

LYONS TALES



VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR

Meet your new VJC President

Having been honored by election as President of the Virginia Jaguar Club, let me introduce myself to those who were not at the January Membership Meeting.

Your new President is Bill Sihler (William W., to be formal), who had held the Treasurer's position for a year. Before that, my wife, Mary, and I had been active for some years in the Club in a nonofficial role wherever we could be useful.

We live in Keswick, Virginia, on the eastern side of Charlottesville. Because this is at the periphery of the Club's area, I only accepted nomination on the condition that the other officers were more centrally located. It is a very strong team of officers.

Sherm Traffel was willing to serve another term as Vice President and Chief Judge. As a long-time Jaguar conservator, he is well connected in the area. Ron Mitchell, who has done much appreciated and long-term service as Secretary and Membership Chair, also agreed to remain on. He helps cover Tidewater. Steve Bradley, who agreed to stand for Treasurer, is located in the Short Pump area of Richmond. David Harrison, our long-time President whose wish to retire was reluctantly accepted, will chair the Events Committee, which has members from throughout the Club's region. David Glick, last year's Concours Chair, kindly agreed to take on that task

See ROAR, p. 3



President Bill and his well-traveled X-Type Sports Wagon.

Contents

- 2 - LYONS ROAR
- 4 - JANUARY MEETING
- 5 - JCNA NEWS
- 6 - EDITOR'S LAPTOP
- 8 - JAGUAR HISTORY
- 7 - JAGUAR JUNKYARDS
- 10 - MEMBER CORNER
- 11 - AUCTION NEWS
- 12 - JAGUAR NEWS
- 14 - CALENDAR
- 15 - ETCETERA
- 16 - CLASSIFIEDS
- 17 - CLUB OFFICERS
- 18 - BODGER'S CORNER
- 19 - MEMBERSHIP
- 20 - ANY ROAD UP

On the Cover:

Why is this otherwise sane man driving the new Jaguar F-PACE upside down?
See story on pages 12-13.

Roar

Continued from p. 2

again and is already working on organizing this year's event. And, of course, Greg Glassner was willing and able to take the reins editing this prize-winning newsletter when Brad Purvis asked to be relieved of the task.

The only loss was Peter Schowalter, who had enthusiastically launched our Slalom program. He asked to step down, a major loss to the Club, and that position is open for anyone who would like to take it. Peter has a slalom field laid out and the Club has all the necessary equipment.

The new board and the Events Chairman will be working on a schedule of events, which we will circulate as soon as it is ready. A certain amount of flexibility is needed, so events will also be confirmed by e-mail as they approach.

A few concluding words about my Jaguar enthusiasm. The photograph on page 2 shows me and the 2005 X-Type Sports Wagon with which Mary and I won the 2014 national championship in its Driven Class. Not bad for a car with over 100,000 miles on the clock. For fun, we entered it again in 2015 but have not yet seen the scores. Our long-distance driver is a 1999 XJ8L, which now has over 165,000 miles and is doing well. Our fun cars are a 1996 XJS convertible (about 100,000 miles) and a 1970 E-Type Series II FHC with over 108,000 miles. In addition, we have a 1962 Mark II 3.8 which is undergoing refurbishment. It



VJC Past Presidents, Wayne Estrada, left, and David Harrison, right, were on hand at the first meeting of the year to welcome 2016 President Bill Sihler.

got a bare-metal paint job this last summer and is awaiting reassembly. Personal information: I retired in June after 48 years of stamping out ignorance at UVA's Darden School, teaching finance.

Looking forward to meeting you at our events.

My e-mail address is sihlerww@embarqmail.com

MEMBERSHIP RENEWALS DUE



TIME TO RENEW

It's that time of year again. Time to renew your JCNA membership. We value each and every one of our members. There is a membership form 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.

Membership Meeting



2016 VJC officers are, from left: Treasurer Steve Bradley, President Bill Sihler, Past President David Harrison, Registrar and Membership Chairman Ron Mitchell, and Vice President Sherman Taffel.

A Day at the Museums draws solid crowd

By Greg Glassner
L.T. Editor

Members of the Virginia Jaguar Club celebrated past achievements and made plans for the new year at their Jan. 16 meeting at the Virginia Historical Society in Richmond.

After some tire-kicking in the parking lot and tours of the

exhibits, Webmaster and concours chair David Glick, who had made arrangements for the venue, called the meeting to order and introduced outgoing President David Harrison, who served as the club's second and fourth president, holding the reigns for much of its existence.

"We owe a lot to Dr. Ron Gaertner, [the club's third president]," Harrison said. "He put this club on the financial footing where it is now." Hosting the AGM in 2012 and Challenge Championship in 2013 "proved we can run with the big boys," Harrison observed.

Vice President Sherman Taffel said that he wrote a magazine article "on fuel and temperature gauges back in the 1970s and on the next page there was an article by this guy named David Harrison. We've been friends ever since."

Taffel and Harrison observed that the VJC has quite a challenge in serving the needs of Jaguar enthusiasts around the entire state.

Outgoing Treasurer Bill Sihler reported cash at the end of the year of \$15,520, up from the \$14,607 on hand at the end of 2014.



Jaguars and Land Rovers outside the Virginia Historical Society.

See Meeting, p. 5

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! Mem-



Meeting

Continued from p. 4

Registrar and Membership Chair Ron Mitchell reported that the club boasted 100 members in 2015 but that was inflated by a now discontinued new car purchase arrangement. Not many of these new members have renewed so far, Mitchell said. "We expect in the range of 60 members," he added.

Efforts in 2016 will include events that boost membership recruitment and retention, said Harrison who will continue as Events Chair and Glick who continues as Concours Chair.

No TSD rallies were held during 2015, although several interesting drives planned by Rally Chair Mitchell proved popular. The sole Slalom of 2015 suffered from a shortage of entries.

In 2016, the club will invite other clubs to participate.

A highlight of the meeting was the presentation of the JCNA's top newsletter award to Brad Purvis, who set the bar high in 2014-15.

"The newsletter is the glue that holds the club together. Members need to participate by submitting articles and photos," Harrison observed.

The new officers for 2016 are President Bill Sihler. Vice President Sherm Taffel, Registrar, Secretary and Membership Chairman Ron Mitchell and Treasurer Steve Bradley.

David Glick was reappointed Concours Chair. Greg Glassner was named Newsletter Editor, and David Harrison and Bill Sihler named AGM delegates.

A total of 28 members and guests attended, with many of them walking over to the Virginia Museum of Fine Arts for lunch and a look at the exhibits there.

Since many Jaguar enthusiasts are automotive historians and consider their cars rolling artforms as well, everyone agreed that the Historical Society and Art Museum were very appropriate venues for the year's first outing.



Vice President Sherm Taffel presents the Jaguar Clubs of North America top Newsletter Award to outgoing Lyons Tales Editor Brad Purvis.

FROM THE EDITOR'S LAPTOP

Confessions: I have met the bodger and it is I

By Greg Glassner
L.T. Editor

Gathering material for our LYONS TALES Bodger's Corner is not as tough a task as I initially thought.

Just do an internet search for "Wal-Mart car show" or "redneck mechanics" and many nominations pop up. But before you think I am picking on those of us who dwell in the Southland, I discovered that we Bodgers are an international fraternity that transcends mere regional borders, nations and continents. Some recent examples I have come across appear to be from eastern Europe.

Necessity is the mother of invention, they say, and some novel, even bizarre, and, yet, hilarious solutions to simple mechanical problems abound.

Yet, even as I chuckled over the field of entries for this month's Bodgers Corner, I had a somewhat depressing epiphany: I am a Bodger. I have always been a Bodger. In fact, I may be the quintessential Bodger!

People may have tried to tell me I was a Bodger at an early age. But since I grew up in Wisconsin, I probably thought they called me a "Badger" and replied "On Wisconsin. Go Badgers!"

When I neared the magic age of 16, my parents gave me a tired, 11-year-old Buick Super with large rust holes in its flanks on which to master the art of driving. When I passed the road test (on only the second try), I decided to customize the old hulk.

I "repaired" the rust holes in true Bodger fashion by stuffing crumpled up newspaper in them, along with steel wool pads to add some density. Then I slathered Bondo all over this concoction.



I guess I assumed the old Buick would not last long enough for the steel wool to turn to rust. Or maybe not. Anyway, the Dynaflow transmission gave up the ghost soon thereafter and spared me the sight of soggy, rusty newspaper juice oozing from my patch jobs.

The first car I bought with my own money was a 1951 Kaiser Manhattan that had been owned by a Bodger. It had two-by-fours bolted in where the rocker panels should have been. It cost me \$50.

This was one of the few cars I made money on, although I never got it running. When my friend LeRoy's mother evicted it from her garage, I sold the snow tires and battery before I had the junkman pay me for the scrap metal value and haul it away.

This probably set a bad precedent, giving me the absurd notion that I could own a car and sell it at a profit.

The first car I bought that actually went down the road under its own power was a 1959 Fiat-Abarth Derivarione with a real roll bar plastered with tech inspection stickers from obscure Italian races. How it landed in Erie, Pennsylvania in 1963, was never determined.

It was my first "performance car," if 45 horsepower out of a bored-out and hopped-up Fiat 600 engine can be called performance.

When the throttle cable snapped on the way to the Erie Campus of Penn State one day, I rummaged around in my meagre tool bag and came up with a true Bodger solution.

I put the back seat down, threaded what was left of the throttle cable through a hole in the firewall, and clamped a vicegrips on the end. Voila! Instant hand throttle.

Actually driving a car with this arrangement was more difficult than it sounds, requiring some fancy footwork and hand-work.

I drove that car for a week or two until a new throttle cable arrived.

When the Abarth muffler rusted out I realized I could not afford a pricey replacement or additional tickets for loud exhaust. Fortunately a friend's sister had an Abarth muffler on her Renault R-8 and thought it a bit too "sporty," so she had it replaced with a stock unit.

Another friend who was handy with a torch was able to cut off the front of my muffler, which mated to my exhaust manifold, and attach it to the back of the Renault's muffler.

Sounded good too. And it was an Abarth muffler.

Well this Blodger saga is running on a bit. (Hand a retired newsman a keyboard and see what happens?)

Part two, in which I explore Bodge jobs on my first two British cars, will have to wait for the March issue.

JAGUAR JUNQUE



Davis Motors on Mechanicsville Turnpike has a number of slumbering Jag sedans out back.

Reviewing Jaguar junkyards, both past and present

By David Harrison
VIC Past President

Yes Virginia, there still is a Jaguar junkyard, though going back thirty or more years, there used to be many more.

One I remember visiting was near Hopewell, it was filled with derelict E types. Wish I could turn back the clock on that one.

Colgates on Rt 10 disappeared twenty years ago, it was across the road from where Rivers Bend is now. Colgates had a prewar SS Saloon in the back along with a Morris Minor tourer.

Tom Ashbarry had many parts or project Jaguars behind Darbyshire Motors in Petersburg, some Mark 2s, an XJ12, a few early XJ6s, a couple of XJS's, a Mark 7 and even an E type roadster tub.

There is still one small Jaguar junkyard flying under the radar in the Richmond area. Driving past Davis Motors on Mechanicsville Turnpike, you would never know it, but there are a dozen or more parts XJ6s behind the building, plus a couple of derelict TR7s and a toasted Rover 3500. I took the pics a few weeks ago thanks to owner Jeff Davis.

While on the junkyard theme, Philbates Motors in New Kent has an interesting array of early Detroit rusty iron. Philbates must be one of the last old-timey yards, com-

plete in summer with mosquitoes, snakes, trees growing through cars, and about 4,000 cars and a million hubcaps. Mr. Philbates is getting on in years and no longer sells the old-timers due to the onerous DMV paperwork for cars for folks to enjoy. They used to have a couple of restorable Nash Metropolitans and an MGB sitting on top of an old school bus, they were the only things remotely British last time I was there.



Many vintage American cars and a few imports can be seen at Philbates Motors in New Kent.

JAGUAR HISTORY



William Lyons discusses the merits of the Jaguar XK120 with customer and actor Clark Gable.

LYONS TALES: What's in a name, anyway?

By Greg Glassner
LT Editor

Longtime members of the Virginia Jaguar Club know why this monthly newsletter is called “Lyons Tales” and not something like “Jaguar Tales” or “Cat Tales.”

But if you are a relatively newcomer to Jaguar, it may puzzle you.

William Lyons (he became Sir William Lyons in 1956 when Queen Elizabeth II honored him for his contributions to British industry and motorsports) is the founder of Jaguar Cars.

Lyons and William Walmsley founded the Swallow Sidecars Company in 1922 when Lyons was 21 years old. The firm consisted of “three men and a boy.” For several years they built stylish sidecars. In 1927, the company branched out into building low-cost, coach-built cars, many of them sporty roadsters, on popular chassis like the Austin Seven. (VJC stalwart David Harrison has an Austin Seven based Swallow and brings it to many club events.)

In 1928 Lyons moved the company to Coventry, England where it has been headquartered since. Another step came

in 1933 with the introduction of the larger SS1, the first complete “Jaguar” automobile, and the company name was changed to SS Cars Ltd. The name “Jaguar” was introduced

See Heritage, p. 9



A 1928 Swallow Model 4 Torpedo sidecar mounted on a Brough Superior motorcycle.

Heritage

Continued from p. 3

in 1935 and the SS100 established a benchmark for style and speed, the “100” indicating the car’s ability to reach 100 miles per hour.

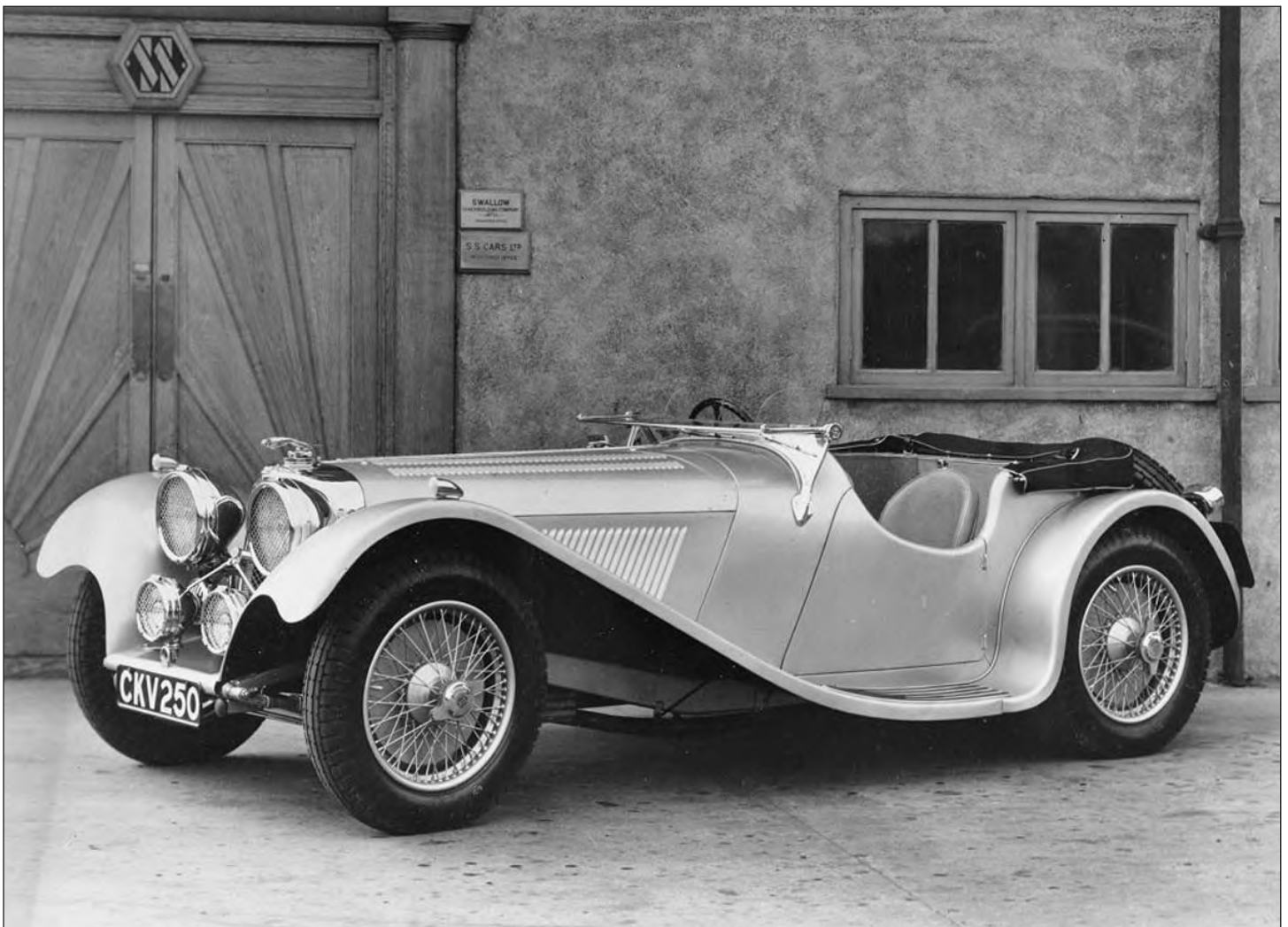
After World War II, the “SS” was dropped, due to the unfortunate connotation of Hitler’s Nazi SS Corps. The powerful twin-cam six-cylinder XK engine came out in 1948 and powered most Jaguar sports cars and sedans for the next five decades, including the XK120, XK140, XK150, C-Type, D-Type and E-Type sports cars, MK 2 and XJ6 sedans, and XJS Grand Touring cars.

Lyons oversaw the merger with British Motor Co. (BMC) in 1966, and later absorption into British Leyland, before retiring in 1972. He died in 1985.

And that is why this humble newsletter is called Lyons Tales.



Sir William Lyons with XK-E.



William Lyons and Jaguar started a long tradition of sleek, fast sports cars with the SS100 model in the 1930s.

VJC MEMBERS' CORNER



Our new VJC president travels to the land of Tata

By Bill Sihler
VJC President

My wife and I spent nearly a month in India late fall 2015. We looked for Jaguars, the four-wheel kind, but only spotted two.

One was a newish XJ we saw in Delhi. The other was the hotel car for the Taj Lake Palace Hotel in Udaipur (above). That was an XF-S. It seemed appropriate considering the nature of the hotel, where part of the film Octopussy was made.

We did find Jaguars elsewhere, such as a stuffed pair in

the Umaid Bhawan Palace Hotel in Jodhpur.

This hotel (lower left) was originally the palace of the Maharana of Jodhpur. It was begun during the depression to provide employment for the area, and it was the last royal palace built in India. I would have thought they would have had at least an XF.

Finally, we noticed in a number of hotels an expression of approval of Jaguar's position in the world (lower right).



AUCTION NEWS



Ex-Stirling Moss C-Type heads to auction

In 2016, Bonhams will return to Monaco to present an exclusive sale of just 40 hand-picked, exceptional motor cars. Timed to coincide with the Monaco Grand Prix Historique, the sale will take place on 13 May 2016.

“Already renowned in motorsport circles for its annual Monaco Grand Prix and Monte Carlo Rally, the glittering Mediterranean Principality is now to host the Bonhams Monaco Sale,” said James Knight, Bonhams Group Motoring Director. “The auction will be carefully curated, tailored to offer only the most desirable models to the market.

“We are delighted to confirm that we already have several incredible consignments for the sale, led by the fantastic 1952 Jaguar C-Type ‘XKC 011’. This very special sports-racing car is not only an ex-Stirling Moss ex-Works team entry, it is also in wonderfully original condition, and is offered direct from the family that has owned it for 52 years. Research indicates the car is fully original, remaining un-restored since the day it left the Works team in 1955.”

Jaguar C-Type ‘XKC 011’ was built new for the Jaguar Works racing team early in 1952. After making its racing debut at Silverstone in May of that year, driven by one-time pre-war Brooklands star Peter Walker, it was fitted with special longnose/longtail aerodynamic bodywork for the Le Mans 24-Hour race. There it was co-driven by Stirling Moss and Peter Walker, but failed to finish.

Reverting to handsome standard body form, it was again co-driven by Moss and Walker in the 1952 Goodwood 9-Hours race, finishing 5th, before Walker set best times

in both the Shelsley Walsh and Prescott hill-climbs. World War Two hero Major Tony Rolt drove it to victory in the September Goodwood Meeting.

In 1953 ‘XKC 011’ was then campaigned by Stirling Moss and ‘Mort’ Morris-Goodall in the 1,000-mile round-Italy Mille Miglia, and by veteran driver/journalist Tommy Wisdom in the Sicilian Targa Florio. This great car’s Works Team career concluded with Moss finishing 2nd in heat, and 4th in the final of the 1953 British Empire Trophy race which took place at Douglas, Isle of Man.

The following year the car achieved further success, when it was loaned from Jaguar Cars Ltd to Belgian team, Ecurie Francorchamps.

After it was sold from the Works, the car became one of the most raced and best-known of all C-Types on the British club-racing scene, owned and driven by Michael Salmon, Gordon Lee and Robin Sturgess. It finally passed into the current vendor’s family ownership in March 1963, and it has been maintained in active yet incredibly un-spoiled order ever since.

Bonhams’ sale of Jaguar C-Type ‘XKC 011’ in Monaco, 2016, will provide a truly incredible opportunity to acquire the cream of the historic car collecting world.

The venue for this grandest of motoring auctions is the prestigious Fairmont Monte Carlo Hotel, overlooking the Grand Prix circuit’s famous ‘Station’ hairpin, scene of so much motor sporting drama.

-- Bonhams Press Release

NEWS FROM THE WORLD OF JAGUAR



Jaguar introduces new F-PACE with power loop

Jaguar's new F-PACE crossover may not see any duty more vigorous than vacation strips, grocery runs or taking the kids to soccer practice, but buyers will want to know they have superior traction and off-road capability if they ever need it.

Which may explain Jaguar's stunt to demonstrate that its first "family sports car" can defy gravity by performing a record-breaking 360 degree loop, one day ahead of its global motor show debut in Frankfurt a few months ago.

The all-new Jaguar F-PACE, the world's most practical sports car, was driven with daring precision by expert British stunt driver Terry Grant. The F-PACE sped through the specially built structure, using its sports car derived technology and world-class collection of safety features to complete the record loop and officially signal the opening of order books worldwide.

Ian Callum, Director of Design for Jaguar said: "The Jaguar F-PACE is an SUV with the soul of a sports car. When we created this car we thought differently; we took a Jaguar sports car and made it family friendly. The F-PACE exudes performance yet you can fit five people and all their belongings in it. This is a car for people who love driving, who love design and who love technology - this is the ultimate practical sports car."

The extraordinary feat, showcased the powerful design of the lightweight F-PACE and its ability to combine agility with sports car speed and performance.

Fiona Pargeter, Global PR Communications Director, Jaguar Land Rover, said: "The F-PACE is a family car that is fast, fun and full of charisma, so completing the world's largest loop the loop was the perfect reveal moment. The F-

See F-PACE, p. 13

F-PACE

Continued from p. 12

PACE is packed full of innovative technology and features the world's most-advanced in-car entertainment system, matched with super-fast wifi connectivity. Customers are going to go loopy for the Jaguar F-PACE."

Pro Driver Terry Grant undertook two months of intense physical and dietary training to ensure his body was prepared for the 6.5 G-Force, which is greater than the forces experienced by space shuttle pilots.

Months of planning went in to ensuring that both car and driver could complete this never before done challenge. Precise physics, angles, speeds and dimensions were considered by a team of experts including structural engineers, mathematicians and safety experts.

Terry Grant, Legendary Stunt Driver, said: "Driving the



world's largest loop tonight was a very proud moment in my career. The F-PACE's supreme performance credentials and rigid lightweight structure gave me complete confidence that I had the strength and driving agility needed. I am delighted to bring the Guinness World Record back to the UK and help Jaguar run rings around their competitors ahead of the motor show tomorrow."

First Edition: Concept car design for the real world

To celebrate the launch of the all-new F-PACE, a special model called the First Edition will be available in strictly limited numbers and in the first year of production only. Powered exclusively by the 380PS supercharged V6 petrol and 300PS V6 diesel engines, the First Edition is distinguished by two unique metallic paint colours - Caesium Blue and Halcyon Gold.

The all-new F-PACE is manufactured at Jaguar Land Rover's UK Solihull Plant alongside the Jaguar XE sports saloon.



The F-Pace promises to be a very sporty crossover.

Jaguar introduces F-Type 'British Design Edition'

From the moment it was unveiled, the Jaguar F-TYPE gained global recognition as a great contemporary British design - including the prestigious World Car Design of the Year accolade - and now its appeal has been further enhanced by the creation of the exclusive British Design Edition.

"The F-TYPE is a sports car that excites the senses, with a visual drama that is both individual and very British. Creating the British Design Edition gave us the opportunity to subtly enhance the way the F-TYPE looks - inside and out," said Ian Callum, Director of Design, Jaguar

Based on the F-TYPE S Coupé and Convertible, and featuring a range of visual enhancements and additional equipment, the British Design Edition is offered in a specially-selected colour palette inspired by the Union Jack: Caldera Red, Glacier White and - new to the F-TYPE range - Ultra Blue. Ultimate Black is also available.

Further enhancements to the F-TYPE's award-winning

design come from the Sport Design pack and discreet British Design Edition badges front and rear, with unique branding on the centre console, headrests and the stainless steel tread plates.



The F-Type British Design Edition.

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



On Saturday, Jan. 16, many of us washed our Jaguars and drove them to our meeting at the Virginia Historical Society. The next morning, we woke up to snow. On Jan. 22nd and 23rd, we were buried in snow. Winters in Virginia are like that. So enjoy and exercise your cat on those good days and let it slumber through the bad ones.

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

Membership Count at end of 2015 \approx 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)

MEMBER CLASSIFIEDS

2009 Jaguar XF/SC Factory OEM “Volans” Wheels & Tires

Front (2) 20" x 8.5" 5-Spoke 108mm Bolt Pattern 49mm Offset Jaguar Part No. C2Z2652

Rear (2) 20" x 9.5" 5-Spoke 108mm Bolt Pattern 66mm Offset Jaguar Part No. C2Z2653

\$800! \$800! \$800!

These are the original factory wheels from my ex-2009 Jaguar XF/SC. The wheels were recently checked for true and refinished by Alloy Wheel Services. The front tires are age cracked and split and are UNUSABLE/UNSAFE and would have to be replaced prior to mounting on any vehicle. One rear tire is like new. The other rear tire is approximately half-life. All tires are Michelin Pilot Sport A/S Plus (255/35 ZR20 & 285/30 ZR20). This is a bargain at \$800 for the lot. Brad Purvis @ 757-869-1459 or bradpurvis@mac.com.



CLUB OFFICERS & COMMITTEE CHAIRS

Who to contact about the Virginia Jaguar Club

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Concours Chair: David Glick

Phone: 804-327-0084

Email: dmgbcc@gmail.com

Chief Judge: Sherman Taffel

Phone: 410-302-3930

Email: staffel@comcast.net

Officers (and other humans with varying degrees of prominence)

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Phone: 434-296-5354

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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.



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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