose kit was a Kevlar reenforced kit consisting of about 18 miscellaneous hoses. I replaced them all. I've had no problems since on the E-type.

My next V12 Cooling problem occurred on Camellia's XJ12C the summer of 1999. However it wasn't radiator or hose related, it had to do with vapor lock of the Generation 1 fuel injection system, which used two fuel rails, one for each cylinder bank, and we're notorious for this problem, as the under bonnet heat would percolate the new ethanol fuel.

That brought me to my third V12 cooling system issue on a Jugular V12 in the XJS. By 1988 Jaguar engineers changed the fuel rail design to one rectangular recirculating rail and plumbed the fuel delivery line around the cold suction side air conditioning compressor, with the A/C line returning to the compressor from the interior evaporator unit. The idea was this would keep the fuel cool. However, this meant the cooling system was not only cooling the engine, but removing the fuel and air driven heat from the air conditioning condenser in front of the radiator. Jaguar now had two fill ports, one on a pipe that connected the two cylinder heads, the other on an overflow tank, not a header tank.

The temperature gauge sensor was still on the right water manifold bank, but on the XJS, with even less airflow around the engine than in the saloons, any restriction or malfunction exacerbates the cooling challenge. You would think that by the late 80s with 80% of Jaguar sales in the USA, the upgrades to the cooling system would meet American climate extremes with ample reserve. From my experiences - NOPE!

While the E-type Series III V12 had better electric fans and a bigger radiator than its 6-cylinder predecessors, the additional demands of the 1/2 ton heavier XJS, restricted engine bay air flow, even with the viscous mechanical fan and the auxiliary electric fan - in 90 + degree heat with air conditioning (and fuel cooling), the heater core blocked for summer driving, the system can be challenged if any single component malfunctions. Examples: a stuck thermostat, a pitiable clogged radiator, a partially restricted airflow across the radiator or a flow problem in the engine block.

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When I bought the XJS in June of 1995, it had almost 50,000 miles on it. That first summer two months after I bought it, it began to have a vapor lock fuel problem and A/C issues. The dealer told me the A/C was not covered under the Maryland 90-day drive train warranty. Consulting with the Jag Tech working with the club, he told me 'no worries Jaguar considered the A/C system part of "The Engine Management System". The A/C compressor was replaced and it was covered under warranty.

Several years later I had 64,000 miles on it and that is when in the summer of 2001, the temp gauge started reading high. My Jag Tech friend told me the radiator was probably 'air flow blocked' and I'd need to pull the radiator. I did so the winter of 2002. The early spoiler design of the Pre face-lift XJS (pre 1992) created an almost unbelievable air flow/suction for leaves.

Yes leaves. In the fall with these leaves as thin as fingernails, they get sucked up in the 3/16" space between the air conditioning condenser and radiator. Over the years as much as 1/3 of the radiator's lower surface can get blocked. Removing the radiator on an XJS is not as simple as on a TR4 or even a 1960s American V8. So, while I had the Lower surface of the radiator out I had it rodded and checked for flow. All was well for many, many years.

Now we are at 95,000 miles and 13 years later. The latest cooling issues began two summers ago with the gauge running just below the H and vapor lock occurring when the A/C was not operating. The engine would stall and I could hear bubbling with the header tank sometimes overflowing. So last year I ran digital temperature tests on the two front water hoses where they connect to the radiator. The temperatures were higher than the 190°-200° they should be with readings of 214°-235°. If the cylinder heads get too hot they can warp, drop a valve seat or blow a head gasket.

I decided to start with the basics by first replacing the coolant. I found driving back and forth to Columbia last summer, the temperature gauge would sometimes be exactly where it should be, two to three needle widths below N (vertical gauge, aircraft style early XJS gauge panel) and sometimes, while at constant speed, the needle would rise up to the N and then drop. This would be consistent with an opening and closing thermostat, most likely the Right bank thermostat as that's the side the gauge sensor is on. Unless of course the sender was going bad. However, our digital thermometer tests say it's NOT the sensor.

So last year, before our September Concours, I replaced the right thermostat (3 studs, 3 nuts). While working on the left bank thermostat, as soon as I loosened the bottom nut a coolant drip started and the left side gasket showed four holes, so rather than render the Jag inoperative, I charged up the A/C (for fuel rail cooling) and luckily encountered no issues driving down I-95 to our Virginia Crossings Event. On the way home I avoided I-95 and drove Rt 1 and all remained well.

I encountered no problems in the fall driving to Williamsburg on a windy frigid November day or during the winter months above 45° when "Why start a V6 or V8 or V12 when 6-cyl will do just fine?"; but of course, driving in cozy bucket seated English leather is a nice treat. As a colleague of mine, who was big into vintage Corvettes, once said to me: "Sherman, I'm beginning to understand you. You like luxury with your power."

Over the winter I could not detect any cooling system issues because using the heater, (warming us) we are also cooling the engine. Also, of course we are not adding any A/C system demands to the Cooling System. In late Spring 2015 I committed to doing judges training in Williamsburg. The 88 XJS has seen better days and is the perfect Jaguar to be picked apart for its blemishes, functional auxiliary and postproduction modifications. Driving down was no problem until the I-95 backup, when I had a brief vapor lock issue. After a Rt 1 detour and a fuel stop, I made it to Chickahominy Park. It was then on to the Winery.

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For the fun of it, coming back Northwest, I followed George Parker in his XK120. Just past West Point had the hiccup. Then on Rt 1 just before Fredericksburg. Temp gauge to the top of the N. Detoured thru Fredericksburg and made it home to Goldvein, but at the gate the Temp Gauge went up 2 needles and once stopped the engine was spitting out coolant. Sounded like bubbling in the heater core, suggesting the left thermostat was not open restricting the flow back to the radiator in the left bank.

Finally, after the finite airplane annual, I moved the XJS into the Quonset hut for surgery. Turns out that the Left bank water rail used 3 Steel Bolts and it took 4.5 hours to get the Thermostat housing off, 2.5 hours on the bottom rusted Bolt. It required a huge breaker bar connected to the 1/2 " socket with 3/8" to 1/4" drive reducer to fit. Took both arms at full strength to work the bolt loose catching coolant with Jaguar plastic cups.

It seems I was sent the gasket for a different V12 water rail (4 hole) and thus it threw me off of what to expect (thermostat. housing design) on the left bank water rail. So once off, I cleaned up the thermostat housing and the thermostat. I tested the special Jaguar Thermostat (has warm-up flow bypass hole) and sure enough it did open and close at 178-186 degrees. So with both thermostats confirmed operating properly, I may need to pull the Radiator to see if it's airflow or internally blocked. The digital thermometer tests of the Radiator did show pretty even temperatures across the top and middle of the Radiator but not able to test lower portions. The other culprit could be the water pump, but there is no evidence of a leak, or anything slipping from the water pump pulley. I'll pull a heater hose and see if the pump is pumping.

To be continued, as all Jaguar sagas!





OLD CARS NEW MEXICO

New Mexico is not a place to see old Jaguars; a fleeting glimpse of a nice BRG XJS in Santa Fe was my only sighting. You can still see old Detroit out in the desert, though even that is getting rarer and some is getting hauled away to Barrette-Jackson. There are a few grizzled and weather-beaten old western characters around.

I came across an old gas station between Santa Fe and Taos that had some neat old cars and gas pumps, tried unsuccessfully to get a fill up at one pump showing 20 and ½ cents per gallon. The owner had been collecting automobilia for forty years and had hundreds of old signs, gas pumps, glass pump tops, old oil cans, model cars, even a horse drawn wagon or two. A lot of stuff was out in the open but I suppose it doesn't rain much in New Mexico. The Ford racer was really neat, as was the Studebaker station wagon and the 1954 Chevy. According to the owner half of everything was for sale but he couldn't say which half.

-David H.



CLASSICS ON THE GREEN

SPORTS & CLASSIC CAR SHOW AND WINE FESTIVAL

BRITISH & EUROPEAN ANTIQUE, CLASSIC & EXOTIC CARS

NEW KENT WINERY, NEW KENT, VA

SUNDAY, SEPTEMBER 20, 2015

For Immediate Release

Contact: Kevin Allocca: Kevin@SellingRichmond.com

Classic Automotive Events of Virginia, Inc. and the *Central Virginia British Car Club (CVBCC)* are pleased to announce its 31st annual *Classics on the Green – Sports and Classic Car Show and Wine Festival*. The show and wine festival will occur on Sunday, September 20, 2015, at the New Kent Winery, 8400 Old Church Road - just off Route I-64, Exit 211 - in New Kent, Virginia. The event opens to the public at 11:00 AM and will continue until 4:00 PM (rain or shine). Additional activities on Saturday, September 19th include driving tours, sightseeing, shopping, and dinner at the host hotel.

Last year's event was a huge success with approximately 250 automobiles and motorcycles on the show field and many vendors offering unique food, goods, services, fine art and crafts. This year promises to be even more spectacular, with our forth year on the new show field, several new vendors along with our vendors from past years, and many other activities for the family's enjoyment. The New Kent Winery will feature a variety of exquisite Virginia wines from its own winery. Other Virginia wineries will be in attendance also.

This year's featured marque celebrates "Cars You Never Knew Existed."

Please join us with your family and friends for the 31st Annual *Classics on the Green*. Advance purchase admission to the car show and wine festival is \$25.00 (advance purchase will be available through the COTG website). Admission for the car show only is \$10.00 for adults (children 12 and under are free). A portion of the proceeds from the car show are donated to charity. Our charity again this year is the *Richmond Fisher House at the McGuire Veterans Medical Center*.

Additional information and ticket purchases will be available through the COTG website: www.classicsonthegreen.com Information about the *New Kent Winery* can be found at www.newkentwinery.com Additional information can also be obtained by e-mailing Kevin Allocca at Kevin@SellingRichmond.com

WINGS, WHEELS & KEELS

HUMMEL FIELD, TOPPING, VIRGINIA 26 September, 2015

WWW.wingswheelskeels.com

804.758.2753

The Little show now referred to as Wings, Wheels, and Keels, that started back in 1996 as an "Antique Aircraft Fly-in and British and European Car Show", is taking it's final bow. This year is the 20th event and will be going out with the best show ever. Having gone to many different types of auto and aircraft shows, I have never been to one so diverse. Everything from Funnel cakes and fresh made donuts to Chesapeake style foods being offered and the car show, well it should top out at some 200+ cars ranging from a Triumph Spitfire to a V-16, 16 cylinder Cadillac. The car show is 150' + from the touch down end of runway 01 with clear viewing. Antique boats displayed last year ranged from a true steam powered "African Queen" reproduction to closed cockpit race hydrofoils. There are tons of vendors selling this and that and (not sure where we are going to put them) 100+ airplanes. There will be an aircraft spot landing contest with a bounty and best of all, The Flying Circus from Bealeton will be on display. Our children will love the Children's carnival and those more mature can sit on a hay bale with sweet Bluegrass music. Many VA state agencies will be there including Unclaimed property giving away cash and other. Unclaimed property found the rightful owners of over \$ 132,000.00 last year at the event! Come claim what is yours. If you are late, you may miss the radio controlled turbine jet Air Show as they reach 200 MPH. Never taken a ride in an open cockpit airplane? Scratch that off your bucket list September 26, 2015. Preregistration is 10 bucks so let us know you are coming. It will be our last, so come have a blast!



ECW AUTOFEST



Saturday, October 10, 2015 at Lafayette High School, 4460 Longhill Road, Williamsburg, VA 23188

This year we are presenting you with SECOND Annual 2015 ECW AutoFest!

We hope to feature everyone's favorite European Cars in town. Bring your car out and enjoy the day! Our fundraiser is to benefit the EEE Resource Center, INC and Beyond Boobs.

The [EEE Resource Center](#) strives to Employ, Educate, and Empower adults with special needs.

[BEYOND BOOBS!](#) is dedicated to healing and saving lives by supporting young women diagnosed with breast cancer while providing breast health education for all.

More specialized voting categories this year, hopefully more raffle prizes, vendors, and fun for the whole family! European Car Makes Accepted for Registration: Alfa Romeo, Aston Martin, Audi, Austin, Bentley, BMW, Bugatti, Citroen, Ferrari, Fiat, Jaguar, Jensen, Lagonda, Lamborghini, Lancia, Land Rover, Lotus, McLaren, Maserati, Mercedes-Benz, MG, Mini, Morgan, Noble, Opel, Peugeot, Porsche, Renault, Rolls-Royce, Rover, Saab, Seat, Skoda, Smart, Triumph, TVR, Vauxhall, Volkswagen, Volvo (and others not named)

FOR SALE

2005 Jaguar X-type, 103k miles. AWD, heated seats, inside like a cockpit. Lots of gizmos. Clean title. I'd say it's in excellent condition, but Kelley Blue Book says only 3% of cars are, so we'll go with very good. Asking \$5000 OBO. I can be reached at 804-502-7711. Irene Calos



FOR SALE

1996 Jaguar XJ12 Sedan
 133,000 miles
 Exterior: Topaz (Champagne)
 Interior: Light Cream (Oatmeal with Warm Charcoal trim and piping)

The Positives:
 Four excellent Michelin Tires
 New Front and Rear Shocks
 New Front Rotors
 Completely rebuilt front suspension
 New Transmission and Power Steering hoses
 New Radiator
 Very Good Interior
 Rebuilt Transmission
 Over \$8,000 invested in maintenance and Repairs

The Negatives:
 "New" Alternator recently seems to have gone bad (intermittent charging)
 Needs respray and body work (dent front left front wing)
 Sunroof need repair
 Other (lease inquire)

Best Offer

Wayne Estrada
wayne@SmartTriangles.com
 202-716-9790

GRAB THE KEYS

Sep 16-20*

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

Sep 18-20 (Event)

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

Sep 20

9th Annual Stratford Hall
Wine & Oyster Festival
11:00-3:30 (featuring)
4th Annual Stratford Hall Wine
Festival Car Show
Stratford Hall
483 Great House Rd.
Stratford, VA 22558
Jack Ashburn
jackashburn@verizon.net
804-435-6171

Sep 26

Carolina Jaguar Club Meeting &
Barbecue @Virginia International Raceway
Rob Kuligowski
kuligows9@aol.com
919-967-0391

Sep 27

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

Oct 10

2nd Annual ECW AutoFest
Lafayette High School
4460 Longhill Rd.
Williamsburg, VA 23188
www.ecwautofest.eventbee.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.

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.



Keeping cool in the Virginia summers.



That was then...



This is now...

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

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

www.jcna.com



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. Make sure you reference *Lyons Tales* somewhere in the subject line.

SUBMISSION DEADLINE

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

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: 113

New Members: Vanessa Johnson - Richmond, Alfredo Sample - Williamsburg, Sherman Brake - Chesterfield

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"

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

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Officers (and other humans with varying degrees of prominence)

President: David Harrison

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Email: davidmharrison2003@yahoo.com

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Phone: 410-302-3930

Email: staffel@comcast.net

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rmitchelljag@cox.net

Treasurer: Bill Sihler

Phone: 434-296-5354

Email: sihlerww@embarqmail.com

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rmitchelljag@cox.net

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Concours Chair: David Glick

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2016 AGM Delegates

It could be YOU!



ANY ROAD UP



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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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