

LYONS TALES



VIRGINIA JAGUAR CLUB
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MARCH, 2016

LYONS TALES

LYONS' ROAR

Goodbye to an old friend

By **Bill Sihler**
VJC President

Saying goodbye to an old friend is always painful. In this case, we are bidding farewell to our first Jaguar after a wonderful twelve-year relationship. We bought The Lion, so called because of its tawny color (Topaz, to be exact) and size, on March 4, 2003. And, the station wagon we already had was known as Mary's Little Lamb, so The Lion lying down with The Lamb seemed appropriate.

The Lion was a 1999 XJ8L with 26,624 miles on the clock. Given the absence of certain features likely to be present on a Northern car (e.g., heated seats), we guessed it was originally from the south but didn't buy a genealogy.

The Lion served us very well and comfortably over the miles we put on it, an additional 144,000 by the time we traded it. Many trips to the MidWest, Florida, and

See Roar, p. 3



President Bill and "The Lion," his 1999 Jaguar XJ8L.

Contents

- 2 - LYONS ROAR
- 4 - FEBRUARY TOUR
- 6 - MARCH EVENTS
- 7 - EDITOR'S LAPTOP
- 8 - JCNA COUNCOURS
- 9 - AMELIA PREVIEW
- 11 - JAGUAR HISTORY
- 13 - DAYTONA 24
- 14 - CALENDAR
- 15 - ETCETERA
- 16 - CLASSIFIEDS
- 17 - CLUB OFFICERS
- 18 - BODGER'S CORNER
- 19 - MEMBERSHIP
- 20 - ANY ROAD UP

On the Cover:

Members of the Virginia Jaguar Club get out of their cars at Historic Hanover Tavern Feb. 27. See story on pages 4-5.

Roar

Continued from p. 2

Maine plus one to Oregon added up. We did the expected servicing over time, water pump, timing chains, fuel pump, and heat exchanger. Otherwise, it just purred along, longer and for more miles than we've come close to putting on any other car.

But, recently, The Lion began showing its age. It was developing a series of little intermittent faults that were hard to have serviced because they were intermittent. Some may have originated in an ignition fixture that was getting worn and loose.

It was worrying to Mary because she recalled occasions when we definitely did not want the ABS system to go off line. So a serious search for a replacement began earlier this year and was consummated in early February. More on that next month.

I'll conclude with the story of how we became an owner of a Jaguar, which I have probably already told many members of the Club. Back, eons ago when we were first married, Mary mentioned in passing that her ambition was to own an MG in BRG.

I don't know whether we even had a car at that point as I was still in graduate school, and Mary had not yet learned how to drive in the US. But, I tucked the bit of information

away for future reference.

Fast forward to about 2002, I saw an article in the Sunday paper that some entrepreneur had announced acquisition of the stamping plates and planned to produce MGs again. "Mary," I called out, "They're bringing back the MG. Maybe we can get one." "Jag," was the reply. Hence, The Lion.

Not knowing much about cars and less about Jaguars, we looked for a font of knowledge and found the Virginia Jaguar Club. We joined and first attended the VJC annual concours, then entered some, having found the Club members both knowledgeable and very friendly. We began to volunteer to do dogsbody tasks and gradually were given more responsibility.

The experience was very rewarding. Having learned about these interesting cars, we now have two Jag Drivers (one twice National Champion in its class), two toys, and a Mark 2 that is awaiting reassembly.

Who would have guessed The Lion would have such an effect?

We hope the many new members of VJC will become involved in the Club's activities and reap the same benefits we have enjoyed.

As for The Lion, we know it will be well treated by its new owner.

STILL HAVEN'T RENEWED YOUR MEMBERSHIP?



TIME TO RENEW

If you are still writing 2015 on your checks, wake up. The new year is here! Renew your JCNA membership. We value each and every one of you. 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



VJC members relax at lunch in the porch sunroom at Hanover Tavern. (Photos by Greg Glassner)

VJC members tour Ashland, Hanover County

By Greg Glassner
L.T. Editor

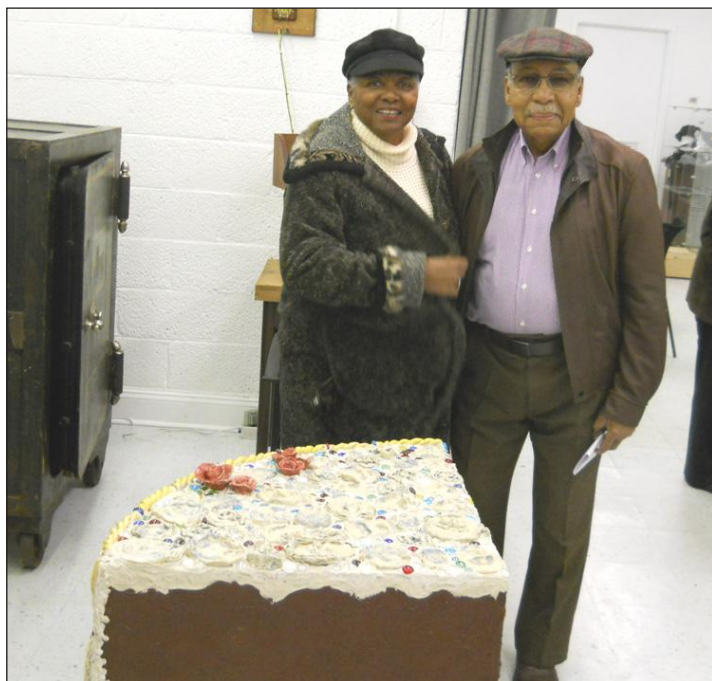
Planning a club drive in the last month of winter can be iffy. Fortunately the weather was about as good as you can expect Saturday, Feb 27. Although the temps dipped below freezing during the night, the morning dawned sunny but chilly and the previous days' high winds had died down.

Members and significant others gathered at the Ashland Museum for coffee and cookies and a briefing on upcoming events by President Bill Sihler and acting Events Bloke David Harrison.

During a guided tour of the museum and adjoining circa-1920s railroad caboose, Museum Board Member (& VJC member) Greg Glassner explained that Ashland started as a railroad town and evolved into a resort destination, college town, business hub and bedroom community within

See TOUR, p. 5

At right, Dr. Rod Taylor and his wife celebrated Rod's birthday at the Ashland 150th Anniversary cake in the Ashland Museum.



Meeting

Continued from p. 4

easy reach of Richmond. It now functions as all of these to some degree, he added.

The Ashland Museum is an all-volunteer operation that depends on grants and community donations for its existence.

Afterwards we climbed in our cars and drove east on

Route 54 to Hanover Tavern and parked in the Tavern's lot.

Greg briefed us on the historic Hanover Courthouse where Patrick Henry cut his teeth as a lawyer and orator. Next up was lunch in the Tavern's sunroom and more conversation.

As the group broke up after lunch, some headed home and others indulged in a little browsing in area antique shops.



Above: VJC members tour the Ashland Museum's Red Caboose, which dates back to the 1920s.



Below: VJC members climb out of their Jaguars after a scenic drive from the Town of Ashland to the Historic Hanover Courthouse District, where Patrick Henry once practiced law. They would lunch in Historic Hanover Tavern (white building), once owned by Henry's in-laws, after a briefing on the area's rich heritage.



At left, President Bill Sihler runs over proposed events for 2016. Stay tuned for schedule updates.



Jaguars gather at Williamsburg Winery in March

Get those Jaguars on the road for our Sat 12 March Madness Drive to Williamsburg Winery, where we will meet in the Wedmore Place Library.

Those coming from the West should plan to drive down scenic Rte. 5 and meet at 10 a.m. at the Berkeley Plantation turnoff at Herring Creek. There is a small parking area once you turn off Rte. 5. We will then convoy to the Wedmore at the Williamsburg Winery. Those coming from the East can meet us at Wedmore Place, the swanky Euro style Hotel on the grounds of the Winery. We will convene outside if weather permits, if not, in the lobby.

The Williamsburg Winery is located at, 5800 Wessex Hundred Rd., Williamsburg, VA 23185. The 300 acre farm, known as Wessex Hundred, home to The Williamsburg Winery, is south of the Williamsburg-Jamestown Airport, south of Route 199. After the meeting, members will head to the Gabriel Archer Tavern for lunch at about 12:30 p.m.

The Gabriel Archer Tavern represents a celebration of high quality food prepared simply in a casual dining experience.

In 1606, the newly-formed Virginia Company sent three ships westward to the New World to settle a permanent English colony. Led by Bartholomew Gosnold, with Gabriel Archer second in command, the expedition sailed up the

James River and came upon a point of land on a protected tributary. The ground was high, easily defended, and the soil was excellent – which foretold of the land's later usage. Archer insisted that the expedition look no further, but he was outvoted despite his considerable experience in such matters. The expedition continued on the James River and moved on to a less hospitable spot the following day, May 13, 1607. The place was Jamestown and became the first permanent English settlement in the New World.

The farm, by then known as Archer's Hope, was subject to the Twelfth Act of 1619, prescribing that each settler must plant at least 10 vines for the purpose of making wine on his property. Records show that the earliest settler was John Johnson who farmed 85 acres at this location, and his leasehold was the 19th land transaction of record in British America. By the time of the American Revolution, the land was owned by Reverend William Bland, a graduate of the College of William and Mary (the second oldest university in the country behind Harvard University).

The land played a further role in history when, in September 1781, the main body of the combined American and French armies under Marechal de St. Simon, after sailing south from Annapolis, disembarked at the mouth of Archer's Hope Creek.

FROM THE EDITOR'S LAPTOP

Confessions: I have met the bodger and it is I

By Greg Glassner
L.T. Editor

Bodger confessions part II

After rolling my Fiat-Abarth and painted it in a dark gray primer to hide some of the blemishes, I had to sell it to move on to the main campus of Penn State. The enthusiastic buyer did enquire about the red light on the dash, which I dismissed as "Ahhh, probably an electrical short."

I may or may not have been aware that it was the oil pressure light but I wanted to close the deal. (Word of advice. Buying a car from a Bodger might not be a good idea.)

My next vehicle was a 125cc Moto Parilla Six Days Trials replica, easily the two-wheel equal to a Fiat-Abarth in arcane eccentricity.

I spent the summer before my senior year on a road paving crew which lined my pockets with the kind of disposable income I had not seen before. So I blew a portion of it on a Sunbeam Alpine convertible. Not the best choice for winter driving in Pennsylvania, perhaps, but Sean Connery had driven one in the first 007 movie.

While sporting in appearance, the Alpine was not great on traction or handling. This was demonstrated on an icy night in Altoona when I slid helplessly down a steep hill and collected a telephone pole.

The front bumper and grille were pretty well mangled by this experience so I discarded both and had a body shop smooth things out a bit and spray the car in the shade of British Racing Green favored by the BRM F-1 team.



The LT Editor and former Miss Virginia in his XK8 convertible.



A much younger me autocrossing my Sunbeam Alpine.

Although a bit rough around the edges, this actually improved the Alpine's looks, in my estimation. At least that's what I told everyone.

The top was pretty weathered when I acquired it and I attempted to anchor it down and patch the leaks with packing tape -- an obvious bodge job, that. After dropping my girlfriend off at her junior college one night, I got caught in a blizzard on the way back and the aging canvas parted company with the windshield bar and I had to hold it on with one very cold hand to get back to State College.

A replacement top from Sears & Roebuck provided better weather protection, but never looked quite right, owing in part to the fact that a pair of blodgers installed it.

Another blodge job was involved repairing a cracked rocker arm with one we took off a Hillman in a salvage yard. It looked pretty close, if not identical to the Alpine part and did the job.

I autocrossed the Alpine somewhat vigorously throughout my senior year and it required a valve job and transmission overhaul in order to keep it running. That didn't leave much cash for things like tires and suspension mods.

We attempted to beef up the front end by cutting up strips of an old tire and inserting them between the spring coils before each autocross. Seeing the tennis balls crammed in a spring in last month's Bodger's Corner reminded me of this fix.

Not sure it helped. The only first-in-class trophy I took that year was when it we ran the autocross on packed snow. An old pair of snow tires and a pre-valve-job engine that was decidedly down on power contributed more than a stiffened suspension. The faster cars all spun out that day.

Next: A blodger's AC-Buick.

NEWS FROM JCNA

VJC members score big in JCNA concours

At last, JCNA has posted the winners of awards in the 2015 concours.

In the Championship Class, Ron Gaertner took first place nationally in the C2/120 class with his lovely BRG XK120 fixed-head coupe and first place in the C4/150 class with his red XK150 drop-head coupe. Ron scored 100 on each and topped out competition that has deep support for its entries.

In the driven class, Don Jackson took a national second in the D5/SLS with his black and maroon Mark IX. This also placed him first in the Southeast Region.

Mary and Bill Sihler took a national first for a second year with their X-Type Sports Wagon. It appeared, however, that there was no competition, but they still scored 9.99.

-- Submitted by VJC President Bill Sihler.



Former VJC Pres. Ron Gaertner's 120 (above) and 150 (below).



The Sihlers' X-Type.



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-



CONCOURS



This beautiful C-Type, Lister Jaguar and D-Type were on display at Amelia Island last year. (Photos by Greg Glassner)

Amelia Island Concours a harbinger of spring

By Greg Glassner
LT Editor

It is almost spring -- honest!

Pretty soon we will be whisking off the car covers, washing and waxing our favorite rides, putting the ragtops down, if they have them, and just enjoying driving in the warming sunshine.

Spring is also the beginning of the concours season.

My favorite car show (the Richmond Porsche Meet and Virginia Jaguar Club Concours excepted) is the annual Amelia Island Concours de Elegance in northeastern Florida, which takes place March 13.

I first attended the Amelia Island Concours in 2008 and it has been on my "To Do List" ever since.

Much like Pebble Beach in California, the Amelia Concours attempts to cover the entire automotive spectrum, foreign and domestic, from the "Brass Rad" Pre-WWI antiques through the magnificent and grandiose 1930s to the 1950s and beyond.

Like Pebble, Amelia is an invitation only event, which ensures excellence and variety in the 200-plus vehicals on display each year.

But I am especially drawn to Amelia because Concours founder Bill Warner is not only a car guy, but a sports and racing car guy at heart. He shot photos for Road & Track and IMSA back in the day and currently runs an ex-Group 44 Triumph TR4 in vintage racing.

See Amelia, p. 10

Amelia

Continued from p. 9

Warner makes sure there are plenty of sports and GT cars, as well as F-1 and endurance racing cars on hand. He also has a sense of whimsy and adds new novelty categories each year such as “What Were They Thinking?” “Forgotten Fiberglass” and “Beach Cars” (Surry-top, wicker-seat Fiat 600 Jollys, etc.)

Even when they are not among the year’s featured marques, there are always plenty of Porsches, Jaguars and Ferraris at Sunday’s Concours and Saturday’s Cars and Coffee, which is a “show what you drove here” event.

This year’s honored marques are Cord, Pegaso, and BMW’s 100th Anniversary. Past honored marques/models have included Jaguar, Porsche 917s, MG, Ferrari GTO, and Lancia. (Among the handful of plastic models I completed as a boy was a Pegaso GT, so I am a devotee of this extremely rare Spanish marque.)

The Amelia event also honors a prominent figure in motorsports history. Past honorees were David Hobbs, Stirling Moss, Richard Petty, Sam Posey and Jochen Maas.

This year’s honoree is Hans-Joachim Stuck, the son of a Grand Prix champion from the 1930s who ran F-1 in the dangerous 1970s but is best known for his victories and podiums in 24-hour endurance races stretching from the early 1970s all the way through to his last race in the Nurburgring 24 hours in 2011, which he ran with his two sons. Stuck is best known for his drives in BMWs and Porsches and some of them are sure to be on display.

This year, the Amelia Concours also features an RM Sothebys Auction at the host Ritz-Carlton resort as well as a Gooding & Co. auction off-site and many other events and displays. The cars to be auctioned off are always worth drooling over.

I plan on being at Amelia for three full days.



This Ex-Tom Walkinshaw LeMans and IMSA car was a highlight of last year’s RM-Spothebys Auction at Amelia Island.

JAGUAR HISTORY



This Jaguar XK120 at an early airforce base race in Ohio appears a bit tarted up by modern standards.

Airport circuits proved handy for racing

By Greg Glassner
LT Editor

Airport circuits were a handy place to hold sports car races in the early days of the sport in America.

Although I was a little too young to catch any of them in the early 1950s, I was avidly reading *Road & Track* and *Sports Car* graphic by the mid-50s and became aware of the many race events held at U.S. Air Force Bases and airport circuits.

The Air Force bases were made unavailable for this type of use at some point. I suspect this was instigated by some spoilsport congressman who thought people having fun with cars on military bases was undignified, although safety concerns could also have been a factor.

Safety did result in closing down racing on public roads through picturesque villages such as Watkins Glen, New York and Elkhart Lake, Wisconsin, where I first witnessed

an SCCA race in the late 1950s on the purpose-built Road America 4-mile road circuit.

See Heritage, p. 9



Jaguar XK120 drivers who wanted to even faster modified them or bought the new C-Type (above).

Heritage

Continued from p. 3

Sports car racing did continue on airport circuits well into the 1960s. In my college years, I attended one at Cumberland, Maryland, another at Dunkirk, New York, and still another at McConnelsville, Pennsylvania.

The annual 12 Hours of Sebring, which takes place this month, is on what used to be a World War II air base.

Jaguars played a major role in the development of sports car racing in the U.S. in the 1950s. Drivers started out in MG TCs and TDs and then graduated to larger Austin Healeys and Jaguar XK 120s and 140s if they had the wherewithal and the ability to handle faster cars.

Even though I knew much of this history, I was surprised to see how many Jaguars were in these vintage photos from early-to-mid 1950s events at an airbase in Ohio.

Hemmings Motor News recently posted these pictures on their website and is a great place to see old cars in action as

well as street scenes from the 1950s and 1960s.

According to Hemmings, all the photos seem to date from the early to mid-1950s and depict the cars on what seems to be a runway, common for sports car races at that time.

The photo with a Jaguar, with a hangar in the background and two boys in uniform observing the car, confirm the location, believed to be Rickenbacker, known now as Rickenbacker International Airport, a joint civil-military airport just south of Columbus. Founded in 1942 as Lockbourne Army Air Field, it was renamed Lockbourne Air Force Base in 1948 (and renamed to honor Columbus native Captain Eddie Rickenbacker in 1974).

More and more vintage photos are finding their way onto websites and blogs, which can provide a fascinating way for car guys and gals to pass away a winter afternoon or evening.



How many Jaguars can you pick out of this starting grid at an SCCA race in Ohio in the mid-1950s?

COMPETITION



At least there were a couple of Lola T-70s and a Lotus Elan to lend a British Flair to the Daytona 24 weekend.

24 Hours of Daytona proved its worth

By Greg Glassner
LT Editor

While watching 18 inches of snow fall outside my window in Mid January, I realized it was nearly time to go to a sports car race and forget winter for a week.

I set up a condo rental in Orlando to coincide with the Rolex 24 Hours of Daytona and I started looking for a race package in early January. It was already too late to sign up the Grassroots Motorsports package I'd used in the past (which nets you an infield parking pass and dinner at the track). Also booked was the Porsche North America hospitality package that I snagged at Sebring a few years ago.

So I opted for the NASCAR Foundation's Taste of Daytona package which netted me a parking pass outside the track, an all-access ticket for the infield and grandstand, and a charity dinner event featuring edible delights from 33 Daytona Beach restaurants. (Proceeds go to scholarships for local high school students.)

I figured after strolling around the infield for eight hours I'd have an appetite by sunset and would be willing to watch more of the race from a grandstand seat while digesting the repast. (And I needed to before tackling the hike back to my parking space.)

On the morning of race day, I faced a long hike from my parking lot to the front-straight grandstand and then on to the nearest infield shuttle stop opposite the track's Turn One grandstand. Fortunately I paused to rest for a moment or two and chatted up a young woman with a golf cart. She offered a lift to the PCA tent in the infield. (It never hurts to ask.)

A word to the wise: If planning to attend a major race

like the Daytona 24, or Sebring or Circuit of the Americas, plan in advance and check out the various ticket packages. Any of them will enhance the experience.

Thanks to the young woman who gave me a lift, I arrived at the PCA tent in time for a complimentary coffee and doughnut and snagged a seat for the introduction of the drivers of the Numbers 911 and 912 factory team Porsche 911 RSRs that would contest the GT LeMans class honors that weekend.

The overall race winner was the Tequila Patron ESM-entered Honda-powered Ligier JS HPD Prototype 2 car driven by Scott Sharp, Luis Felipe Derani, Johannes van Overbeek and Ed Brown, completing 736 laps.

In all, it was not a bad debut for the rejuvenated Porsche GTLM and GTD cars, one of each having remained in contention in class after 24 grueling hours of racing.

IMSA's GTLM field this year includes entries from Porsche, Corvette, BMW, Ferrari, Ford and the GT Daytona class includes Porsche, Audi, BMW, Ferrari, Viper, Aston Martin and Lamborghini.

In my humble opinion, a properly prepared and factory supported Jaguar F-Type could hold its own in either of these GT classes and it is a shame the Aston-Martin is the only British marque competing these days. (Although Mini Coopers run in the Continental Tire series support races.)

Race day at the Daytona 24 featured a short vintage car event and this included a Lola T-70 and ageless Bob Leitzinger driving the same Lotus Elan he used to run in SCCA events back in the 1960s. Alas, no Group 44 Jaguars in that group this year.

CALENDAR

Virginia Jaguar Club and JCNA Events

GRAB THE KEYS

480-330-9514

pres@jcca.US

MARCH 29-APRIL 8*

First Annual JCNA International Jaguar Festival

Scottsdale Plaza Resort

Scottsdale, AZ

Robert Bronstein & Dennis Eynon

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

July 14-17 -- North Carolina Jaguar Club Concours, Little Switzerland, N.C. bktlist1@gmail.com

Coming events of interest to Jaguar owners

East Coast and National Events of Interest:

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

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

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

April 9 -- Williamsburg British Car Show.

April 9 -- Opening of Dominion Raceway in Thornburg (VA)

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

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

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

July 14-17 -- North Carolina Jaguar Club Concours, Little Switzerland, N.C. bktlist1@gmail.com

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

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

Williamsburg British Car Show April 9

The 17th Annual Williamsburg British Car Club British & European Car Show will take place in Chickahominy Riverfront Park, 1350 John Tyler Hwy (Route 5), near Chickahominy River Bridge, Williamsburg, VA 23185 on Saturday April 9, 2016. Show field opens at 9 a.m. Awards at 2 p.m.

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

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

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.)

JCNA Reports expiration snafu

The JCNA administrators are receiving calls and emails from concerned Club Members who have renewed their club memberships, written checks, etc., and who are now seeing their Mar-Apr Jaguar Journals arrive with a WARNING and an Expiration Date of 12/31/2015 ... and thinking that their club's have not sent in their renewals and that their JCNA membership is now lapsed.

WARNING - LAST ISSUE!

If you have not renewed your JCNA membership for 2016, there will be no more Journals delivered to this address and membership number after this March-April issue.

If unsure, check with your club membership secretary or call 1-888-CLUBJAG, or email nancy.corbeille@gmail.com Members at large are renewed on the anniversary of joining.

This is due to unfortunate timing: the mailing list was delivered on February 1 BEFORE Club Renewals were being entered by the Administrators into the Roster.

Another example of 'The Law of Unintended Consequences' in action ..

Of course, everything is fine.

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: <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 ≈ 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



XJS for sale and spring is just around the corner

The time has come to sell one of my all time favorite cars, my 1994 4 litre XJS convertible. I picked up the car in Florida in April of last year [2014], and have probably put less than 3000 miles on it, if that. Everything works, the air con blows cold, and I've just had a new pump fitted for the top. The car won it's class in the JCNA South Florida region in December of 2013. I have tons of photos, PM if you'd like to see more, or to ask for my phone number. It's at least \$10,000 worth of car, but I need to make room for another one, so looking for \$7,500 and the price is firm. The car can be seen, driven, and bought in Staunton, VA."

Contact Scott at 540.255.4570 or scotmac2000@hotmail.com.

2009 Coachmen Prism RV For Sale

2009 Coachmen Prism (M230) with slide out and only 48,221 miles. This RV is 24' 11" in length, 3.0L Diesel 154 HP Mercedes Engine and can get 17-19 mpg, Freightliner/Mercedes 3500 chassis. 3.2kw Onan diesel generator, Power windows & locks, Patio awning, Large slide out with its own awning, electric/gas waterheater, exterior shower, 3.5k lb hitch, back-up camera, exterior entertainment center, 3 skylights, ducted roof ac system and 20" HD TV with cd/dvd player. Beautiful cherry cabinets. Mood lighting, full leather interior, 6 new tires, new Virginia inspection. Additional features include power steps, in-dash cd player, cruise control, tilt steering, power heated mirrors, dual airbags, led running lights, night shades, full kitchen including convection microwave, 3 burner propane range, hideaway sink with hot & cold water, 2 door refrigerator/freezer, full bath including glass door shower, designer sink, and the commode is in its own separate room. Plenty of "basement" storage and much much more. Must see and drive to appreciate. Looks and drives like new. Priced below market at \$55,000. Call Ken with any questions 804-840-1441 or Donnie at 804-928-5000.



CLUB OFFICERS & COMMITTEE CHAIRS

Who to contact about the Virginia Jaguar Club

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Chief Judge: Sherman Taffel

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Officers (and other humans with varying degrees of prominence)

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BODGER'S CORNER



When his company transferred him to England, Bubba shipped his trusty Chevy over and converted it to right-hand-drive.

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.



It does the job just fine.



How often do you use that rear window wiper anyway?

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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