

LYONS TALES



Virginia Jaguar Club's 2017 Concours Story inside



NCJOC Concours coverage inside this issue

**VIRGINIA JAGUAR CLUB
VOLUME 16 NO. 6
November-December, 2017**

LYONS TALES

LYONS' ROAR

Reflections on our 2017 VJC Concours

By Bill Sihler
VJC President

The Club's 2017 Concours de Elegance was a great success, thanks to the monumental efforts of David Glick, the Concours Chair. He was ably assisted by Peter Schowalter, Greg Glassner, and David Harrison. Sherm Taffel served as Chief Judge, riding herd on judges Richard Carnegie, Jerry Ellison, Wayne Estrada, Henry Fielding, Ron Gaertner, David Glick, David Harrison, Don Jackson, Ron Kuligowski, Bud Marston, Leland Miller, George Parker, Roy Sumner, Stephen Thomas, and yours truly. Several of the judges were members of other clubs and generously contributed their time.



It is also a pleasure to recognize the Concours' sponsors: Welsh sponsored the awards event and had a representative attend the concours. Other sponsors were Hagerty, Moss, SNBBarrat, Terrys/Engel, and XKs. Many thanks.

Events began on Friday afternoon, September 15, at Virginia Crossings Resort, with hors d'oeuvre and socializing on the bar terrace for those who came in Friday. Many then ordered dinner from the bar menu, enjoying the outside weather or adjourning to the bar itself.

The judging event was held on Saturday, September 16 on the entrance drive and the Cannon Green. The day was lovely, although it heated up by afternoon. Fortunately, the site has lovely trees which provided generous shade for the participants. Because a number of the participants also planned to show at the Nation's Capital Jaguar Owners Club on Sunday, judging started early at 9:30 and was over before lunch. An awards reception was held on the Resort's Pool Terrace at 2:00 p.m.

There were 25 cars registered, but unfortunately a last-minute cancellations left the field of judged vehicles at 18. There were five classes in Driven classes and ten

See Roar, p. 6

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Send your submissions to:
glassgreg@hotmail.com
Put Lyons Tales in subject box.

SAVE THE DATE:

JANUARY 20, 2018 -- VJC
Annual Membership
Meeting at the Virginia
Historical Society in Rich-
mond.



VJC EVENT



Concours class winners and runnersup hoist their trophies at ceremonies following the event. (Photo by Greg Glassner)

VJC Concours: Beautiful day, great show

By Greg Glassner
L.T. Editor

Pleasant weather, great cars and terrific people are a trifecta for a good time anywhere and that was the case Saturday, Sept. 16 at the Wyndham Virginia Crossings Resort for the annual Virginia Jaguar Club Concours.

Our concours was originally scheduled to dovetail with the Sept 17 Classics on the Green show sponsored by the Central Virginia British Car Club. When that show fell through, members of that club were invited to show their cars at our concours, which added to the car count and appeal.

Then, by happy coincidence, the Nation's Capital Jaguar Owners Club slotted their concours the day after our concours, so a joint promotion by both clubs offered owners a

chance to do two points events in one weekend, less than 100 miles apart. A little synergy helped make everyone's event a success.

Concours Chairman David Glick put his formidable organizational skills to good use and everything went pretty smoothly once I mastered the electronic registration check-in David set up for the event.

A nice array of Jaguars, ranging from JVC member David Harrison's 1929 Austin Swallow to the latest in Jaguar sports cars and sedans showed up for the concours in either judges or display categories and our dedicated team of judges went to work on them while the rest of us slackers relaxed and enjoyed the cars and ambience.

See Concours, p. 4

Virginia Jaguar Club



Jaguars old and new: Many generations of Jaguars were displayed at the VJC Concours. (Photos by Greg Glassner)

Concours

Continued from p. 3

Our judges were Sherm Taffel (Chief Judge), Richard Carnegie, Jerry Ellison, Wayne Estrada, Henry Fielding, Ron Gaertner, David Glick, David Harrison, Don Jackson, Ron Kuligowski, Bud Marston, Leland Miller, George Parker, Roy Sumner, Stephen Thomas, and Bill Sihler.

The winners were announced and the trophies presented at a reception with refreshments at the resort pool deck. Peter Schowalter once again came up with handsome etched glass trophies.

After congratulations were exchanged, those doing the double were able to hit the road for Northern Virginia to rest up for a second concours the next day.

And the winners and runners up are:

Class C2/120, XK120 (1948-54):

1st.) W. Ronald Gaertner, XK120 FHC, 100.00 points; 2nd) Richard and Dianne Carnegie, XK120 OTS, 99.830 pts.

C4/150: XK150 (1957-61):

1st.) Barry and Elizabeth Harms, XK150 OTS, 99.690 pts.

C5/E1: E-Types, Series 1 (1961-67):

1st. (tie) Terence M. and Barbara Smith, E-Type SI OTS, 100.00 points; 1st. (tie) Morrill Marston, E-Type SI Coupe, 100.00 pts.

C6/E2: E-Types, Series 1.5 (1968) and Series 2 E-Types (1868-71):

1st.) Art Maggio, S-Type SII OTS, 99.960 pts.

C7/E3: E-Types, Series 3 (1971-75):

1st.) Bryan and Debby Edwards, E-Type SIII Roadster, 99.960 pts.

C11/J8: XJ8/R:

1st.) Howard Meyers, XJ8, 100.000 pts.

C12/JS: XJ-S/SC (1976-1991 Pre-Facelift):

See Concours, p. 5

Concours

Continued from p. 4

1st.) Steve and Mary Ann Thomas, XJ-SC, 99.520 pts.

C14/K8 Coupe and Conv. (1966-2006) XKR (1999-2006):

1st.) Mike and Ann Rhyne, XKR Conv., 100.000 pts.

C19/FJ: XF Sedans (2008-On), XJ Sedan (2010-on), XE (2016):

1st.) William and Mary Sihler, XJL, 99.250 pts.

C20/F: F-Type (2013-On):

1st.) Dennis M. Spaulding, F-Type Conv., 100.00 pts.

D1/PRE: All Classics (Pre-XK engine)and XK120, XK 140, XK150:

1st.) Gerald and Naoma Ellison, XK 140 OTS, 100.000 pts.

D5/SLS: Early Large Saloons:

1st.) Don E. Jackson, MK9, 99.810 pts.

D10/K8 Coupe and Conv. (1996-2006), XKR (1999-2006):

1st.) Pat and Sue Geary, XK8, 99.930

2nd.) Bill Guzek, 99.840.

D12/J8: XJ8/R Sedans (1998-2003)

1st.) Philip and Christine Spinella, XJ VP, 99.970.



Jaguar sports cars from the 1950s.

Special Display Awards:

In addition to the VJC Concours, awards were also made to entries from the Central Virginia British Car Club. The Display car awards were:

Best MG: Jim Cheatham 1957 MGA Coupe, 2nd place
Harvey Fielding 1960 MGA Roadster.

See Concours, p. 6



The judges confer over an entry in the early XK classes.



VJC Member David Harrison and his Swallow, the earliest Jaguar in the USA.

Concours

Continued from p. 5

Best Jaguar: Ronald Kuligowski 2010 Jaguar XK8.

Best Triumph: Paul Hemler 1976 Triumph TR6.

Best British Other: John (Mike) Johnston 1948 Austin Sedan.

(Editor's Note: A number of photographers came to the event and posted their photos online for enjoyment and purchase. For photos much finer than mine, go to www.skiboadamsphotographer.com or www.palladinphotography.smiugmug.com.)



Our hard-working VJC Concours judges. (Photo by Greg Glassner)

Roar

Continued from p. 2

in Championship. It was thus a very diverse field. In addition, there were a few Jaguars present as Display together with another two dozen cars displayed by Central Virginia British Car Club/Classics on the Green members.

VJC's Future

Looking ahead to a serious matter, next year the Club is going to lose a number of its "core" members, who have contributed greatly to the Club's activities during my tenure as President. Moves, health, job responsibilities, and focus changes explain this problem. I plan to have a board

meeting in November to discuss what needs to be done to ensure the Club's continued development.

The Club has a strong financial base. It lacks active membership participation. I would appreciate any thoughts about how to make the Club more interesting and useful to the members. You can send ideas to my email address (sihlerww@embarqmail.com) or by phone to 434-977-4834. I would also appreciate hearing from or about members who would like to become actively involved in the Club's development.

FROM THE EDITOR'S LAPTOP

Are you ready for self-driving cars?

By Greg Glassner
L.T. Editor

I see a lot of chatter of late on the self-driving car and how fully autonomous motoring will be upon us before we know it.

Instead of arriving at your destination looking like you crawled across the Mojave Desert on your hands and knees and then stuck your index finger in a light bulb socket and turned on the juice, you will arrive as fresh as a daisy,

Why? Because your new 2020 self-driving car made all of the decisions for you and monitored traffic conditions between Richmond and Myrtle Beach while you leaned back in your seat and listened to some soothing music or read a good novel.

So far I am greeting the announcements of cars that do the driving for you with mixed feelings (hope, ambivalence, caution and skepticism among them.)

I remember reading my Dad's Popular Science and Popular Mechanics magazines as a youth. They predicted that practical and affordable flying automobiles would soon be upon us. I saw recently, 60 years later, that they are now available. Unfortunately they sell for \$1.3 million apiece.

They also predicted that the Average American would have a 30-hour work week and eight weeks of paid vacation a year by now, because we'd be so productive at our jobs. Some of that increased productivity did occur, but employers chose to pocket the savings.



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

The wave of the future sometimes moves as slow as molasses.

On the other hand, I can recall a lot of near-disastrous scenarios on the highways in which I have either played a role or witnessed from the driver's seat since I got my first driver's license at age 16. (None my fault, of course!) As a newspaper reporter I covered more than a few gruesome road fatalities as well.

Would an omniscient, omnipotent self-driving car carry me safely through all of these calamities and near calamities? It's nice to think it would.

There are a lot of idiots on the road these days, present company excepted of course. If they all drove cars that could drive better than the person currently behind the wheel, it would be reassuring, even if I did not own one myself.

I doubt I will own one. The first autonomous cars on the market will probably cost more than I can afford. And by the time they depreciate to my socio-economic level I may no longer be in the market for a car.

Even if I could afford one, would I be able to get it to function properly?

The 18-month-old SUV I currently drive is the first new car I purchased since 1981 and I still don't know how to operate the bluetooth device or set the clock to daylight savings time.

If I am still driving when they hit the used car market, I'd also be a little bit leery of how well these self-driving systems would function in a 10 or 12 year old car.

A car club friend of mine who owns a Miata and a Porsche surprised me when he said he's ready for self-driving cars. I call him the "Condo King" because he and his wife spend about 15 weeks each year hopping around to time shares from Maine to the Gulf of New Mexico. A lot of those trips involve staring through a windshield at I-95.

I'd still like to be able to enjoy driving on those twisty, scenic "sports car roads" I come across from time to time. But I admit I could use autopilot on those long hauls to New England or Florida.

Perhaps I can keep my sports car for driving roads, my SUV for chores and milk runs and rent a self-driving car for a couple of those long-haul trips over the Interstates each year.

VJC MEMBER SOAPBOX

An opportunity for the VJC to make a mark on history

By Bill Sihler

VJC President

You may have noticed the article in the latest Jaguar Journal about the Coventry Foundation. This was set up when JCNA discovered its tax status did not allow it to accept gifts that would be tax-deductible to the donor.

Apparently, there were JCNA members with sundry collections of Jaguar memorabilia they wanted to donate. It required a totally different organization to be able to accept these.

In addition to the article in JJ, there was an extensive writeup in the Carolina Club's Litter Box September newsletter, available on the CJC website. There's also a website at www.coventry-foundation.org.

One of the "assets" the Coventry Foundation ended up with was the archives of the JCNA and its predecessors. This consists of some 35 banker boxes (that's a cube about 3x3x6 feet, if my arithmetic is correct) currently residing in the garage of Coventry Foundation's President, Gary Kincl.

The expectation, and on Gary's part a hope, is that the archives will be relocated to storage at the Coventry Foundations' premises at the British Sports Car Hall



Coventry Foundation's Gary Kincl at new quarters at Moss Motors. (Photo by Greg Glassner)

of Fame in Petersburg, VA (Moss Motors). In addition, as JLR moves to a new location in Mahwah, NJ, there is discussion of JLR making further donations to the archives.

Unfortunately, it is not clear just what is in the boxes. They have never been indexed. There probably are financial records of the JCNA over the years, there could be concours and event records from over the ages, there is probably material relating to various Jaguar models, and there is certainly stuff that should just be discarded

(with guidance from the legal department). As it stands, however, the archives are totally useless.

Because VJC is the closest club to Petersburg, it occurred to me that we might make a Club Project and thus a contribution to the Foundation by sorting out the archive material and indexing it.

This sounds like a winter-type project (hoping that the storage facility has heat). It isn't quite the same as restoring an E-Type.

For those with orderly minds and interests in history, the effort could be rewarding

and far less expensive. By bringing along some sustenance, it could become a social event as well.

The JCNA directors were very enthusiastic about the idea, and there were volunteers who would drive from some distance to help. This would give us additional exposure to other Clubs.

No date has been set for the transfer of the archives. Nevertheless, if you would consider volunteering for this project when the material arrives, drop me an e-mail at sihlerww@embarqmail.com.

VJC MEMBER PARTICIPATION



A nice array of XJS models. (Photo by Bill Sihler)

NCJOC Concours, Sunday, Sept. 17

By Bill Sihler

VJC President

One of the creative ideas David Glick brought to the VJC Concours was to couple it with the Nation's Capital Jaguar Owners' Club Concours the following day not far from Charlottesville. David's theory was that by having the two concours back-to-back, both would benefit from those wanting to get maximum exposure for their cars. This practice appears to be growing because of the changes in the JCNA judging rules for selecting the "champion" car in each class. If there is a tie from averaging the three top scores at the end of the season, the Top Car award in each class will go the car with the highest number of *total* points. Thus, having a 100-point average in a Championship class

may not be enough. The winner may need a total of 500 or 600 points for the season.

Perhaps for that reason, 11 cars that showed in our Concours (out of about 20) went to the NCJOC Concours the next day. These accounted for at least 20 percent of the cars on show if those judged totaled 51. This was the figure provided by Don Jackson, a VJC member who showed his Mark IX in both Concours. My count was 32 judged cars, which could make the percentage larger if all 11 showed up.

Out of curiosity, I drove up to see what the NCJOC show was like. It moved last year from the main drag in Reston to the 868 Vineyard and Winery north of Purcellville, VA, just outside of Hillsboro, VA. The site offered a lovely

See NCJOC, p. 10

Virginia Jaguar Club



E-Types on the hillside (Photos by Bill Sihler)

NCJOC

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arena for the show, albeit a little bereft of shade. The base field provided a large flat area, which sloped up a little at the back. The E-Types and XK-120, -140, and -150 were parked on this slope. Visitors' vehicles were parked in a lot nearby but not intrusive.

The Vineyard is set up to provide a number of amenities.



A majestic Mk. X.

There were two large tents, somewhat off field, where one could go to get out of the sun and enjoy the occasional breeze. These had picnic tables, providing a place to eat. The food available at the grill set up in a third small tent included barbecue or fresh grilled chicken sandwiches or hot dogs. Plus, of course, wine from 868's production or a soft drink.

My count showed the largest number of cars were XJSs of sundry varieties, eight in total. Next was a collection of seven modern XKs of various editions. These were arranged on either side of the main field. The six E-Types and five early XKs were on display on the slope at the back. In addition, there were some solo models, a Mark 2, Don Jackson's Mark IX, and a beautiful but rare Mark X. This is such an impressive car that it is a shame that it was apparently underpowered and difficult to get into and out of, features that dampened interest and sales.

Of the more modern models, there were two XJs, two F-Types, and one XF.

Unfortunately, I did not have time to chat extensively with the participants. The only significant disadvantage I heard mentioned was the lack of overnight accommodations close by. There is apparently a small motel in the vicinity, but otherwise it is necessary to stay in Leesburg. Some participants lamented the lack of visitors to the Concours. Others probably welcomed that absence. All told, NCJOC's Concours was very attractive.

CLUB EVENT FOR OCTOBER



A nice array of XJS models. (Photos by Greg Glassner)

VJC members tour historic Petersburg

By Greg Glassner
LT Editor

Members of the Virginia Jaguar Club had a pleasant and informative tour Oct. 21 of historic Petersburg, Virginia led by XJS owner and former VJC member, the Rev. Mike Malone.

The group met at Old Blandford Church on Crater Road, founded in 1735, and surrounded by thousands of Civil War gravesites. This cemetery is where the tradition of Decoration Day, now Memorial Day, started.

This church is still used for funerals and memorial services. Its spectacular Tiffany Studios stained glass windows

are dedicated to the soldiers of many states who died in the bloody defense of Petersburg in 1864.

After a stop at the visitor's center and a guided tour of the church and ground, the Jaguar enthusiasts followed Malone through the cemetery and on to the Old Town Petersburg, where many recent movies and TV series such as "Mercy Street" and "Turn" were filmed.

Our next stop was at the Farmer's Bank, one of the country's oldest banks, now a visitor's center. The relatively small safe was ingeniously lowered into the ground in a

See Petersburg, p. 11



The Jaguars drive through the somber Confederate Cemetery at Old Blandford Church on Crater Road.

Petersburg

Continued from p. 11

brick vault each night and raised again each morning.

The group then walked through the historic section of town while Malone pointed out buildings of interest, including the tavern where Edgar Allan Poe and his wife spent their honeymoon.

Following a very pleasant lunch of sandwiches and salads at Petersburg Provisions, the convoy followed Malone through cobblestone streets to Centre Hill Mansion, now a museum.

This tour was a real eye-opener for me. I have long regarded Petersburg as the victim of hopeless urban blight to be avoided. While there are still problems and expanses of crumbling empty lots, many of the historic buildings have been restored and occupied by restaurants, pubs and antique stores. Well worth a visit.

Thanks to Mike Malone for for showing us the way.

(Do you have an historic treasure in your home town? Share it with your fellow VJC members.)



VJC Members relax after a pleasant repast of sandwiches and assorted salads, topped of with freshly baked cookies. Everyone agreed that they spent an informative and enjoyable day in Petersburg. (Photos by Greg Glassner)

2017 VJC CONCOURS SNAPSHOTS



This MGB aspired to be a Jaguar.



Don Jackson's superb Mk. IX.



Time to shine! Photos by Greg Glassner)

A word for our wonderful sponsors:



Jaguar eye candy



This Jaguar won the 24 Hours of LeMans in 1988. What is the model designation? The answer can be found in a recent Jaguar USA newsletter. (www.jaguarusa.com)

WELSH ENTERPRISES' UNION JACK INDOOR CAR COVER

Show your pride in your Jaguar or other British automotive with our new redesigned Union Jack indoor car cover! Our car cover is made from a very soft, non-abrasive cotton material.

Now available in three sizes:
small, medium, & large

Small (12.14' X 13.7'): \$195.95

Medium (13.78' X 15.42'): \$225.95

Large (15.42' X 17.06'): \$249.95



WELSH
ENTERPRISES, INC.

CALENDAR

Battersea Plantation again invites classic British cars

By David Glick
Concours Chairman Emeritus

From the folks at Battersea, Tickets are not on sale for 2017 Oysters, Barbecue... Battersea. Once again, they are featuring a Classic British Car display.

Ticket sales and registration is up and running on their Eventbrite ticket site.

To register your Classic British Car to receive a complement ticket, please visit the link 2017 Oysters, Barbecue... Battersea!

Please remember, only the driver is admitted for free. Additional tickets for your passengers and other friends and family are available for purchase. This has been a remarkably successful, fun event for the past couple of years.

Please arrive early (noon) as it is required to have cars parked before all the guests start arriving. Besides, it is a great opportunity to catch up with all our Classic British Car friends.

Feel free to tell all your friends and families with Classic British Cars.

Here are the details: Saturday, Nov. 4, 2017 from 1 to 4 p.m. (please arrive early if displaying a car), at Historic Battersea, 1289 Upper Appomattox St., Petersburg, VA 23803.

Mark your calendar!

oysters, barbecue... Battersea!

Saturday, November 4, 2017 | 1pm-4pm

LIVE MUSIC
Kristie Kream and the Sugar Daddies
Advance tickets only, \$40.00 per person
Bring your chair or blanket
Purchase tickets securely through **Eventbrite**

oysters & barbecue
cobb salad & baked beans & tea
rolls & cornbread & Texas brownies
ginger cookies & beer & wine

Your favorite caterers from previous years will prepare mouth watering foods for your enjoyment!

Classic British Car Display

1289 Upper Appomattox St. | Petersburg, VA
804-732-9882 www.BatterseaFound.org

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

VJC CLASSIFIEDS



For Sale: 1996 XJR

For Sale: 1996 XJR (one of the 6,547 made between 1995 and 1997, with the supercharged 6-cylinder engine: this is the scarce X306). 52,100 miles. British Racing Green, cream leather interior. It is in excellent condition both mechanically and cosmetically, inside and out. I believe it is a solid 2 car. Car cover, literature, maintenance history, included. The car is garaged in Springfield, Virginia. Happy to show it by arrangement. Pictures are posted at https://www.facebook.com/pg/rlkittermansphotography/photos/?tab=album&album_id=1950763628526124 Asking \$15,800. Call (703) 272-7104.

For Sale - 1965 VA license plates

(white w/ black numbering). Professionally restored to very high standard, they need nothing. One plate is metal, second is reproduction painted to look exactly like first - fully legal for use in VA (per my local DMV office). Over \$200 invested (purchase, repair/restoration, duplicate), asking \$170 or make best offer. George Parker, (540) 287-2311.



Come on out and support
the events of the Virginia Jaguar Club

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.

Send email to: Glassgreg@hotmail.com.



Nigel's new car came without a cupholder.



And this car comes equipped with airbags as well.



Cedric need a new muffler hanger to pass inspection.



Turn that unsightly dent into a work of art with a just a little creativity and a magic marker.

CLUB OFFICERS & COMMITTEE CHAIRS

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2017 AGM Delegates:

VJC votes by proxy.

MEMBERSHIP INFORMATION

You do not have to own a Jaguar to be a member of the Virginia Jaguar Club!

Virginia Jaguar Club - Membership

Please complete this form and present it at a meeting or mail to:

Virginia Jaguar Club, c/o Roy Sumner, 15434 Madison Hill Rd., Gordonsville VA 22942

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): \$60.00 ***

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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