

LYONS TALES



**Get set for the 2016
Virginia Jaguar Club Concours!**

**VIRGINIA JAGUAR CLUB
VOLUME 15 NO. 7
SEPTEMBER, 2016**

LYONS TALES

VJC EVENT



Jaguars ranging from classic to new will be at the annual VJC Concours.

VJC's Annual Concours scheduled for Sept. 17

By **DAVID GLICK**
VJC Concours Chairman

This year's VJC Concours returns to the Wyndham Virginia Crossings Resort Saturday, Sept. 17, and is featured as one of the pre-show features of Classics on the Green car show and wine festival.

The resort is a fantastic location that hosted our successful AGM and Challenge Championship. It serves as a great venue featuring a colonial theme and several dining options.

The Concours itself will be poolside Saturday morning. We moved the schedule up and hour so that the formal judging will be over in time for participant to enjoy the planned scenic drive (another COTG pre-show activity) or simply enjoy viewing the display of Nash Automobiles from the 20th century as the Grand NASHional

See Concours, p. 3

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ON THE COVER:

Scene from our 2013 JCNA Challenge Championship at Wyndham Virginia Crossings Resort, where the 2016 concours will be held.

SAVE THE DATE:

September 17
Annual VJC Concours at Virginia Crossings Resort. (See pg. 10)



Virginia Jaguar Club



Scene from the Challenge Championship in 2013. Our Sept. 17 VJC Concours will be in the same beautiful location.

Concours

Continued from p. 2

car show is also taking place at the resort.

Please join us for a poolside reception and awards ceremony in the afternoon. One of the best features of the 2014 Concours was the Classics on the Green Banquet Saturday evening.

This year, the Kings of Swing Band returns to make for a really fun night as the attendees of COTG, the Jaguar Concours, and the Grand NASHional all celebrate together.

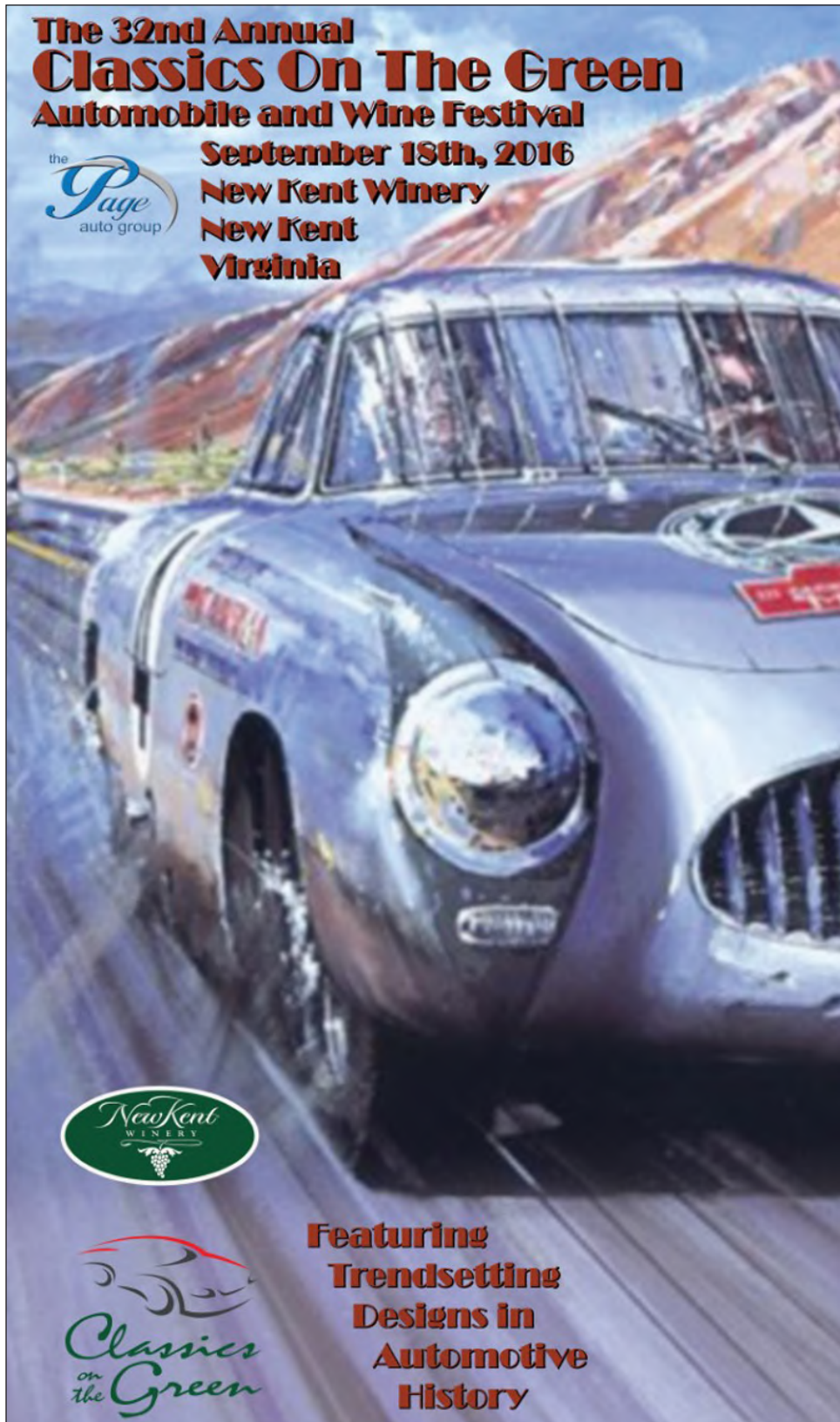
If one day is not enough, you are also invited to attend the 32nd annual Classics on the Green at the nearby New Kent Winery Sunday, Sept. 18th.

Watch the club website www.vajagaurclub.com for details! Registration is at <http://vjc2016.eventbrite.com> or link on the Concours page of our website.



The beautiful and legendary Jaguar E-Types always have a special place in VJC Concours.

Do two shows on one wax job!



**The 32nd Annual
Classics On The Green
Automobile and Wine Festival**
September 18th, 2016
New Kent Winery
New Kent
Virginia

the *Page*
auto group

New Kent
WINERY

Featuring
Trendsetting
Designs in
Automotive
History

Classics
on
the Green

Classics on the Green in New Kent is Sept 18

You are invited to register your car or motorcycle for the 2016 Classics on the Green Show.

Entries should be a classic, vintage, or modern European sports or exotic. Should you have any questions regarding eligibility, please contact us at 804-909-5751. We are also inviting special entries to be in our 2016 feature, "Trendsetting Cars in Automotive History."

If you have a car that really made an impact in the automotive world, such as the Ferrari 308, or the MG TC, Cord, Duesenberg, VW Beetle, etc., please contact us!

We also welcome participants of the "Grand NASHional," representing Nash (and Rambler) automobiles dating back to 1902!

Classics on the Green festivities will begin on Saturday, Sept. 17 at our host hotel The Wyndham Virginia Crossings Resort. See over 100 cars in the Grand NASHional, on display.

Participate in the all new "Classics on the Road" driving tour through historic Hanover County, with special stops and a few wonderful surprises! The drive will cover approximately 45 miles.

Back by popular demand, the KOS Band will be playing at Saturday's banquet. Tickets are limited.

Sunday's big show will feature wine tasting, food, recording artist, Susan Greenbaum, fine arts, new car displays, and of course, an amazing display of Classics on the Green.

Go to the Classics on The Green website for more information.

VJC MEMBER SOAPBOX

Variety is the spice of life

Thoughts while perusing Kiwi car mags

By Greg Glassner
Lyons Tales Editor

At some point during our recent Virginia Jaguar Club-Central Va. British Car Club jaunt to check out Dominion Raceway, I chatted with a CVBCC member who had recently been to New Zealand.

I mentioned that I had managed to get a story about our 2013 JCNA Challenge Championship published in an Australian Jaguar magazine and he later mailed me a couple of Kiwi car mags.

I am still enjoying them at this writing and in doing so came up with several conclusions

One is that it is good to include other clubs in our activities as it swells attendance to respectable numbers and we get exposed to other car nuts and exchange ideas.

Another is that car club members “Down Under” are every bit as enthusiastic as those in the “States,” Great Britain and on the Continent of Europe.

The third conclusion is that the cars of days gone by offered consumers far greater variety than today.

None of these conclusions are mind-boggling, of course. But the rest of you VJC members haven’t written too much lately, so you are stuck with reading this. (Or not.)

As to the first -- inviting other clubs to share our events -- let’s face it, it can be disheartening to plan an event and have just three or four VJC members show up. By adding other clubs, we get a good turnout.

As to the second, the car craziness of Kiwis, I suspected as much, but did not know for sure.

I knew that the island nation east of Australia has produced some pretty good race car drivers, Bruce McLaren, Denny Hulme, Chris Amon, Howden Ganley, Graham McRae to name a few. And they are still doing it with Rhys Millen and his sons, IndyCar pilot Scott Dixon and Porsche factory shoes Earl Bamber and Brendan Hartley.

But that, and the fact that an Army buddy and I hung out with two charming Kiwi girls for a day or two when we were touring Spain back in 1970, was the extent of what I knew about New Zealand.

Now, thanks to the pages of “The Beaded Wheel,” and

“NZClassic Driver,” I can confirm that classic cars and sports care are very popular there.

Of course there are a lot of obscure British marques collected and driven by Kiwis, including the Singer Gazelle, Alvis TC 20/100 “Grey Lady,” Vauxhall Velox, Triumph Dolomite, Morris Oxford, Wolsley 16/60, Sunbeam Rapier, and my all time favorite car name, the Humber Super Snipe. (About 15 years ago, I spotted an early sixties Humber Super Snipe for sale in Orange, Virginia. While interested, I was cash poor at the moment and did not investigate.)

When you toss in Jaguars, Healeys, Aston Martins, TRs, Allards, ACs, etc., the Kiwis own, care for, and enjoy driving a wonderful selection of British cars, plus the more plentiful Australian Holdens and Fords.

But they also collect Alfas, Fiats, Peugeots, Citroens, American Chevies, Fords, Chryslers, and a fair number of Porsches. At the recent New Zealand Festival of Motor Racing, 402 Porsches showed up for a photo op on the front straight of the Hampton Downs circuit.

So Kiwis love their cars, no doubt about it.

My third conclusion is that the new car buyer of today finds much less variety than what people enjoyed in the twenties, thirties, fifties, sixties or even seventies, which may be why many of us cherish those golden oldies.

A Kiwi newspaper automobile advertising section that was included in the stash from Musgrove, boasted ads for Jeeps, Holdens, Fords, Toyotas, Hondas, Hyundais, Kias and other makes common here in the States and abroad in England, Germany, and Australia.

The only marques you can’t find in the Richmond area were the GM-produced Holden and a Mahindra sedan that looks to my eye like any other Japanese or Korean econobox. (I knew Mahindra made tractors and pickup trucks.)

There are no 2016 Humber Super Snipes or Alvis Grey Ladies, available on the market place. No Sunbeam Alpines, Simca Bertone Coupes either.

And even though some of the aforementioned marques offered cars with more than a few flaws and eccentricities, the fact that they no longer exist, except at car shows and cruise nights, is a pity.

FROM THE EDITOR'S LAPTOP

Which of your cars did you sell way too early?

By Greg Glassner
LT Editor

As your loyal, intrepid and sometimes long-suffering VJC newsletter editor, I am always on the prowl for story angles that would not only provide a monthly column but prompt several club members to sit down and tap out a contribution on their own laptops.

One notion that I came up with was my first impressionable encounter with the Jaguar marque, a memory that I savored for many years before actually buying one.

In the August issue, George Parker wrote about his Dad's first XKE, which was purchased when George was a small boy.

When I rode along with George as he pre-ran the route we would be taking on our July 23 morning ride to Dominion Raceway, we chatted about cars we wished we had been able to hang onto as they appreciated.

George opined that his Dad always regretted selling his 1953 Ferrari 250 Europa way too early. He added that Ferrari had once displayed the car on the stand at a prestigious show and that the Vignale bodywork was somewhat controversial, "an acquired taste," if you will.

Later that weekend I did a Google search of Vignale bodied Ferrari Europas, found a photo and forwarded it to George, asking, "Did your Dad's car look anything like this?"

He replied, "It didn't look like that, that is Dad's old car."

That Ferrari recently sold for well over a million dollars, so, yes, Mr. Parker did indeed sell too early. (He let it go for



VJC Member George Parker's Dad sold this stunning 1953 Ferrari 250 Europa way, way, way too early.

a small fraction of that amount in the early 1960s.)

Ah! I guess we all have owned cars we now regret we sold, rather than putting them away in some sort of dry storage so we could drag them out today, freshen them up a bit and knock everybody's socks off at the next mixed marque show.

Having never owned a Ferrari, let alone one that made in limited numbers and wearing custom coachwork, my own automotive resume was much more modest than the Parker family's.

Of the 48 cars and motorcycles I have owned thus far in my life, there were a few I wish I had been able to hang onto, though I know there was a good chance I would have driven them into the ground or wrecked them somewhere along the way. I have, on several occasions, rued the fact no one in my family owned an empty barn somewhere.

Turns out the "keepers" were all cars or motorcycles I owned for a relatively short time. (Maybe the ones I kept around too long displayed their Achilles heels in too many occasions to be cherished.)

The first car I paid for with my own money (and actually ran) was a 1959 Fiat-Abarth 750 Derivazione. It would be more valuable if it had the Zagato bodywork rather than Fiat 600 panels, but it would be fun to have today.

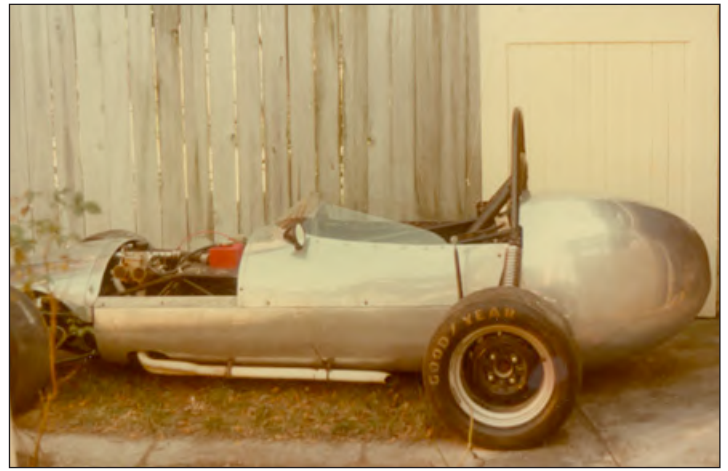
The Moto-Parilla 125cc Six Day Trials Replica I bought in my junior year in college, would look good on a show field in 2016. Today it might fetch about 40 times what I



L. T. Editor Greg Glassner driving Miss Virginia around in his XK8.

See Laptop, p. 7

Virginia Jaguar Club



Were it not for a woman who wanted a washer/drier combo in her garage, I might be tooling around in this Gemini Formula Junior today – after some serious dieting of course.

Laptop

Continued from p. 6
paid for it in 1964.

The 1965 Simca 1000 coupe with Bertone bodywork I found on the used car lot at Casey Chevrolet in Newport News was, in my estimation, one of the prettiest little cars ever made.

I blew up the Simca engine on the Pennsylvania Turnpike on my way to my parents' house near Pittsburgh before shipping out to Southeast Asia in November, 1968. A couple friends rebuilt it and then sold it for me to recoup the parts and some of their time.

I started looking for Simca coupes in Hemmings about 25 years ago and almost snagged one in Northern Virginia. A couple of years ago a restored one sold for \$28,000. About 28 times what I paid and still a neat little car.

I'm not sure what my 1959 AC would bring today, through

with a Buick V8 under the hood and all the other modifications that made it a poor man's Cobra, it would have been quite a task to restore as an AC Bristol. VJC member Ron Gaertner's pristine AC Bristol went for megabucks.

Another British car I nearly forgot about was my 1959 Gemini Formula Jr. I paid \$1,300 in the 1970s, owned it a very short time and sold for \$1,600 to a British collector after placing an ad in Road & Track.

This little racer sported an 1100cc BMC drivetrain and had been modified by a previous owner to run in autocrosses. The original "wobbly" wheels did not come with the car. A friend let me store it in his garage until his wife wanted a washer and dryer in that space, and the Gemini was evicted. Although I had less girth back then, I would have had to cut frame tubes just to fit in it, so perhaps it was not meant to be.

I know many VJC members have stories like this about cars they once owned or the "one that got away."

Let's hear them, OK?

Send contributions to: glassgreg@hotmail.com



A young designer at Bertone by the name of Giorgetto Guigiaro penned the lines of the Simca 1000 (right) and 1200 (left) coupes. Some details of the greenhouse and tail end later found their way into his designs for Ferraris.

JAGUAR HERITAGE



This lineup of Jaguar racing cars was at a recent British vintage meet. (Photo courtesy Jaguar Heritage Trust)

Jaguar Heritage Trust preserves marque history

The Jaguar Heritage Trust preserves the rich legacy of Jaguar Cars Ltd. As well as maintaining a priceless collection of historic Jaguar vehicles, the Trust is responsible for preserving an extensive archive of business documents, artifacts and product records for some of the most desirable cars ever made. Established in 1983, the Jaguar Daimler Heritage Trust is an educational charity. Its aim is to preserve the rich heritage of Jaguar Cars Limited and all its predecessor marques including Swallow, SS, Daimler and Lanchester. The Trust's major objective is to collect and preserve vehicles and artifacts, both past and present, which relate to and reflect the history, industrial development and social impact of Jaguar and its associated companies. The Trust preserves a collection of over 140 historic vehicles, many of which can be seen at events throughout Europe, with permanent displays at the Coventry Transport Museum and the Heritage Motor Centre at Gaydon, both in the UK. The Trust provides Heritage Certificates (for a fee) to the owners of classic Jaguar and Daimler vehicles based on the original production records.

Photo Library

A huge collection of over 30,000 archive images. High quality prints or digital copies can be supplied for personal

or commercial use.

Researchers are able to visit and consult or examine original archive material by prior appointment.

“At Jaguar we’re immensely proud of our unique heritage and the beautiful, innovative vehicles for which we have become famous. As part of our continuing commitment to preserve Britain’s incredible automotive heritage we were honored last year to add to our existing vehicle collection in the UK by acquiring the largest-known privately owned collection of British classic cars in the world.”

Jaguar Heritage Collection

A passionate owner managed to collect 130 Jaguar cars going back to their earliest models including an original 1920’s Swallow Sidecar, the very first vehicle made by Jaguar’s founder Sir William Lyons. The stunning assembly features incredibly rare vehicles as well, like an SS100, a rare alloy XK120, and beautifully recreated Jaguar XKSS and D-type models. It also includes a host of beautifully preserved children’s pedal cars as well as a Jaguar Mark X owned by Sir William Lyons himself.

See Trust, p. 9

Trust

Continued from p. 11

“We are delighted that Jaguar Land Rover has come to an agreement to secure the future of this very significant collection of Jaguar and British cars,” said John Edwards, Managing Director of Jaguar’s Special Vehicle Operations. “We share the same objective to keep this unique collection in British hands and we are delighted this agreement secures their custody for the future.”

Norman Dewis, OBE

Although it is now slightly old news, the Jaguar Heritage Trust would like to add its congratulations to long-standing friend and Jaguar legend Norman Dewis, who was awarded an Order of the British Empire (OBE) in Her Majesty’s New Year Honours List.

Norman’s career at Jaguar spanned 33 years, during which he tested and developed many seminal and celebrated Jaguar cars. His automotive CV is remarkable: he developed the multiple

Le Mans-winning C-type and D-type racing cars, the pioneering XK 140 and 150 sports cars, the classic 2.4/3.4

and Mk II saloons, plus the Mk VII and Mk VIIM models, the legendary E-type (including the Lightweight E-type), the XJ13 mid-engined prototype, the world-class XJ saloons, the XJ-S and the ‘XJ40’ models.

Norman was also co-driver to the British racing hero Sir Stirling Moss in a C-type in the 1952 Mille Miglia and, in 1953, set a 172.412 mph production car speed record in a modified Jaguar XK 120 on a closed section of the Jabbeke highway, Belgium. He also drove a 190 mph works D-type in the dramatic 1955 Le Mans 24hr race and competed in the famous Goodwood Nine Hours in the 1950s.

A very lively 94

At 94 years old, Dewis is one of the last living links to the golden era of the British motor Industry; those post-World War II years when Jaguar rebuilt itself into a champion sports car maker. Still as sprightly as ever, Norman recently visited the Trust’s offices and regaled the team with stories of his January trip to Arizona where he was treated like a national hero.



TheTrust recently acquired one of the largest private collections of British Motorcars in the world, including a great many significant Jaguars. (Photo courtesy Jaguar Heritage Trust)

CALENDAR

North Georgia Concours scheduled Oct. 16

By John Hoffman
NGJC Concours Chairman

The North Georgia Jaguar Club 14th Annual Concours d'Elegance will be held on Sunday, October 16 at the Chattahoochee Country Club in Gainesville, Georgia.

As in years past, this will be a JCNA nationally sanctioned Concours open to all classes in Champion, Driven and Special Divisions. Jaguars may also register in Display Only.

If you have attended our Concours in the past I'm sure you'll agree that the Chattahoochee Country Club is one of the best Concours venues in JCNA. Hennessy Jaguar has been kind enough to sponsor a wonderful brunch; two of which are included with your registration fee.

I would like to invite all members of the Southeast Region Clubs to attend. We have reserved a book of rooms on Saturday night, Oct. 15 at the Holiday Inn in downtown Gainesville where we have obtained a special room rate of \$100. Reservations can be made by calling 770-531-0907, reference the North Georgia Jaguar Club to obtain the special rate. That evening we get together for a reception and small plate buffet dinner at Luna's Restaurant.

Also, if you attend and are a JCNA Certified Judge, we would welcome your participation in the judging. Please

contact our Chief Judge Craig Kerins, at 706-736-8964 or craigkerins@knology.net

The Concours registration form can be found at www.ngjc.us. Click on the Calendar. Under the Oct. 16 date will be a link to the form.

Look for VJC Judging "blasts"

By George Parker
VJC Events Chairman

I had the pleasure of sharing a lunch with our Chief Judge, Sherman Taffel, and his lovely wife Camellia. We discussed many things, but of importance to our membership - especially those judging for the concours, please be mindful of the email "blasts" to be sent out by Sherman, one of which you should already have received.

These emails will be "refreshers" of sorts, where Sherman will send out a photo or two and ask for "judging type" comments back. I'll probably be the worst offender, but let's all try to keep up with these to get our judging "chops" back up to par. The North Georgia folks boasted about "fair and consistent evaluations," so we have a standard to which we should measure up!

Coming events of interest to Jaguar owners

East Coast and National Events of Interest:
Sept. 3-5 -- Lime Rock Vintage Weekend (CT).

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

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

Sept 11 -- Jaguar Drivers Club of Long Island Concours, Centerpoint, N.Y.

Sept. 17 -- 2016 VJC Concours, Glen Allen (VA)

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

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).

Sept. 30-Oct. 1 -- The Shenandoah Valley British Car Club will hold its 35th Annual British Car Festival, sponsored this year by Gassman Automotive Products. Host Hotel is the Holiday Inn Golf and Conference Center in Staunton, with Saturday's Concours from 9a.m.-2 p.m. in Waynesboro's Ridgeview Park. Go to www.svbcc.net/carshow.html.

Sept. 30-Oct 1 -- SCCA Runoffs, Mid-Ohio Raceway.

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

Oct. 21-23 -- United States Grand Prix (F-1) at Circuit of the Americas in Austin Texas.

Nov. 5-6 -- Hilton Head Concours de Elegance, South Carolina.

EDITOR'S NOTE: Due to scheduling changes, The LT Editor will not be at our VJC Concours or Classics on the Green so I am expecting the rest of you to contribute stories and photos on these important events.

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

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.



The defroster wasn't working so great in cold weather, so Nigel decided to re-engineer it a bit.



The comrades in Trablant's R&D department heard that Lamborghini had gone from making tractors to building cars, so they wondered if the reverse would work.

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

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.

SUBMISSION SPECIFICATIONS

Text: any Regular Hoefler, Arial,

Calibri or New Times Roman

Font Size: 10-12 pt

Format: Word, Pages or Text file

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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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