
LYONS TALES



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VIRGINIA JAGUAR CLUB
VOLUME 21, NO. 2
Second Quarter, 2022

LYONS TALES

LYONS' ROAR

Time to dust off those Jaguars and enjoy them

Fellow VJC Members:

It looks like Spring has sprung at last as I write this in late April. The daffodils I can see from my windows seem to have gone their way with tulips replacing them.

I took the cover off my XJS convertible about ten days ago, thinking then that Spring had arrived. I was a bit disappointed the following Monday when we had cold rain mixed with a little snow and sleet, which at least did not stick.

But, the temperatures have risen from low 40s that Monday to upper 80s six days later! Much more appropriate for breaking out your Jaguar for the season.

See Roar, p. 3



Virginia Jaguar Club President Bill Sihler. (Photo by Brian Trickett)

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

SAVE THE DATE:

Annual AACA
 Richmond Region
 Collector Car Show
 (With VJC participation)
 Saturday June 11 at St.
 Josephs Villa, Richmond,
 VA.



Roar

Continued from p. 2

Virginia Jaguar Club Meetings

As I mentioned in the last column, reporting on the Club's Annual General Meeting, it was decided not to attempt a concours this year but to set up a series of socially oriented meetings at such places as the Richmond Cars & Coffee events and at car shows sponsored by others.

David Harrison, Events Chair, Brian Trickett, and Bill Guzek have identified suitable occasions here and there around Virginia. Elsewhere in the Lyons Tales, there is a list Brian prepared of these together with a discussion of them. □Greg: you may need to modify the preceding sentence depending on what Brian has provided.

Unfortunately, one of these, the Williamsburg British and European Car show has taken place. It enjoyed great weather, but we're a little tardy getting the information to you.

June Events

There will be two June that are must attends. First, Bruce Murff has offered to host a Garage and Social at his home on Saturday, June 4.

On Saturday, June 11, the Antique Automobile Club of America's Richmond Regional Car Show will be held at St. Joseph's Villa in Richmond. Although we have held our concours in conjunction with this event, and plan to do so in the future, for this year it is a show-up-and-show-off event for Virginia Jaguar Club members. It's important we participate to keep our relationship with AACA. The cost to display a car is \$25, to have it judged \$30. Check the AACA Richmond website to register.

July

On July 16, we've scheduled a show and social lunch at Shirley Winery, just off VA Rt 5 between Richmond and Williamsburg.

August

August has two events. On August 6, there's a planned visit to the Williamsburg Winery with a presentation on Formula 1 racing. The Festival of the Wheel is being held in Charlottesville on August 26-28.

October

The Shenandoah Valley British Car Club Festival will be held in Waynesboro on October 1. This show attracts interesting Jaguars and a large field of other English cars. Later in October, on the 29th, we'll have a lunch and meeting at the Reserve Restaurant at The Highlands in Chester. No formal showing but bring along a Jaguar to show informally.

November

The Battersea Oyster Roast at the Battersea Plantation in Petersburg will be held on November 5. Those entering a British car to display on the lawn have, in the past, been given a ticket for a free meal and a beverage. Live music provided.

December

On December 3, the Club will hold a Holiday Season Lunch
See Roar, p. 4

Sihler honored by JCNA



Our own Bill Sihler was presented with the Mike Cook Presidents Award, one of JCNA's most prestigious honors, at the AGM in March. He was recognized for his continuing service to the Virginia Jaguar Club, currently serving as President, and to JCNA where he is Treasurer and an active participant, entrant and judge in many JCNA regional concours. The award is named for the late Mike Cook, longtime publicist, writer and motor industry historian. Way to go, Bill!

-- Greg Glassner, Editor.

Roar

Continued from p. 3
and Annual General Meeting at the Reserve Restaurant, the Highlands, in Chester.

Judges' Training

On April 9, our Chief Judge, Sherm Taffel, conducted the annual Judges' Training Session at the Timbers Restaurant in Ruther Glenn. Many thanks to Sherm for setting this up and conducting the meeting. The event worked well, with good food and ability to linger as we did the training session. Four judges were present to take the test, and two others will complete it by mail. This gives the Club a solid base on which we can build a 2023 Concours. Any judge who didn't attend the meeting may take the test, available on the JCNA website, and send the answer sheet to Sherm.

JCNA Annual Meeting

The Jaguar Clubs of North American held its Annual General Meeting in late March in sunny Milwaukee, hosted by the Wisconsin Jaguar Club. Well, it was sunny some of the time but rather chilly and windy throughout.

There were no significant developments, although there was the usual effort by the Concours Judging Committee to tighten the judging rules further. A report indicating 30 incidents of rule violations turned out to be a list of errors in not following the increasingly stringent judging rules, such as reporting judges assigned to a class for which there were no cars present (well, sometimes an entrant doesn't show).. The proposed solution was to increase the complexity of the bureaucratic rules. Among other things, a requirement was proposed to require judges to be tested annually.

Although the minutes haven't come out, my understanding was that this proposal, after heated debate, (and maybe all of these proposals made) couldn't be considered because the Judging Committee had not followed the JCNA rules bring items to the floor for consideration. So much for the sticklers to the rules!

Hope to see you at one or more of the VJC's social events. Check Brian's article for information about how to register to attend, if necessary.

-- Bill Sihler, President

Judges Training



The VJC held judges training this spring at Timbers Restaurant in Ladysmith, VA. Attending, from left, were Pres. Bill Sihler, Secretary Brian Trickett, Vice Pres. David Harrison, Chief Judge Sherm Taffel, Camelia Blackwell-Taffel and Membership Chairman Bill Guzek. (Not pictured: Greg Glassner) It is probably no exaggeration to state that our small club has more trained judges per capita than any club in JCNA.

53rd annual
**RICHMOND
COLLECTOR
CAR SHOW**

**Featuring the
Evolution of the Sports Car!**

Saturday, June 11, 2022 8:00am - 3:00pm
St. Joseph's Villa
8000 Brook Road, Richmond, Va

This show is also an official event for the Virginia Jaguar Club. A number of our members are already involved in volunteering for the event and it is deserving of our support. Besides, what Jaguar owner can resist a show featuring the evolution of the sports car?

FROM THE EDITOR'S LAPTOP



No Jaguars in the building, but the Brumos Collection is a must for any car lover visiting Northeast Florida.

Brumos a worthy addition to any bucket list

By Greg Glassner
LT Editor

I try to adhere to the old maxim that fish and guests begin to smell after a few days, so I departed Hilton Head Island a couple of days after the 2021 Concours.



Editor Greg Glassner driving Miss Virginia 2014 Courtney Garrett around the State Fairgrounds in his 1998 XK8.

Then an odd thing happened as I drove across the causeway and out to I-95. My trusty SUV kept veering to the left as if beckoning me to one more automotive adventure before winter set in.

The relatively new Brumos Collection museum had been on my bucket list since it opened. It closed during the height of the pandemic and reopened again in 2021. So I headed south, rather than north to Virginia.

A couple of phone calls ascertained that the museum was closed on Veterans Day for a special event but would be open again the following Friday. I failed to navigate the computer system to guarantee a ticket but was assured by my second call that they'd leave a spot open.

So I did some sightseeing and seafood sampling along coastal Georgia and pulled up to the museum shortly before the 1 p.m. opening. I exchanged pleasantries with a small group of car and motorcycle enthusiasts and the group's host offered me an extra ticket for free. Seems he was celebrating his recent victory over cancer, invited 20 friends to the museum to celebrate and had a couple of cancellations.

See Laptop, p. 7



Examples of Porsche's racing heritage are on display.

Laptop

Continued from p. 6

By now, some of you are asking yourselves why Jaguar owners would be interested in a museum dedicated to the Porsche. My answer is that the Brumos Collection is so much more than an homage to the German marque and that most car guys and gals love cars of all makes and models, even if they do have leapers tattooed on them where the sun don't shine.

Brumos started as Brundage Motors in the 1950s selling Volkswagens in the Jacksonville area. In the 1960s the dealership, renamed Brumos, started sponsoring Porsches in racing driven by Peter Gregg, Hurley Haywood and a long roster of others.

The museum holds just about every model of Porsche they raced, starting with 914s and 911s, and including the mighty turbocharged 917/10 Can-Am cars. It also includes an ex-Jo Siffert 906 and a 917K featured in Steve McQueen's movie "Le Mans." A rare Porsche Indy Car is also on display.

But that's only half of the collection. The other half is a tribute to the evolution of twin-cam racing engines and

the front-drive racing cars of Harry Miller. Several classics including a 1939 Alfa Romeo 8C 2900 Spider and a 1930 Cord L-29 and a rare Novi Indy car are also in this exhibit. Many these cars predate the founding of Swallow and Jaguar and, in an engineering sense at least, are part of the heritage of Jaguar's legendary twin-cam engines.

So, not one Jaguar in the building, but an impressive car collection for sure. When you find yourself in the Jacksonville area, I suggest you catch this museum.



A front-drive Cord and an Alfa Romeo from the 1930s are part of the display.

VJC MEMBER MEMORY



After years of yearning for a Jaguar, our Davis Harrison finally landed one in 1972, a used XK150 similar to the one pictured here. It would prove to be the first of many.

My first Jaguar -- A 1959 XK150 roadster

By David Harrison
VJC Vice President

As a student in the UK in the Sixties, and later as a young engineer, a Jaguar was out of my financial reach. However, I did have a few encounters. I remember an SS-100 parked



A Triumph TR 1800 roadster proved impractical for the author's car pool.

in an adjacent street to my digs in Redcar, North Yorkshire. It was on sale for a hundred pounds but it might as well have been a million.

At the time I had just graduated from a Francis-Barnett two stroke motorcycle to a 1936 Ford 8. It had a 850 cc side valve engine and three gears and was actually slower than the Frankie Barnett but drier inside and somewhat more of a crumpet catcher on a cold day. However after a year with the old Ford I progressed to a 1933 MG L1 tourer and later still to a dickey seat Triumph 1800 Roadster with the Jaguar "1 ½ litre" engine.

After graduating, getting a job with ICI, and marrying, I had a 20-mile commute to work. Petrol at four shillings and sixpence a gallon mandated car pooling with fellow commuters, and the TR 1800 reluctantly had to go in favor of a four seater, a Ford Consul saloon. The TR actually had five seats if you count the two in the dickey, but commonsense won the day.

See First Jaguar, p. 9

First Jaguar

Continued from p. 8

Part of the commute ran alongside a railway track resulting on a rarity in the UK at that time, two miles of straight and level road. One of my car poolers gave me a wild ride in his well-worn XK 120 roadster, I think we got close to 90 before the level crossing.

Another Jaguar encounter was more sedate, my late father-in-law had a huge (by UK standards) Mark 10 saloon in BRG. We would cruise into the countryside, fold down the picnic tables and enjoy a delicate little picnic. But actual ownership of a Jaguar had to wait until Una and I crossed the pond in 1967 and settled down in Chester.

The first few years were devoted to my job with Allied Fibers, to finding and buying a house, settling in and helping Una start a children's theatre program. Our only transportation was a no-frills 1964 Dodge Dart Station Wagon with a 170-cubic-inch slant six and push-button transmission. Our transition was made easier by wonderful neighbors, Wayne and Bebe Alexander who practically adopted us, introduced us to the Chester social and theatrical scene and even lent us Wayne's magnificent old Mercedes

tourer and their weekend cottage on the Bay.

In March 1972 an ad in the Chesterfield Trading Post caught my eye, "1959 Jaguar for sale \$1,500." The car was a 1959 XK 150 roadster with Borg Warner automatic transmission, no plates, no battery, and blisters in the white paint on one side. The owner was a GI in Germany who drove the unlicensed car around the family farm roads when on leave. It narrowly escaped when the barn caught fire. I think I got it for \$1,250.

After towing it home I installed a battery and found that the engine would crank. With a Jag, or any British sports car engine, if it cranks, it will run. Cleaning up the points in the inaccessible distributor yielded a spark, so the next task was the fuel system. The fuel pump was hidden under the chassis and had to come off, yielding a shower of rancid petrol. After cleaning out more red mud and filing the points I had a working pump.

After two weeks of work the engine fired up thunderously. The flex exhausts were rusted out, but it was sweet music to my ears.

**Photo
with no
caption
needed**



VJC MEMBERS AT PLAY



Paul Hemler with our VJC group at Cars and Coffee Richmond. Paul's E-Type garnered a good deal of attention from the fans throughout the morning.



Brian Trickett, Peter Schowalter and David Harrison check out an E-Type at Richmond Cars & Coffee in May.

See At Play, p. 11

At Play

Continued from p. 10



Now here's a sight you don't see very often in Richmond. Two Jag S Type R's together, both 2005 models. 400hp each. The owners of the SRT's, left to right, are Brian Trickett (platinum Silver car) and Charles Baskerville (metallic dark grey car). The two owners had not met before May's Cars & Coffee in Richmond.



VJC Member Peter Schowalter stands between his XK8, left, and an XKR, both sporting slightly different shades of British Racing Green livery.

See At Play, p. 12

SHOW CIRCUIT

Williamsburg British Car Show

Looking quite dapper, Member Peter Schowalter represented the Virginia Jaguar Club at the Williamsburg British Car Show in April. (Photo by Jeffra Schowalter)



At Play

Continued from p. 11



Additional photos from Richmond VA Cars & Coffee: No telling what this drifting “special” started out as.

Yes, that is a Ferrari with camouflage livery, We hope that is a vinyl “wrap” rather than a paint job, but who knows?

TECH TIP

Bad brake vibrations: A myth busted

By David Glick
VJC Member

Those of you who know me well may recall I tend to lean toward small upgrades in brakes. Nothing over the top, just higher quality pads, rotors, stainless steel brake lines, etc. When it came time to replace the brakes on my Jaguar XK Convertible in 2016, I went with my current pad favorite EBC (after all they are British), which I have had great experience with for over 15 years now. As for rotors, there was not much out there at the time. With limited choice I went with StopTech premium sport rotors. Not only were they slotted (we talked about the proper way to mount slotted rotors in the past), but they also have a black e-coating to prevent corrosion and always look great behind the wheel.

In 2019 I started to experience a small vibration in the steering wheel when applying brakes. The rotors and pads had less than 10,000 miles on them. Over time the problem kept on getting more severe. My first impression was a rotor that had excessive runout or as we all have heard, may have been warped. Then again, I always keep my wheels/lug nuts torqued properly, never wash a car with hot brakes, never raced my car or abused the brakes in any way. The dealer's diagnosis was "warped rotors" of course. Truthfully, that made sense to me as well and was what I thought as well. Almost everyone I asked shared the same opinion. I was quite bothered though by the fact that I spent approximately \$500 on rotors, which were supposed to be better than stock, only to be quite unsatisfied.

I reached out to StopTech (Centric) and voiced my being upset describing my experience. Matt, who staffed their technical hotline, addressed my email and voice call graciously, providing a white paper about the "Myth of Warped Rotors." While such can occur, he maintained that it is highly unlikely, and rare. He instructed me to repeat the bedding-in process typical of new pads and rotors. Meanwhile, I was determined to prove at least one of my front rotors was warped. Removed the wheel of the side most likely to be the problem (felt the vibration on the floor not just the steering wheel), tested the runout on both sides of the rotor. It was perfect. How can that be?

Well apparently, there are two properties of friction at



work for braking, abrasive friction, and adherent friction. For abrasive friction crystalline bonds are broken on both the pad material and the metal surface of the rotor. When pads meet their effective temperature, they can transfer material onto the pad in a random or uneven pattern on the rotor face, which can be perceived as vibration when braking. With adherent friction, some of the pad material diffuses across the interface between the pad and the disc and forms a very thin, uniform layer of pad material on the surface of the disc. As the friction surfaces of both disc and pad then comprise the same material, the material can now cross the in a more uniform manner.

There is another potential complication factor as well. At higher heat the iron in the rotor begins to transform into cementite (an iron carbide with three atoms of iron and one atom of carbon), which is hard abrasive and a poor heat sink. An uneven build up of cementite can create a problem for vibration as well. There is a way to remove cementite, that involves vigorous scrubbing with garnet paper. Luckily, not necessary in this case.

Now that we spent some time with technical jargon that I am just starting to understand myself, what happened to my

See Brakes, p. 14

SOCIAL MEDIA CHATTER

Discussing Jaguar design and marketing

Editor's Note: While too much of an old fogey (and retired print journalist) to be a fan of Social Media, I do read a few posts from time to time. The following story contains excerpts from a recent discussion on the direction Jaguar is headed and the necessity for the company to continue a long tradition of producing beautiful cars with a heritage of performance. As a youth I dreamed of designing car bodies and not much came of it. Although I never lost the habit of idly doodling sleek cars on notepads. If nothing else it is food for thought. What is your opinion?

VJC Member David Glick wrote:

Just happened to see an online article from Yahoo! Entertainment, "Jaguar Know that Beauty Still Matters." <https://www.yahoo.com/entertainment/jaguar-knows-beauty-still-matters-162000403.html>

Granted I have a bias, some things just seem to stay the course of time. Remember the famed Enzo Ferrari's declaration at the 1961 Geneva Auto Show that the Jaguar E-Type was the "most beautiful car in the world?" Here we are 60 years later, and Kyle Kinard of Road & Track has described the Jaguar F-Type as simply "gorgeous" as Sofia Lauren and Santorini.

While I enjoyed the read, and hope you will too, there is a mixed message and disappointing news. In spite of the

remarkable beauty (to quote the author and my own personal feeling), Jaguar has not sold that many F-Types recently. I do believe there are many admirers, for some they feel the F-Type is out of reach. Such may not be the case, as there are many in the pre-owned market that are affordable. Why are there no other stunning Jaguar models? The last XJ was very distinctive as were the models before. The current F-Pace does remind me of an F-Type SUV per se. The XF and XE are fine cars that where the Leaper proudly but seem almost ubiquitous in the car world. I drove an I-Pace, which amazing for an electric vehicle behind the wheel, why was it not simply gorgeous as well? Was there not a time when distinction mattered?

Maybe in order to stir the sole Jaguar needs to create the commercial in a time warp of sort with Sofia Loren driving an F-Type along a picturesque Santorini road, mountainous views and the azure colored Aegean sea in the background.

Overall Jaguar Cars total sales figures in the US are rather poor at the moment. Not a great picture when looking at the overall survival of the marque. Could the key to success is to be the brand of cars that stir the soul with beauty and elegance attainable by those of us who are not oligarchs and tech wizards? I realize that everyone has different tastes, and one's personal preference is no better than anyone else's.

See Social Media, p. 15

Brakes

Continued from p. 14

Jaguar brakes? I think it may have all started with cleaning of excess oil spilled on my engine block during a routine oil change when the car was serviced. Oil is supposed to go in the engine, not on the engine. Excess engine degreaser may have acted on the rotor, not helped by the use of brake cleaning fluid, which may have compromised the normally uniform pad layer on the rotor. The unevenness of the pad material deposits on the rotor became worse over time. The harder I braked, the greater the vibration, which by now was very visible in the steering wheel as well.

Followed StopTech's bedding in process precisely. Basically, 10 partial braking events from 60 mph to 10, without allowing the brakes to cool, and not stopping in

between. After which driving the car at high safe speeds to allow for uniform cooling (not aggressive braking in between). Repeat again if necessary... (which I was able to avoid). The intent being to make sure the pad material on the rotor uniform. When returning to normal driving, all of a sudden, there were NO VIBRATIONS in the steering wheel while braking. Not only was I impressed, clearly, I was pleased.

Learned a new lesson, that apparently many technicians are not familiar with either. Do you feel vibration in your steering when braking? If so, let's test the theory and try re-bedding your brakes. You may be pleasantly surprised, save a bit of money, and help to discredit the myth of warped rotors.

Discussion

Continued from p. 13

That said, my F-Type has drawn more compliments from the most diverse of individuals, in parking lots, traffic lights, even while driving when another driver pulls alongside, and countless selfies people walk by in a parking lot. Would you like to know the number one question that typically follows the praise, "What is that car?" Closely followed by "Is that a Jaguar?"

Where would Jaguar be today if only making sure that every car is simply beautiful in form, while exemplifying function? Truly hope someone at JLR is paying attention. Regardless of the power plant for the future of Jaguar, if there is to be a future (which we all hope for as well for all British cars) Jaguar owners must be able to experience a charge to their soul, and not simply rely on charge to power their car.

Clearly just the opinion of this Jaguar owner. What is your opinion?

-- David Glick

VJC Member George Parker replied:

I finally got to read this and - surprise! - I do have an opinion or two. Where to begin?

Well, first off - I, for one, am mentally exhausted by the constant repetition of the purported Enzo Ferrari quote. I'm especially exhausted by it in for sale ads, where the seller seems (to me) to be merely attempting to falsely inflate the value of his or her particular car for sale by riding on the coattails of the Ferrari name. When Neville Swales was here talking about his XJ-13 recreations, he remarked that the validity of the Enzo quote was overblown. Enzo had such an ego of his own, that it seems unlikely he would heap such unsolicited praise on a competitor's car. He knew the value of words. Sigh

Beauty. It sure does matter -- so many cars these days are appearing to come from the same cookie cutter. The I-Pace is no exception. But then, it troubles me that Jaguar waded into those waters in the first place. Why couldn't they be the ONE car maker to say "We'll not cheapen our brand or reputation by diluting our product line with such appliances." And now even Ferrari seems to be doing the same..... sigh....

Jaguar used to have a sporting image -- and heritage (in addition to the beautiful cars). My Dad bought an XK-120 in the mid-50s, and then one of the first 4.2L E-Types

to come over because of their successes on the race track (much the same reason some people buy Ferraris today). But now they've become just another status symbol. Just another Mercedes-Benz. Just another Audi, Infiniti, or Lexus. sigh....

And now they're talking about going all electric? I'm seeing way too much "rah rah EVs" in the Jag Journal, and if that keeps up, they'll lose me and I'll just be happy being a "stand-alone" vintage Jag owner.

But if they're serious about continuing down this path - and it appears they absolutely are -- I would suggest that they work hard to build not just a brand, but an entire CULTURE. Ferrari pre-sells every single car they build - EVERY. SINGLE. ONE. Why? Because - culture. They have the critical-above-all-else racing heritage upon which they've (very successfully!) hung their hat.

Ask around - you'll eventually find people willing to speak candidly who will tell you that, frankly, Ferraris cars are not that great - at least not to warrant the prices they command. Dad also owned a Ferrari in the late 50's and to hear him tell it, wheels rubbed the inside of the wells on hard bumps, and front wing vents which vented engine bay fumes into the cockpit when the windows were cracked. Yeah, real good, but since its restoration in 2010-2012, that car has sold a handful of times - every time WELL in excess of \$3MM. Because (again) - culture.

But I digress. Quality aside, Ferrari has built that culture and for Jaguar to continue to be a viable competitor on that stage, they should look long and hard about how to build and incorporate that sort of culture into the new EV craze. Attract the performance geeks, attract the high-tech geeks, the tree-huggers and the cheapskates (those who do the day-to-day operational cost analysis).

AND find a way to build in such high quality and such low MTBF numbers, that they grab all of the customer satisfaction awards. And speaking of customer satisfaction, they need to make theirs LEGENDARY. Empower their people to do what needs to be done (without any "gee, let me check with my manager...") in order to keep the customer happy and coming back. They need to be able to separate themselves from the nightmares of the BL days and a reputation of being cars that break down.

Jaguar has a very long and difficult row to hoe. I seriously wonder if they're up to the task.

So yes, beauty does matter, but in and of itself, it won't be enough. sigh....

-- George Parker.

'54 XK-120SE, '67 Bug, '04 XK8



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.

Hope this driver did not arrive for his state inspection with this tire repair.

Etcetera



Is this the ancestor of the current Jaguar SUVs?

VIRGINIA JAGUAR CLUB CALENDAR

VJC Events Agenda 2022

June 4 Garage and Social at Bruce Murff's Garage, Mechanicsville area

June 11 AACA Richmond Region Car Show

July 9 Cars & Coffee, Richmond.

July 16 Shirley Winery visit

July 23 Cars & Coffee, Richmond.

Aug 6 Williamsburg Winery Visit & F1 Presentation, or alternatively, Lunch and Meeting at The Reserve Restaurant, The Highlands Chesterfield County.

Aug 20. Cars & Coffee, Richmond.

Aug. 26-28 Festival of the Wheel at Charlottesville

Sept 17 Cars & Coffee, Richmond.

Oct. 1 Shenandoah Valley British Car Club Festival.



Oct. 15 Cars & Coffee, Richmond.

Oct. 29 Lunch and Meeting at The Reserve Restaurant, The Highlands Chesterfield County.

Nov. 5. Battersea Oyster Roast, Battersea Plantation, Petersburg

Dec. 3. Christmas Lunch Party and Annual General Meeting at The Reserve

Jan. 14 Virginia Museum of Fine Arts Visit and Lunch

Membership

Membership in the VJC is open to any Jaguar enthusiast, whether you own a Jaguar or not.

For more information please send an email to Bill Guzek, VJC Membership Chairman:
bill.guzek@ieee.com

and we will send you details on how to become a member.

Or fill in and return the membership application on page 19.

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

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 Bill Guzek, P.O. Box.2034, Forest VA 24551

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): \$65.00 ***

Half Year Membership (July – December): \$40.00 ***

[*** 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

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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.

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

-- The Editor



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