
LYONS TALES



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VIRGINIA JAGUAR CLUB
VOLUME 21, NO. 4
Fourth Quarter, 2022

LYONS TALES

LYONS' ROAR

Our holiday party and making plans for 2023

Ladies and Gentlemen of the Virginia Jaguar Club:

There are two important dates coming up for VJC members. Please put them in your calendar. Hope to see you there.

The first date is Friday, December 2, 2022, at The Reserve at the Highlands in Chester, 12:00 noon. This is a social lunch, but if you bring along a Jaguar it will be greatly admired. This is a "holiday party" a bit early in the season, but we are trying to get a bit ahead of the crowd later in the year and early in the next. As those who have been at The Reserve know, the menu ranges from light lunches to considerably heavier items. We have been meeting at The Reserve from time to time for the last couple of years, and it has much to recommend it including its location.

See Roar, p. 3



Mike Malone and Virginia Jaguar Club President Bill Sihler at the recent Battersea Oyster Roast. This annual fundraising event has become a popular "must" for a number of our members. (Photo by Brian Trickett)

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

SAVE THE DATE:

**Friday, Dec. 2,
 2022, 12 noon:
 VJC Holiday Party,
 The Reserve
 at the Highlands,
 Chesterfield, VA**



Roar

Continued from p. 2

If you are planning to come, please let David Harrison know so he can work with The Highlands on the set up. David's email address is: davidmharrison2003@yahoo.com. Be sure to include the middle "m".

The second date is Saturday, February 25, 2023, when we will hold our Annual General Meeting. David Harrison is working with the Virginia Historical Society Museum in Richmond for us to meet there. If all goes according to plan, we are working to have box lunches for those attending at no cost to them. This will be a little more complicated to arrange, so be on the lookout for further detail.

Because this will be the Club's AGM, all officers will have to be elected: President, Vice President, Secretary, and Treasurer. There are a number of other offices that need to be filled, including Editor of the Newsletter (Lyons Tales). Because we are not planning to hold a concours this year, we do not have to set up an organization to manage that function. But, we need to consider what other meetings we should arrange, especially car shows with other organizations.

We also need to appoint delegates to the AGM of the JCNA, which is scheduled for Saturday, March 11, 2023, in San Francisco, CA. There are events scheduled for the day before the meeting. Details can be found on the JCNA website: www.JCNA.com/Events under the listing for Annual General Meetings. Unfortunately, the Club does not

have the financial resources to support the travel and fees.

Details for the issues to be discussed and approved at the JCNA annual meeting will begin to trickle out in early February.

The annual fund-raising event at Battersea Plantation in Petersburg was held on Saturday, November 5, 2022. This event welcomes British Cars for a small car show along with providing a lovely setting for an oyster roast picnic and a band with singer. Nothing raucous, just nice songs. Those entering a car get a free lunch.

Although the weather forecasts early that week had been a bit ominous, it turned out to be a beautiful day for the event. Sunny and very warm for early November. Lots of interest in the cars on display. Four VJC members attended: an XK150, two XJS, and an S-Type. The member who brought the XK150 drove it from Charlottesville. Reported that it did very well at 80 and even 85 miles per hour.

I was amazed at how well the restoration of Battersea mansion had come along since I last attended their Fund Raiser before Covid hit. The front facade has been completed and is very handsome. Many of the rooms on the first floor have been repainted and restored complete with furniture and pictures appropriate for the mansion's date. A considerable amount of work that is not visible, such as on the foundation and electrical system, has also been done. Look forward to going to the event in 2023, early November.

Look forward to seeing you on December 2 and February 25 (2023).

-- Bill Sihler, President



Gracing the field of British cars at Battersea was Fred Emig's elegant 1971 Series 2 XKE.



New VJC Member Mike Mutter was on hand at Battersea with his beautiful 1960 XK150.

VJC EVENT REPORT



Food goes well with a Virginia Jaguar Club meeting. gathered around the table are, clockwise from left, Jeffra Schwalter, Kathy Trickett, David Glick, Peter Schwalter, Brian Trickett, Greg Glassner, Bill Sihler, David Harrison and Una Harrison.

VJC's Autumn meeting in Chesterfield

Virginia Jaguar Club

Minutes of the Meeting 10/29/2022 , 12.30-3 p.m.

Attendees: Bill Sihler, David Harrison, Una Harrison, Jeffra Schwalter, Kathy Trickett, David Glick, Peter Schwalter, Brian Trickett and Greg Glassner.

Agenda

1. Setting Up the AGM
2. Officer Nominations for 2023
3. Concourse for 2023
4. Review of annual dues situation
5. Consideration of future schedule and events
6. How to stimulate member participation
7. How to support participation from members
8. How to support the newsletter
9. Other topics

1. The next event on our club calendar had been scheduled to be held on Saturday 3rd, December 2022 at the Reserve Restaurant in the Highlands Community. We were to hold our Annual General Meeting during this event.

However, in group discussion it was felt that we could possibly go upscale and hold the AGM separately. David Harrison will be working on setting up an AGM for February 25th, 2023 at The Virginia Historical Society Museum in Richmond.

We will still have our December meeting and Christmas lunch at the Reserve but now the meeting is scheduled for Friday 2nd December 2022 and will not now incorporate the AGM in that event.

David had to change the date because the Reserve was all booked up for the 3rd December but had space on the

See Autumn Meeting, p. 5

Autumn Meeting

Continued from p. 4

2nd. As of the time of writing these minutes David informs me he will try again to see if they have space on the 3rd and let me know shortly.

Brian Trickett will send out a notification of these changes to the membership in the next few days.

2. David Glick proposed that we send an email out to all members of the club regarding future election of offices to see if we have people who are already interested in a position and to stimulate interest in time for the AGM in February. This idea was adopted positively by the group.

Responsibility Bill Sihler/Brian Trickett

3. It was decided that arranging a sanctioned concours would be a little too much for the club to undertake at the moment. Club members, as in recent years, would be encouraged to participate in the AACA Richmond show on June 10th.

Bill Sihler will see whether any sort of cooperation is possible with the Nations Capital Club so we could encourage VJC members to participate in that show (which seems to be in April at the Gunston Hall Triumph Registry Show).

4. Bill Sihler brought the group up to date on the changes made to dues by Jaguar Clubs of North America and sought input regarding what action, if any VJC, should take on this subject.

Bill informed that the reason for the change is to provide insurance coverage for those clubs who have been admitting new members in the last quarter without enrolling them in JCNA. This leaves that individual and the club not covered by the JCNA insurance policy. However, each club would have the option of either adopting a fifteen months deal or not.

It was the consensus of the group to offer a similar arrangement for VJC members. NEW members would pay \$30 (\$25 annual plus \$5 for the last quarter) for a fifteen months membership on VJC.

The total fee for NEW members joining after October for 15 months would thus be \$80.

5. Regarding future meetings and scheduling of events. At the time of writing, we have the following events organized:

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

Dec. 2 - Christmas Lunch Party, The Reserve Restaurant,



The VJC members who attended October's meeting posed in the autumn sunshine in front of The Reserve.

The Highlands.

Jan. 14 - Virginia Museum of Fine Arts, visit and lunch, Richmond.

Feb. 25 - AGM, Virginia Historical Society Museum, Richmond (pending)

June 10 - VJC participation in AACA show (pending)

April TBA - VJC participation with National Capital Concours show (pending).

Members should start to formulate ideas for other events in order to discuss at the AGM in February.

David Glick suggested asking George Parker if VJC could participate in some of the CVBCC events during 2023.

There being no further item discussions, the meeting was adjourned.

The VJC Holiday Party
will be at 12 Noon,
Friday, Dec. 2 at
The Reserve
at the Highlands,
Chesterfield, VA.

FROM THE EDITOR'S LAPTOP



The rare Jaguar Mark I, seen here between a 1947 Healey Westfield and a Mercedes-Benz 300 SL roadster, captured the first place trophy in the class for cars built after 1957.

Mille Miglia USA a tasty autumn treat

By Greg Glassner
LT Editor

I was aware that there was a Mille Miglia USA event that concluded with participants traveling to the Italian Embassy in Washington D.C. after several days of traversing scenic



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

roads of Northern and Central Virginia. I toyed with the idea of driving to Middleburg, VA where the event was based.

When a friend of mine discovered that the vintage sports car rally would pause for a lunch stop at James Madison's Montpelier Oct. 20, a few of us car nuts, all members of the loosely organized "Madison County Sports Car Club and Squirrel Stew Society," agreed to gather there instead.

The Mille Miglia USA Warmup is styled after the Mille Miglia Storica "regularity race," which has been held annually in Italy since 1977. It is a rally for cars that could have, or actually did run the original Mille Miglia, a grueling 1,000-mile race held on open roads in and around Brescia Italy from 1927 to 1957. This race was banned for being too dangerous. (The legendary 1955 Mille Miglia was won by Stirling Moss in a Mercedes-Benz 300SLR.)

The American Mille Miglia, which can help qualify a team for the prestigious Italian event, is held over five days each autumn and is run in two classes, one for cars built between 1927 and 1957 and the second for more modern machinery of a sporting nature. In the tradition of these

See Laptop, p. 7



A contrast in sizes, this 1930 Lancia Dilambda, right, dwarfs the 1956 Austin Healey 100M. The Lancia won the Mille Miglia era class and the Healey was third. (LT Photos by Greg Glassner)

Laptop

Continued from p. 6

modern vintage car rallies, participants stay in first-class accommodations and are wined and dined in the evenings.

As one might expect, this sort of event attracts a mixture of entrants ranging in dedication from dilettantes to the downright serious.

The field at Montpelier reflected this to some extent, and it made up in quality what it may have lacked in quantity. One gem was the 1930 Lancia Dilambda 4-liter V8, which eventually finished first in the 1000 Miglia Era class (Pre-1958). This elegant and rare car was driven by Flippo Sole and Daniele Turrisi of Italy. It also won best of show recently in Europe's prestigious Villa d' Este Concours.

Second in class was the equally rare 1931 Alfa Romeo 6C 1750 Zagato, an American entry driven by Shawn and Leanne Till.

Other quite interesting cars in the pre-1958 category were A 1931 Fiat 514 MM, a stately 1936 Chrysler Airflow, a 1947 Healey 2400 Westfield and an Alfa Romeo 1900 of mid 50s vintage.

The Post Miglia (1958 and newer) category was won by the 1959 Jaguar Mk. I saloon of Jeffrey Gault and Kent

Jones. The most modern entry in this field was a spanking new Alfa Romeo Stelvio driven by an adventuresome pair of women bloggers, Eileen Falkenberg-Hull and Nicole Wakelin. Their blog is called "Fast Women."

At Montpelier I counted seven Italian cars, four Brits and five German, including a Mercedes-Benz 300 SL roadster. I am sure I missed some. I think a few cars were still pulling into the Montpelier checkpoint as I left.



This sporty 1931 Alfa Romeo 6C 1750 Zagato took second in the 1927-1957 class.

VJC EVENT REPORT



Host David Harrison put a trio of his MGs on the lawn, along with Brian Trickett's Jaguar S Type and one of David's two XKEs (Photos by Brian Trickett and Greg Glassner)

Harrisons' Garden Party a VJC tradition

By Greg Glassner
LT Editor

The Annual Garden Party at the gracious Chester, VA home of David and Una Harrison has quickly become a Virginia Jaguar Club tradition.

Held Saturday, August 13, the date conflicted with a few members' travel plans, so the turnout of Jaguar owners was a tad thin this year, but that didn't dampen the festive atmosphere.

The Harrisons included a few neighbors, family friends and theatre folks so it was an interesting and social group of people who gathered for assorted libations, desserts and and the now expected "Bangers on the Barbie."

British cars abound

VJC Secretary Brian Trickett's Jaguar S-Type and one of two Harrison E-Types were joined on the lawn by a trio of David's MGs, a black 1956 MGA 1500, a dove gray 1960 MGA 1600 Twin Cam and his ultra-rare 1933 MG L2, one

of three Alpine Trial Team cars. Harrison obligingly started up the engine of this nearly 90-year-old survivor, which

See Party, p. 9



A cluster of "car guys" gathered around the engine compartment of David Harrison's 1933 MG L2.



Having a great day at the garden party. Left to right are, from left, Greg Glassner, Brian Trickett, David Harrison and Paul Meade.

Laptop

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revved and idled quite nicely.

David noted that this car and its stablemates drove from the factory in Abington, England to Italy in back when the highway system in Europe wasn't what it is today. (There was no "Chunnel" then either, so a boatripe across to France or Belgium must have been involved.)

The MG L2 is not the oldest vehicle residing in the Harrison stable. His 1929 Austin Swallow Sports, with which most VJC members are quite familiar, is a 1929 model and is the oldest "Jaguar" in the U.S.

As usual, the Garden Party was a very pleasant event indeed.



An array of MGs, MGB, to MGAs and an MG L2 lined up neatly in the Harrisons' side yard.



An MG 6-cylinder engine complete with magneto ignition.

VJC MEMBERS AT LARGE



A pair of E-Type Jaguars were among the variety of vintage cars and trucks driven to the annual autumn outing of the Richmond Region, Antique Automobile Club of America.

Jaguars, British cars part of AACA scene

By Greg Glassner
LT Editor

About 140 Richmond Region AACA members and guests, including a number of Virginia Jaguar Club members, gathered on a perfect autumn afternoon Oct. 16 for a celebration of food and the automobile at the collection of hosts Hugh and Scot Hawthorne in a rural section of Midlothian Virginia.

Hugh credits son Scot for assembling the impressive array of vintage road cars, race cars and construction trucks amid nostalgic staging including a vintage soda fountain and NASCAR pitstop display worthy of the AACA Museum in Hershey or the Simeone Museum in Philadelphia.

“This is Scot’s doing,” said Hugh, who is a robust 92 years old and sported a large cowboy hat. One suspects that the passion for car collection as well as the business acumen to run a large construction company was passed on from father to son.

Many of the AACA members drove their collector cars to the party and parked on the lawn in front of the Hawthorne collection’s building. This encompassed a wide array of

interests including Jaguar XKEs, MGs, a Lotus Cortina, a Sudebaker Hawk, a wide range of American-made collector cars and several pickup trucks.

Some members of single-marque car clubs tend to be typecast as being interested only in their make, model or nationality. That’s a bit confining for me as I am interested in a variety of British, American, German, Italian, Swedish, Japanese, Korean and even French cars. The folks attending the AACA outing in late October exhibited that sort of variety of interests.

Scot Hawthorne’s collection included two vintage Corvettes, a Ford Thunderbird, a 1930s Auburn, two massive Mack Trucks dating back to 1928 and 1930 and two more Macks from the 1950s, as well as several race cars and motorcycles.

After checking out the many interesting cars within and without, exchanging pleasantries with new and old friends and just luxuriating in the weather, everyone enjoyed a delicious catered barbecue lunch topped with trips to the

See AACA, p. 11

Virginia Jaguar Club



VJC regulars Peter Schowalter, center, and Jeffra Schowalter, right, enjoy the catered barbecue dinner at the Hawthorne Collection in Chesterfield, Va. (Photos by Greg Glassner.)

AACA

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endless dessert table, with pies, cakes, cookies, brownies and puddings brought to share by AACA members.

I spotted fellow VJC and AACA members Peter and Jeffra Schowalter and sat down at their table, where the topic of AACA members' far-ranging car interests came up in discussion. Also at the table were owners of a Packard, Cadillac, Lincoln Continental V-12 and other makes and

models. The Schowalters had arrived in their Jaguar XK8. I left my ailing 1998 XK8 at home and drove my 2015 Hyundai Genesis, which shares similar power and sporting characteristics with the XK8. We all shared a commonality in cars and enthusiasm for car culture.

The food and camaraderie was great, but as always, the cars were the stars.

Plymouth Roadrunner Superbird

The crown jewel of the Hawthorne collection is the 1970 Plymouth Roadrunner Superbird resplendent in bright blue Petty Enterprises livery. It sits adjacent to a street version of the very similar 1969 Dodge Charger Daytona, one of 500 of these unusual versions built so the factory could race it in NASCAR competition.

The 1969 Dodge Charger Daytona was Chrysler's answer to the Ford Torino Talladega and Mercury Cyclone, special edition models introduced so Ford's stock car teams could dominate NASCAR's high banked Superspeedways. The 1970 Superbird was a limited production Plymouth Roadrunner designed in part to lure "King" Richard Petty back into the Mopar fold from a brief dalliance with Ford.

These specialized wind-tunnel designed cars in race trim

See AACA, p. 12



A vintage 1930s Auburn in front of a 1970 Plymouth Superbird and 1969 Dodge Daytona.



Looking over the Superbird's outlandish wing at other cars in the Harthorne Collection.

AACA

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were capable of 220 miles per hour at NASCAR's largest tracks and were so fast and dangerous that they were virtually outlawed by the sanctioning body after 1970.

All collector cars worth their salt have a story attached to them and this one is worth telling and retelling, as it illustrates the sort of special relationships of trust and friendship that many "car people" share.

Hugh Hawthorne helped build some stock cars for racing in his day while also building his family's successful Alpine Construction company. Along the way he became good friends with Richard Petty and his family and cleared land for several race tracks including the expansion of the Richmond Fairgrounds track into Richmond International Raceway.

When the Pettys were clearing some land to build a new race shop near Randleman, N.C., Petty contacted his friend Hawthorne for advice about buying or borrowing a piece of heavy construction equipment.

"So I sent him a loader down there," Hawthorne said. "Six months later he (Petty) said, 'We got that land cleared and I really need a backhoe.' So I sent him a John Deere

backhoe.

"Another time Maurice Petty (Richard's brother) called and said, 'We need a trailer to haul that backhoe.' So I said we had one we don't need anymore and sent that one down there," Hawthorne noted.

Up to this point the "friend doing a favor for friends" had been pretty much a one-way street and Hawthorne had not asked for anything in return.

But Hawthorne thought about getting a piece of racing history for his car collection and asked Petty if he could help him restore a Plymouth Roadrunner or Dodge Daytona, one of the swoopy, aerodynamic stock cars that roared around the high-banked super speedways in the late 1960s and early 1970s.

Hawthorne said he had his eye on a black and red Plymouth Roadrunner that had been campaigned by journeyman driver "Jabe" Thomas but Petty said he had a better idea and took Hawthorne around the back of Petty Enterprises and showed him one of his old cars that had been wrecked..

Back then used race cars were not considered all that valuable and ones that had lost an argument with a concrete wall at high speed were usually cannibalized for parts and

AACA

Continued from p. 11

discarded. Petty convinced his somewhat skeptical friend that it could be cut apart and put together again with the aid of a chassis jig.

Then Lee Petty (Richard's father) intervened and told Richard to bring in one of the winged Plymouth Superbird—that might actually be worth something someday!

So the Petty Family worked their magic over the winter of 1977-78 and presented the finished product, resplendent in Petty Blue and with Richard's number 43 on it, to Hugh Hawthorne in repayment for those three pieces of used construction equipment that helped them build their race shop.

"Petty told me, 'I reckon we broke even on the deal,'" Hawthorne remembered, seated in a scooter chair in front of the building that houses his family's remarkable collection.

Today, you could argue that the Hawthornes got the best of that bit of horse trading among friends. The market for worn out construction equipment has gone down while the market for genuine Richard Petty race cars has soared. And the Hawthornes' Roadrunner Superbird is a rara avis among them.

Petty wrecked this car practicing for the spring race at Darlington in 1970. It has the Petty Enterprises certification on the restoration and started life as a real race car, not a



All vintages were represented at the AACA Autumn event.

street car turned into a race car clone.

The friendship between the Hawthorne and Petty families continues to this day. When the Sawyer family broke ground to expand the Richmond NASCAR track, King Richard came up and operated a piece of Alpine Construction equipment for photo ops. And when Richard and Kyle Petty created their Victory Junction Camp for children with challenges, The Hawthornes helped clear the land.

The Hawthornes' Petty Enterprises Plymouth Roadrunner Superbird was shown at the 15th annual Amelia Island Concours d'Elegance in 2010, where many thousands of car enthusiasts, including this writer, gazed at it and wondered about its back story.



A Swallow for all seasons

VJC Vice President David Harrison's 1929 Austin Swallow Sports frolics among the Autumn Leaves, at left. Below, it drew many admiring looks at the Richmond Region of the Antique Automobile Club of America meet in June.



JAGUARS AND FLAPJACKS



There was a delightful array of Jaguars at this event. (Photos by Brian Trickett)

Richmond Cars & Coffee a popular event

Cars and Coffee Richmond continues to be a popular event for car enthusiasts of all kinds, whether antique, classic or modern. A number of Virginia Jaguar Club members have been attending this event on a semi-regular basis, checking

out the cars and then adjourning to the local IHOP for brunch.

This monthly event allows car enthusiasts of all marques and years (the cars and the people) to check out each others' rides, reconnect with old friends and do a little window shopping and daydreaming. (Additional photo, page 17)



CONCOURS



An Austin Healey 3000 and a pair of E-Type Jaguars in a row of British cars. (Photos by Greg Glassner)

Variety spice of life at Festival of the Wheel

The Virginia Festival of the Wheel is a relatively new event and its organizers aspire to the level of other premier East Coast car shows like Amelia Island, Hilton Head, Lime Rock, and Greenwich. Location is not the problem, as Charlottesville's Boars Head Inn is up there in terms of ambience.

I missed the first two Festivals of the Wheel but attended the 2021 and 2022 events and left this year's event with mixed feelings. The 2021 event Featured Ford vs. Ferrari

and there was a nifty selection of Ferraris as well as Cobras and Ford GT40s, although some were replicars. I was impressed and thought the event was well on its way.

This year's event featured "Cars of the Autobahn" and I expected to be dazzled by the best offerings of Porsche, Mercedes, BMW, etc. With legendary racer Hurley Hay-

See Wheel, p. 16



An Aston Martin and Bentley of more recent vintage.



This 1929 Bentley is part of a private Charlottesville collection that would make a great VJC tour if we could manage an invite.

Virginia Jaguar Club



The lower show field had room for more cars.

Wheel

Continued from p. 14

wood as guest of honor I expected a big turnout of racing Porsches. I came away a tad underwhelmed.

Only two racing Porsches were on hand and one was the 914-6 of old Madison County friend Bates McLain (who also has a Morgan and MGB GT in his family stable). Many of the other Porsches were cars I was already familiar with through years of attending PCA events.

I left feeling that more could have been done to beat the bushes to recruit entries from the many Mid-Atlantic area car collectors.

There were some British cars on hand as well, however, including four Jaguars (one a Proteus C-Type replica), as well as a nice 1930s Bentley.

The venue is top flight, the shuttle bus system one of the best I've used and the event charity, the UVA Cancer Center

Patient Care Fund quite worthy.

The potential is there, but for now the Festival of the Wheel remains a nice little local show.



Mercedes-Benz 300 S.



Bates McLain's well presented 914-6.



Proteus C-Type and an XK150.

VIRGINIA JAGUAR CLUB CALENDAR

VJC Events 2022-2023

Dec. 2, 2022 -- Christmas Lunch and Social at The Reserve Restaurant 8136 Highland Glen Drive, at the Highlands, Chesterfield County, VA at 12 noon. (Note: this is a Friday)

Jan. 14, 2023 -- Virginia Museum of Fine Arts Visit and Lunch at 12 noon. (Tentative)

February 25, 2023 Annual VJC General Meeting at The Virginia Historical Society Museum in Richmond. At 12 noon. (Tentative)



Attending a recent Richmond Cars and Coffee were, from left: Brian Trickett, Bill Sihler, Peter Schowalter and David Harrison.

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.org

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

CLUB OFFICERS & COMMITTEE CHAIRS

Who to contact about the Virginia Jaguar Club

Lyons Tales is the official publication of The Virginia Jaguar Club, Inc.

Mailing Address:
Virginia Jaguar Club, Inc.
c/o 250 Pantops Mountain Rd., #5404
Charlottesville, VA 22911, USA
General Information: 434-972-3004
Email: sihlerww@embarqmail.com
Website: <http://www.VaJaguarClub.com>
Traveler Contact: Bill Sihler
Phone: 434-972-3004

Officers (and other humans with varying degrees of prominence)

President: Bill Sihler
Phone: 434-972-3004
Email: sihlerww@embarqmail.com

Vice President: David Harrison
Phone: 804-748-4601
Email: davidmharrison2003@yahoo.com

Secretary: Brian Trickett
Phone: 804-639-2394
briantrickett1@gmail.com

Treasurer: Leland Miller
Phone: 757-877-1132
Email: Leeandjulie7@gmail.com

Past President: David Harrison
Phone: 804-748-4601
Email: davidmharrison2003@yahoo.com

Slalom Chair: Open

Membership: Bill Guzek
Phone: 434-525-0739
Email: bill.guzek@ieee.org

Events Chair: David Harrison
Phone: 804-748-4601
Email: davidmharrison2003@yahoo.com

Concours Chair: Wayne Estrada
Phone: 202-716-9790
Email: Wayne@SmartTriangles.com

Chief Judge: Sherman Taffel
Phone: 410-302-3930
Email: staffel@comcast.net

Rally Master: Open

Webmaster: Wayne Estrada
Phone: 202-716-9790
Email: Wayne@SmartTriangles.com

Lyons Tales Editor: Greg Glassner
Phone: 804-349-6750
Email: glassgreg@hotmail.com

LT Contributing Editor (and CVBCC President):
George Parker
540-287-2311
George@cantstopthinkingbig.com

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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Any modifications possibly affecting emissions or safety are just silly and should not be attempted.

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

-- The Editor



Virginia Jaguar Club, Inc.
c/o 250 Pantops Mountain Rd., #5404
Charlottesville, VA 22911, USA