

LYONS TALES



VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR

As a new year comes in, Final Countdown of the 'Harrison Administration' has begun

My final countdown as your Prez is approaching. It will be at the VJC Kickoff and Officer Election meeting scheduled for Saturday January 16. This traditionally has been at the Murffs, but this year it will be at an exciting new downtown venue, following a little out-of-the-box thinking by David Glick. Final details are still in flux, so all I can say is that this will be a not-to-be-missed VJC event that everyone including the ladies will enjoy.

Our last VJC event was participating in the first Battersea Oyster Festival British Car Show in Petersburg on October 31, so it has been a while since a VJV meeting, but the consensus was that the membership wanted an activity break over the holiday season. I hope your Jaguars have been regularly exercised in the Indian Summer spell we have been enjoying. I have driven the E type round the neighbourhood a few times but have to admit using the MGA 1600 for the Chester Holiday Parade a week ago. Parades are stop and start and while my 1929 Austin- Swallow has a fan but no water pump, my 1933 MG L2 has a water pump and no fan. The MGA did fine , the water temperature never exceeded 190 F after a hour-long crawl on a warm day. The car actually survived better than my left leg.

January is named after the Roman god Janus, whose two faces looked forward and backward. Our VJC events last year included our highly successful Concours at the Williamsburg

See ROAR, p. 3



VJC President David Harrison and The Girls at recent Downton Abbey shindig.

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On the Cover:

This stunning Jaguar D-Type sold for \$3 million-plus at the RM Sothebys Auction at Amelia Island in March, 2014.

Roar

Continued from p. 2

Winery in June, participating in the CVBCC Classics–on-the-Green show at New Kent Winery, and a scenic drive to the first Grace Estate Winery car show. Seems to be a pattern here. We ran a slalom event in March (thanks, Pete Schowalter) toured Abacus and the Checkered Flag in Virginia Beach in April, and visited Moss Motors in Petersburg in May. Next year's events will surely involve a winery or two, a scenic drive, a slalom (if we can find a new slalom-master) and a new and exciting location for our Concours. Una and I hope to attend the new JCNA Jaguar International in Scottsdale in late March, and maybe Silverstone in June and Laguna Seca in August. There are so many fun car events that it's hard to fit them all in, but I'm not complaining.

Please join me in welcoming Greg Glassner as our new Lyons Tales editor, and in saying farewell and a big thank you to Brad Purvis, who has refreshed and revitalised LT over the last two years or so of his editorial tenure. Our newsletter is one of the best, if not the best, and something to be proud of.

The best way to welcome Greg is to supply him with copy for Lyons Tales. It is a common fallacy that editors write all of the material. No, they only edit copy provided by the membership, in other words you, dear readers. Please add this to your New

Year's Resolution list."

Best Wishes to all VJC members for a safe and happy Holiday and New Year. See you on January 16.

David Harrison



Kickoff the 2016 VJC season with some culture!

Join your fellow Jaguar enthusiasts at the Virginia Historical Society Jan. 16

As we wind up the year, just want to reach out and tell you about the Virginia Jaguar Club's Annual Kickoff Meeting Saturday, Jan. 16, 2016.

We have planned a really nice event "A Day at the Museums" centered around the theme of "Arts and History." It should prove to be a great venue to plan club activities and events for the rest of the year.

Plan to come to Virginia Historical Society Museum on the Boulevard in Richmond. The Historical Society has several great exhibits that are open to the public with charge for admission. Sorry, but the Downton Abby exhibit (Dressing Downton: Changing Fashion for Changing Times) will have closed by then. The special exhibit "The Art of Seating" will not be open yet. My favorite is still "The Story of Virginia," which is one of their permanent exhibits. Go to <http://www.vahistorical.org/>

The museum opens at 10 a.m., so come early! We plan to meet in the Halsey Lecture Room for our meeting at 11 a.m.

At the conclusion of the meeting, we will be visiting the Virginia Museum of Fine Arts next door. We recommend, and are planning for, lunch at 1 p.m. There are a couple of choices at the VMFA. For those looking for a nice upscale dining experience, Amuse Restaurant (said to be one of the "worst-kept secrets in Richmond) is a great place to dine. Reservations are necessary though. Tables generally seat four. The number for reservations is (804) 340-1580. Also, let me know if you plan on attending and I can help coordinate reservations among the group.

See Meeting, p. 4



After the meeting you can also take in the Virginia Museum of Fine Arts.



The Historical Society has transportation displays as part of its examination of Virginia's past.

Meeting

Continued from p. 3

For those preferring something more casual, the Best Café features a wall of windows overlooking the reflecting, terrace and Robbins Sculpture Garden in the atrium at the entry level. They feature a variety of soups, salads, sandwiches, all A La Carte. Information about both dining options can be found at <http://vmfa.museum/visit/dining/>

After lunch, please feel free to enjoy the exhibits at the VMFA <http://vmfa.museum/>. All exhibits are free as well with the exception of the Rodin: Evolution of a Genius, which requires tickets be purchased separately, and can be purchased on site. If there are enough interested, we could arrange for a group tour. So please let me know.

In order to get a head count and help better coordinate lunch plans, we set up a registration page on Eventbrite. We are ex-

perimenting with registration for events, especially with ideas of visiting museums, wine tours and other activities in the coming year. Please remember this is a great opportunity to meet other members and help determine the course and plans for the VJC in the coming year. Remember, we are looking for members to help arrange and or host meetings and events in other parts of the state as well, so please come on out, even if you are not local to Richmond!

PLEASE REGISTER HERE:

<http://vjcmuseums.eventbrite.com>

Hope everyone and their families are having a Happy and Healthy Holiday, and New Year!

*Regards,
David Glick
Webmaster*



"Snow Cat"

VEEP VIEWS

A look back at the “good old days” of the VJC

Camellia and I share New Year’s Greetings to our VJC friends. The unexpectedly comfortable weather has been a real blessing as I really am not ready for winter.

As a follow-up to last month’s report on the Keno Brothers Auction of a Classic Cars Showcase resorption of a rare early E-Type, that four JCNA judges were asked to “opinionate” upon, I noted it sold for \$380,000.

The pictures I reviewed contained “some issues” prior to presentation. I will incorporate these into Judges Training.

Also in the TVM Jaguar Refurbishment Department, I spent some time during the Holidays organizing my Jaguar V12 E Type parts, and inventories of Parts/Components still needing painting.

I hope to make more progress in the engine bay refurbishment soon, now that the XJS is winter road worthy.

Camellia and I jointly prepared Xmas Day Dinner with VJC Founder Wayne Estrada and Jeannie, his bride of seven years

now, in their lovely District of Columbia Home. As Wayne and I go back to the early ‘90s, of course we talked Jaguars and “Modern Car Evolution.”

I also came across a Vintage Triumph Register from 1998, where ironically both David Harrison and I had Tech articles printed back-to-back. A nice find, that.

I also came across a picture of David, Wayne and Yours Truly at a Summit Point race event in the days when Jaguar was sponsoring such events. I recall we drove the new X-men Sport and we’re most impressed.

I passed my FAA Medical Exam so I am good for another year of, as David Harrison once referenced during a Pres/VP meeting at Chesterfield Airport, as “Three Wheeling.”

We are looking forward to our January kickoff meeting and share our prayers with the Murffs for Marion to have a speedy recovery from her upcoming medical procedure.



Current VJC President David Harrison, Club Founder Wayne Estrada and Current Vice President Sherm Taffel in younger years at a Jaguar hospitality tent at Summit Point Raceway.

FROM THE EDITOR'S LAPTOP

When did you first become fascinated by Jaguars?

Sometime ago, club Vice President Sherm Taffel related the moment he first became fascinated with Jaguars. It happened when he was growing up in Rome, N.Y. and he saw a beautiful blue XK120 drophead.

Turns out this car belonged to George Parker's father and both George and Sherm are now active members of the Virginia Jaguar Club. One of life's little coincidences.

That same 1954 XK120 is now in George's care and has been shown and driven in many of our events. It was damaged in a tragic fire at George's house and is currently being restored. (George was lucky to escape with his life when he drove it from the burning garage, but that's another story.)

Our outgoing (and long-serving) club President, David Harrison, also related how he became interested in the marque when he passed up a chance, as a college student, to purchase a pre-war SS100 at a relative pittance. He opted instead to buy a cheaper and more practical ride. But the seed was planted.

My own interest in Jaguars goes back to my junior high years, when the local pharmacist stashed a copy of Road & Track under the counter because he knew I'd be by to pick it up when I had the requisite coins in my pocket. (That drug store delivered prescriptions in an orange three-wheeled Messerschmitt minicar with a mortar and pestle painted on its flanks, so I guess he was a car guy too.)

Through the pages of R&T and other magazines, I followed road racing here and abroad and could tell a C-Type from a D-Type from an XK120 or 140. I read avidly about Jaguar's success



Trio of Cunningham D-Types in a paddock, circa late 1950s.

at LeMans, Silverstone, Sebring and Bridgehampton.

When we rented a cottage on the shore of Lake Michigan for a summer vacation, I discovered a major race at Elkhart Lake's Road America coincided with our two weeks on the lake and badgered my father incessantly until he gave in and drove us over there on race day.

I had read a magazine story on how to take photos at sports car races and put my new-found knowledge to work with my mother's little Kodak Brownie camera, shooting an entire roll of film of Briggs Cunningham's D-Types braking for turn 1 at the end of Road America's long front straight. Cunningham had entered three D-Jags in the event and all of them were painted in the USA racing colors of white with blue racing stripes. It impressed the heck out of me.

When I got the roll of film back I realized I had mastered the technique of panning a car at speed, so the photos were in focus horizontally. Unfortunately, the Brownie had a slow shutter speed and in my excitement I had moved the entire camera body each time I pressed downward on the shutter button.

Every one of those D-Jags was blurred vertically!

Anyway, I guess I've had a hankering for a sports Jaguar ever since. When I spotted a beautiful blue 1998 XK8 at a price I could afford, I became a Jaguar owner for the first time at the ripe old age of 66.

The family resemblance to D-Types and E-Types had a lot to do with it. I have thus far resisted adding a white racing stripe.

I am sure all of our VJC members have a story to tell about when they first wanted to own a Jaguar. Please send them in to me for future issues of LYONS TALES.

-- Greg Glassner
L.T. Editor



It was smiles all around when VJC member George Parker invited owners of Jaguar droptops to carry dignitaries in the 2014 Va. State Fair Parade. I drew Miss Virginia and she made my 1998 XK8 look even better.

Send to:
glassgreg@hotmail.com

NEWS FROM JCNA

Registration open for spring Jaguar Festival in Scottsdale

The Jaguar Club of Central Arizona, is pleased to announce that the full registration for the 2016 JCNA AGM/IJF is now open and waiting for you.

Please begin your planning for this exciting event at our website at www.jaguarfestival.com. Here you will find everything you need to know about the AGM and the first JCNA International Jaguar Festival.

April is a perfect time to plan your vacation in Scottsdale, AZ. We have an exciting meeting planned with fun events for you the delegate and your guest. You will want to stay to participate and enjoy all of the activities. Our event hotel, the beautiful Scottsdale Plaza resort has extended the JCNA special event hotel rate from March 29th through April 8, 2016, so please begin your vacation planning today.

We look forward to seeing you in Scottsdale in 2016!

-- *Jaguar Club of Central Arizona*



New dealer/customer incentive plan announced

Santa didn't leave the keys to a new Jaguar or Land Rover under your tree?

Don't despair. Jaguar Clubs North America and Jaguar Land Rover North America has recently released details of a new incentive program. See below:

TERMS & CONDITIONS:

Jaguar:

MY15 or MY16 XF (All models): \$1,500

MY15 or MY16 XJ (All models): \$2,500

MY15 or MY16 F-TYPE (All models): \$2,500

Land Rover:

MY15 or MY16 Range Rover Evoque (All models): \$1,000

Prices shown are Manufacturer's Suggested Retail Price and exclude \$995 destination/handling charge, tax, title, license, and retailer fees, all due at signing, and optional equipment. Retailer price, terms and vehicle availability may vary.

This offer is open to eligible U.S. residents purchasing or

leasing an eligible new Jaguar or Land Rover vehicle through a participating authorized Jaguar or Land Rover Retailer.

Rates for purchase or lease of one of the selected vehicles are determined by an approved lender and partner is subject to credit approval.

Vehicle must be registered in partner's name or in the name of someone within partner's household. Special offers and model eligibility are determined at the discretion of Jaguar Land Rover North America, LLC. New models may not be eligible for the program. Special program incentives may not be eligible for use in conjunction with most other retail programs currently offered at the time of delivery.

Take new retail delivery from retailer stock by 03/31/2016. If vehicle is ordered, incentives at time of vehicle delivery will apply. Jaguar Land Rover North America, LLC reserves the right to modify, amend, or cancel the terms of this program at its sole discretion without notice.

Program participation is at the discretion of the retailer. See your participating Jaguar or Land Rover Retailer for complete details, or call Jaguar at 1-800-4-JAGUAR or Land Rover at 1-800-FIND 4WD.

CABRIO CORNER



The XJ-SC “let the sunshine in” in a most elegant way.

XJ-SC brought a drop-top back into Jaguar lineup

The XJ-SC cabriolet was Jaguar’s initial response to the clamour in the early ‘80’s for an open sports Jaguar. Jaguar had always met this need , as far back as the Austin-Swallow Sports in 1927, and had followed up with legendary cars like the SS 100, the XK 120 and the E-type. In June 1974 production of the Series 3 E-type OTS ended, the last of the factory open cars. Rag top enthusiasts were denied the pleasures of open air Jaguar motoring for ten years.

By the early eighties , the only sporting Jaguar available was the XJ-S coupe. Jaguar decided as an interim measure to meet the demand for a factory open car by a low cost modification of the coupe , maintaining as much of the original shell as possible. The result was the XJ-SC cabriolet, which maintained body stiffness by a central Targa bar, with front fiberglass T-Tops a la Corvette and a fold down rear soft top. Extra bracing was added to the scuttle and underside. The cars were sold with a fiberglass rear top complete with heated rear window. These tops were covered with durable polyester fabric to give a finished appearance, and the total effect was a really handsome car, much more attractive than the pre-facelift XJS coupe. The setup gave a variety of open air experiences as one or both T-tops could be removed , leaving the rear top in place, or the soft top could be lowered, or

everything removed to give a “full monte” convertible effect. The Targa support did detract a little from the open air experience, but was strong enough to act as a roll bar in case of inadvertent inversion. Removing and replacing the T-tops was a bit of a chore as they had to be stowed in a special bag in the trunk, and replacing the rear hardtop with the softtop (or vice versa) was a real chore, Jaguar probably thinking this would only be done at season change.

The owner had to ensure the T-tops were securely latched with the rather crude factory latches, the driver’s side tops were known to take off at highway speeds if the windows were fully lowered. This accounts for driver’s side T-tops being scarce as hens’ teeth, while passenger side tops can still occasionally be found. Jaguar were aware of the cabrio’s idiosyncrasies and came out with a full convertible with powered top in 1988 as soon as it could be engineered.

A total of 5012 cabrios were produced, making it quite a rare car. Five 3.6 Litre prototypes were produced in 1983, and 22 more in 1984. These used the new AJ6 six cylinder engine coupled to a 5 speed Getrag gearbox , which replaced the venerable 4.2 Litre XK engine . 1985 saw the start of serious production, with 459

See Cabrio, p. 9

Cabrio

Continued from p. 3

3.6 variants and a magnificent total of 4 V-12s with automatic transmission. 1986 and 1987 were the big production years with 459 of the 3.6L and 690 of the V-12s in 1986. Production peaked in 1987 with 201 of the 3.6 L and 1581 of the V-12s. By 1988 it was all over and Jaguar's "real" convertible replaced the cabrio. However the cabrio had served its purpose as an interim model that met a need, and gave time for Jaguar to fully engineer the convertible.

There are about eight cabrios in the greater Richmond area, with Chris Champeau owning about half of these. Despite their rarity they are, in my opinion undervalued and under-appreciated. The six cylinder/5 speed cars make great slalom contestants in their class as they are so much lighter and more nimble than the V-12s. Maybe their time will come, but at the moment you can buy a nice V-12 XJ-SC for well under 10 grand, with the sixes doing a little better.

My cabrio is the 700th made, and is a 3.6L/5 speed in steel metallic with biscuit trim. It was finished mechanically on Dec 12 1985, and completed on Jan 6, 1986. It was shipped to "Fattori and Mantoni" in Vanzago, Italy on Jan 7, so they didn't waste much time. Somehow it found its way across the pond into the hands of James Brown, the entertainer, who lived in Augusta Georgia. Its not widely known, but he was a XJ6 lover, and quite generous with gifting them to his entourage. He apparently found the five speed box a bit of a challenge around town, and they are a little sticky when cold. He traded it in on a new XJ6



to the local Jaguar dealer.

I was working on a project in Augusta and often drove by the dealer's lot. It sat there for at least six months, I finally went in and asked about the car, of course the battery was flat and the car was rather damp and musty, it took a while to get it started, and I ended up buying it very reasonably. I actually drove it off the lot and got back to Chester OK, some of the problems fixed themselves as the car warmed up and dried out over the 400-mile trip. Tom Ashbarry did some remedial work on the car and painted it before he left for the Caribbean, but it is about ready for, and deserves, a full restoration. I hope to start that next year now that the S 1.5 E-type is about finished.

-- David Harrison
VJC President



VJC MEMBERS' CORNER

An update on the resurrection of George Parker's XK120

Editor's note:

Many of you are aware that VJC member George Parker and his wife suffered a devastating fire last spring that destroyed his restored Triumph Spitfire and VW station wagon as well as their house, much furniture and her pet birds. Being a "car guy," George dashed into the burning garage and drove his XK120 to safety, leaving both George and car somewhat worse for wear. He dropped us this note on progress in restoring this family heirloom:

Here's a quick update on the 120:

"Well, on the Wednesday before Thanksgiving, I took the 120 for a short drive to get it over to the paint store in order to get the color matched for the repaint. After a simple operator error (having the starting carb switch in the correct position), she fired right up after her long 6 month nap.

It was great to drive her again, despite how bad she looks. The paint store found two possible color matches, so the painter

"pro" will make the final determination.

After the "event," Dad even commented that I could take this opportunity to return the car to its original colors (white with red interior). Only two problems with that: (1.) I don't particularly care for that color combination; and (2.) it's not the color Dad painted the car! I really love the pastel blue, and it always gets compliments - why change that?

I noted a few "issues" with the running of the car during its very short drive -- tach not working, temp gauge reading no temp, thermostat questionable (it seemed to be very warm, despite the lack of temp registering on the gauge), and a sticking clutch. The car was first started (push clutch in, and gears still grind, unable to "get it in gear" - to coin a phrase...). I'm sure these items will all be rectified during the "fix-up."

As more progress is made, watch these pages for updates.

*-- George Parker
LT Editor at Large*



The Parker XK120 at one of our VJC Concours.

COMPETITION NEWS



Jaguar forming a Formula E racing team

The BBC reports that Jaguar will return to motorsport in 2016 after 12 years away when they enter a team in electric racing series Formula E.

The Indian-owed manufacturer will replace the outgoing Trulli team for the 2016-17 season.

Formula E is currently in its second year, with Nelson Piquet Jr having won the inaugural 2014-15 championship.

Jaguar have not been involved in top-level motorsport since leaving Formula 1 at the end of 2004.

They are joined by Williams Advanced Racing as official technical partners, part of the group which includes the Williams Formula 1 team.

“Electric vehicles will absolutely play a role in Jaguar Land

Rover’s future product portfolio and Formula E will give us a unique opportunity to further our development of electrification technologies,” said Nick Rogers, JLR’s Group engineering director.

Indian conglomerate Tata bought the British-based Jaguar and Land Rover brands in 2008 from Ford, who had previously raced the Jaguar brand in F1 from 2000 to 2004.

After a failing to win a race, the team was sold to Red Bull, who went on to win four Formula 1 constructors’ and drivers’ championships in successive years.

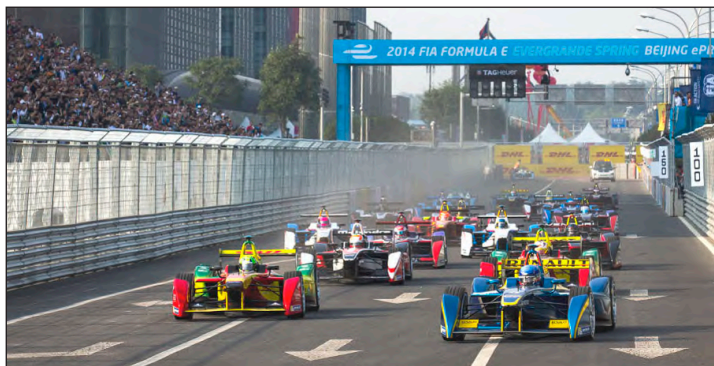
Editor’s Note:

Formula E is the International series launched several years ago for all-electric, open-wheel racers. The races are generally on street courses and feature many drivers who once had rides in Formula 1 and IndyCar.

My personal opinion is that I would like to see Jaguar return to racing in a series using “infernal combustion” engines or at least run at LeMans in a gas/electric hybrid prototype like Porsche, Audi and Toyota.

I will give any form of auto racing a try and have watched several Formula E events on the boob tube. I don’t like the “whirr-click-screech” noises they make, by far preferring a proper “roar” or at least a turbo “whoosh.” And I am not a big fan of street courses.

But, if Jaguar fields a Formula E team, I will at least check it out. --gkg



It’s a different style of racing, but racing, nonetheless.

NEWS FROM THE WORLD OF JAGUAR



Jaguar Land Rover building plant in Slovakia

Bratislava, Slovakia – Jaguar Land Rover has confirmed that it will be the first British carmaker to open a manufacturing facility in Slovakia. The announcement follows an agreement between the company and the Government of the Slovak Republic to build a new plant in the city of Nitra, western Slovakia.

The new world-class £1 billion premium manufacturing facility will eventually employ around 2,800 people.

The announcement follows Jaguar Land Rover's recent confirmation to double its investment in its engine plant in the UK to almost £1 billion – the largest injection into a new British manufacturing plant in decades creating several hundred new jobs.

Dr Ralf Speth, Chief Executive Officer, Jaguar Land Rover commented, "Jaguar Land Rover is delighted today to welcome Slovakia into our family. The new factory will complement our existing facilities in the UK, China, India and Brazil and marks the next step in the company's strategy to become a truly global business.

Slovakia has an established premium automotive sector, which represents 43% of the country's overall industry. It has more than 300 suppliers in close proximity and an excellent logistics infrastructure; this confirmed our decision that this country was the ideal location.

"The heart of our company will always be in the UK, where our

design, technology and manufacturing capabilities are based. It is our creativity and innovation which makes Jaguar Land Rover the leading boutique automotive brand, offering exceptional products for our customers."

As part of Jaguar Land Rover's commitment to deliver more lightweight vehicles, the plant will manufacture a range of all-new aluminium Jaguar Land Rover vehicles. It is anticipated that the first cars will come off the production line in late 2018. The factory will have an initial capacity of 150,000 vehicles and construction will commence in 2016.

The announcement follows the signing of an agreement by Dr Ralf Speth, Chief Executive Officer of Jaguar Land Rover and Robert Fico, Prime Minister of Slovakia, in Bratislava.

Robert Fico, Prime Minister said, "We are glad that Jaguar Land Rover has chosen Slovakia for its new world-class manufacturing facility. This decision shows that, with a stable and solid business environment, Slovakia is an attractive place for investors. And the marriage of Slovak craftsmanship and British engineering holds great promise."

Jaguar Land Rover has made significant progress in building its international manufacturing presence over the last year. It

See SLOVAKIA, p. 13

MEMBERSHIP RENEWALS DUE



TIME TO RENEW

It's that time of year again. Time to renew your JCNA membership. There is a membership form later in this issue (and every issue) for your convenience. If you have any questions, please contact Membership Secretary Ron Mitchell at: rmitchelljag@cox.net or 757-877-1132.



Furry leaper?

Slovakia

Continued from p. 12

opened a new joint venture in China and commenced construction of its local manufacturing plant in Brazil at the end of 2014. The creation of new international plants allows Jaguar Land Rover to offer its customers even more exciting new models, protect against currency fluctuations and create a globally competitive business.

During this time, the Company has invested heavily in its UK vehicle manufacturing facilities at Castle Bromwich, Halewood and Solihull to support the introduction of all-new vehicles such as the Jaguar XE, XF and F-PACE, Range Rover Evoque Convertible and Land Rover Discovery Sport. In addition, it plans to expand its advanced engineering and design centre at Whitley, Coventry and invest in the National Automotive Innovation Centre at the University of Warwick. Jaguar Land Rover's sustained investment supports the delivery of the UK's wider industrial strategy.

Over the past five years, Jaguar Land Rover has employed more than 20,000 people taking its workforce to more than 37,000 and invested more than £11 billion in new product creation and capital expenditure.

Jaguar Land Rover has selected Slovakia as the location for its next manufacturing site following robust analysis of a number of locations around the world including other European countries, United States and Mexico.

CALENDAR

Virginia Jaguar Club and JCNA Events

GRAB THE KEYS

JANUARY 16, 2016 (Event)

Annual Membership Meeting

11 a.m.

AT THE VIRGINIA HISTORICAL SOCIETY,
RICHMOND, VA.

(See story on pages 3-4)

MARCH 29-APRIL 8*

First Annual JCNA International Jaguar

Festival

Scottsdale Plaza Resort

Scottsdale, AZ

Robert Bronstein & Dennis Eynon

480-330-9514

pres@jcca.US

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

Coming events of interest to Jaguar owners

East Coast and National Events of Interest:

Jan. 29-31 -- IMSA/WeatherTech Rolex 24 Hours of Daytona (FL).

March 12-13 -- Amelia Island Concours d' Elegance (FL)

March 19 -- IMSA/WeatherTech 12 Hours of Sebring (FL)

March TBA -- Opening of Dominion Raceway in Thornburg (VA)

March 29-April 8 -- First International Jaguar Festival, Scottsdale (AZ)

April 15-17 -- Kiawah Island Motoring Retreat (Concours) (S.C.)

April 23-24 -- HSR 39th "The Mitty" Vintage Races, Road Atlanta (GA).

April 30 -- Pinehurst Concours d' Elegance (N.C.)

May 13-15 -- VRG Jefferson 500 Vintage Races at Summit Pt. (W.Va.)

May 13-15 -- R.A. Spring Vintage, Elkhart Lake (WI)

May 27-29 -- HSR Historic Races at VIR, Danville (VA).

June 10-12 -- The Elegance at Hershey (PA).

June 24-16 -- IndyCar at Road America, (WI).

July 3 -- IMSA/WeatherTech Series at Watkins Glen (NY).

July 15-17 -- The HAWK Vintage Weekend at Road America (WI).

July 16-17 -- Pittsburgh Vintage in Schenley Park (PA).

July 23 -- IMSA/WeatherTech Series at Lime Rock Park (CT).

Aug. 19-21 -- Monterey Historics/Pebble Beach Concours (CA).

Aug. 20-21 -- IMSA/WeatherTech Oak Tree Grand Prix at VIR (VA)

Sept. 3-5 -- Lime Rock Vintage Weekend (CT).

Sept. 9 -- Watkins Glen Vintage G.P. (NY).

Sept. 11 -- Radnor Hunt Concours (PA).

Sept. 17-18 -- Road Atlanta Fall Historics (GA)

Sept. 17-18 -- IMSA/WeatherTech Series at COTA (TX).

Sept. 17-18 -- Elkhart Lake Vintage Festival (WI).

Sept 18 -- Classics on the Green, New Kent (VA)

Sept. 23-25 -- SVRA Heacock Classics at VIR (VA).

Oct. 1 -- IMSA/WeatherTech Series Petit LeMans, Road Atlanta (GA).

(See any dates we should add to this calendar? Let us know.)

ETCETERA



A priceless work of art, conversation starter, or simply what you absolutely must buy if you have more money than sense? You be the judge.

George Parker spotted this full-scale wooden replica of an E-Type on eBay with a buy-it price of 12,995 pounds sterling. It sort of dominates a small room, doesn't it? If many of us had that sort of cash lying around, we'd probably spring for a driver-quality E. If you already have a garage full of Jaguars and are filthy rich, this would make a great conversation starter.

The six days of Christmas...

A Christmas carol for the Jaguar lover:

On the sixth day of Christmas
my true love sent to me:
Six E's a'sleeping
Five Golden Rings
Four Calling Birds
Three French Hens
Two Turtle Doves
and a Partridge in a Pear Tree

So then I skipped the other six days.

I sold the rings and the calling birds.

I cooked the hens, doves, and partridge and put them in the mini-fridge in the quonset hut.

After that, I thanked my true love ever so much for the thoughtful gifts and told her I'd see her in the spring.

The End



Retiring L.T. Editor Brad Purvis sent this photo of a barn find all Jag fans would like to make.

MEMBER CLASSIFIEDS



1949 Jaguar Mark V

Offering this 3 1/5 liter saloon with 4 speed transmission.

Winner of multiple awards car show awards. This saloon draws a lot of attention on the road.

The older restoration is stunning in a combination of Dove Gray and Pewter with red leather interior. T

The abundant chrome and the lavish interior wood are in excellent condition. \$39,900.

For more information call Bob Shiflet, Lyndhurst, VA @ 540-836-9312 or email

bshiflet@ntelos.net.

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

Facebook: [hWps://www.facebook.com/groups/904051982964621/](https://www.facebook.com/groups/904051982964621/)

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



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

Most Recent Membership Count ≈ 101

Submissions

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

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

SUBMISSION DEADLINE

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

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)

CLUB OFFICERS & COMMITTEE CHAIRS

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2016 AGM Delegates:

TBA

2016 Treasurer: TBA

2016 President: TBA

BODGER'S CORNER

Noun

bodge job (plural bodge jobs)

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

Synonyms

- botched job

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



Since this is a Jaguar, we will assume the pipe bumper is temporary while the real bumper is at the chrome shop.



But... will it hold up at 110 miles per hour?



Hey! Just because a bloke lives in his Lincoln, it doesn't mean he can't have some creature comforts.



OK, now try making a leaper out of bailing wire!

MEMBERSHIP INFORMATION

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”

ANY ROAD TRAVELED

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 Knights Templar. LT is not the authority on maintaining or improving Jaguar automobiles.

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). Owners should consider possible techniques or modifications in light of common sense 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.

Neither this publication nor this organization, editor or his minions will assume any liability for ensuing consequences for your inept application of those techniques described herein. So there.

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

-- The Editor



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