

LYONS TALES



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VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR

Weather throws a spanner into many concours' plans

Ladies and Gentlemen of the Virginia Jaguar Club:

The Car Show Season got off to a rocky start this Spring. Maybe a damp start would be a better description.

Williamsburg

First off, the Williamsburg car club held a show on Saturday, April 22. This was not a concours event for Jaguars, but usually a number were on display. The show has become so large that it isn't held in the Square any more. It's held in a parking garage nearby. Brian Trickett and I had planned to attend and have lunch.

The forecast for Saturday wasn't great when we checked it on Friday, and it wasn't better on Saturday morning. Participants and viewers were encouraged to attend because the locale was covered. Brian and I decided that wandering around in the rain from wherever we could find parking to the event and then to lunch wasn't going to make looking at cars in a dark garage very rewarding. We both decided to give the show a pass this year.

See Roar, p. 3



VJC Past President Ron Gaertner wheels his XK120 coupe onto the Delaware Valley show grounds. (Photo by Bill Sihler)

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

SAVE THE DATE:

**Saturday
 October 28:
 Fall Foliage Tour of
 Lake Anna**

On the Cover:

**David & Una
 Harrison's XJ8 in a
 setting of equal
 elegance. (See p. 8)**





A Field of Dreams, er, E-Types, at the Susquehanna Jaguar Club Concours

Roar

Continued from p. 2
NCJOC Concours

The Nations Capital Jaguar Owners Club's 2023 show and concours came next on Sunday, April 30, at Gunston Hall (the historic home of George Mason) on the Potomac River just south of Washington DC. The NCJOC concours is held on the Green there in conjunction with the Triumph Registry's annual Brits on the Green event. NCJOC put a limit to 25 cars for judging, and all spots had been booked.

My plan was to drive up the evening before and get on

the Green promptly Sunday morning to spruce up the car. An unexpected Command Event suddenly appeared for Saturday evening, which left me the option of getting up very early to try to make the scene in time to prep. And, the weather forecast was indeed unpleasant. I scrapped my plans and again stayed home. This was very disappointing but proved wise.

A judge of the NCJOC concours told me later that the concours was held in the pouring rain. Eight of the 25 expected cars appeared, and the cars were moved to the parking lot rather than on the Green. I don't know how

See Roar, p. 3



This handsome Jaguar Mk. VII was at the Delaware Valley Jaguar Club Show, which benefitted from the proximity on the calendar with Susquehanna.



VJC member Ron Gaertner also popped up at the Delaware Valley Show with his brace of vintage Jaguars, the XK20 fhc, left, and the XK150S, right.

Virginia Jaguar Club



There was a good turnout of Jaguars and other marques at the Delaware Valley Jaguar Club Concours on the Saturday after Memorial Day.

Roar

Continued from p. 3

many of the typically large display of British cars appeared, but I doubt it was even up to a third of normal.

Richmond C&C

Then, locally, at the monthly Cars & Coffee in Richmond, some idiot showing something off managed to run his car into another one. Fortunately, no injuries. But, the owners of the venue announced that the C&C event was no longer welcome.

Susquehanna Concours

With this as background, I nervously awaited the Susquehanna Valley Jaguar Club concours on Saturday, May 27, in York, PA. But, the evil spell was broken. Drive up was uneventful despite the date being the Friday before Memorial Day. I lodged near the old-time diner-style restaurant which was recommended for meals. Even the music sounded like what one would have found on the jukebox of the 50s. Weather was good, maybe a little cloudy but coolish.

Saturday's event was held in a public park and was exclusively Jaguars. There were some 30 cars of a variety of ages from the XK120 (Ron Gaertner's, a VJC member) up to a 2019 XJL. There was an impressive turnout of E-Types of all ages.

The number of judges was a bit stressed by the number of cars, but they did their duties with efficiency and ended promptly. As promised, the awarding of trophies was com-

plete by 2 p.m. or a few minutes later. That permitted me to get back to Charlottesville, despite some heavy traffic, by dinner time. A very fine occasion with great cooperation from the weather.

Delaware Valley Concours

It's the custom in Eastern Pennsylvania for the Susquehanna Valley Jaguar Club to have its concours the Saturday before Memorial Day and for the Delaware Valley Jaguar Club to have its the Saturday after Memorial Day. That allows residents of the area to make two shows with only one major detailing. This was very convenient even for a non-resident, so it was up and on the road early June 2 for the show the next day.

Sunny and warm except when it was raining, as when a squall burst out when I was ten minutes from the recommended motel. That meant spending an hour's time before dinner trying to clean up the lower parts of the car. Unfortunately, starting during dinner, an even more vigorous squall hit and undid most of my effort. Well, just up and out early the next day.

The concours was held in Fort Washington, north west of Philadelphia, at the historic Hope Lodge and enjoyed cloudy but cool weather with just enough breeze to be comfortable. The portfolio of cars was larger and more diverse than at the SVJC concours. And very handsome

See Roar, p. 5

Roar

Continued from p. 5

they were. There were also more modern Jaguars on the field than is usually the case.

Ron Gaertner was there with his two XKs, winning awards for both as usual. Some of the most interesting cars to me were the seldom-presented early sedans such as the handsome Mark VII. It was a very pleasant day at the concours.

Because of the size of the DVJC concours, participants were warned that it might be as late as 4 p.m. before the awards would be presented. I decided to stay overnight and do the five hour drive the next day.

Now it's off to the Carolina Jaguar Club's concours in Little Switzerland, N.C. Just hoping the good weather trend has been well established.

-- Bill Sihler, President



A row of more modern Jaguars at the Delaware Valley Show.

VJC Autumn Leaf Scenic Drive planned

What says "Take a drive in the countryside" better than "Autumn" and "Lake?" VJC member Ron Mitchell has planned a scenic leisurely drive through the countryside for Saturday, October 28.

"I have re-cycled a portion of the TSD rally that I prepared for the JCNA Challenge Championship several years ago to be used as a driving tour for the club," Mitchell said.

"I have spoken with [Events Bloke] Brian Trickett and we have it scheduled for Saturday, Oct. 28," Mitchell noted.

The information about this event is as follows:

Date: Oct 28, start at 10 a.m.

Where: depart from Starbucks (1091 Va Center Pkwy) on Hwy 1 in Glen Allen.

First Stop: Lake Anna Winery.

Lunch: Ladysmith, VA., about 1 p.m.

"This is not a rally in that no speed regulation or timing is required. The route guide provides turn-by-turn instructions at specific mileages.

"There are no "trick" instructions or questions to answer. This is just a drive on some scenic secondary roads that are unlikely to have much traffic. We may have some nice foliage colours in late October.

"This will be easiest if each vehicle has a driver and navigator but it is manageable by only the driver.

"Each vehicle will get the route guide. Vehicles will depart

at about three minute intervals; to avoid running in a convoy.

"Total driving time is 2-plus hours. I have presumed some people will want to take 30 minutes at the winery to sample and/or purchase," Mitchell said.

(Look for additional information and sign-up details.)

A sign (& sound) of the times?

(News from the Internet:) The unmistakable exhaust notes from the Jaguar F-Type's supercharged V8 are now captured in sound clips and stored in the British Library for the worldwide public to listen to, enjoy, and remember. The distinctive growl, captured in 30 and 47 second recordings from inside the cabin and from outside the car, will be archived in institutions around the world, presumably until the end of time. It's a bitter-sweet achievement as the Jaguar brand moves toward a future of all-electric powered vehicles.

The sound was recorded from a 2024 Model Year F-TYPE R 75 Coupé, a special edition created to mark the final model year of F-TYPE and 75 years of Jaguar sports cars. For the most crisp, accurate supercharged sounds, the sports car's song was captured using the same soundproof semi-anechoic chamber at the Gaydon Engineering Centre that Jaguar used to tune the R 75 Coupé.

FROM THE EDITOR'S LAPTOP



Le Mans winning D-Type charges up the hill at Goodwood during rainy Friday session. (Images shot with smartphone camera from Live Stream video on laptop screen)

Live streaming distant car events has merit

By Greg Glassner
LT Editor

Sportsfans are familiar with the phrase “Armchair Quarterback,” which describes a fan who watches the game at



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

home and second guesses the highly paid stars of the NFL.

Well, I have become a “Recliner Driver.” thoroughly enjoying auto racing and car shows through internet streaming services.

A few weekends ago, I attended the Goodwood Festival without budging from the recliner in my den.

It was beastly hot and humid outside, interspersed with bouts of heavy rain and thunderstorms. Over on Lord March’s estate in West Sussex, England, the weather was also a bit spotty. In fact Saturday’s events were cancelled entirely, due to high winds and rain.

If I had spent thousands to travel to Great Britain and purchased tickets, I might have been more than a little miffed by those turns of events, although Sunday was bright and clear.

Instead I enjoyed the historic racing cars and a few modern supercars racing up the short hillclimb course, all of it streamed on my Chromebook screen.

As the accompanying photos may illustrate, I got better views of the various Jaguars running up the hill at speed

See Laptop, p. 7

Laptop

Continued from p. 6

than did many of the spectators who lined the course six or seven deep and had to peer over stacks of hay bales, which provided a needed safety buffer. The event also celebrated Porsche's 75th Anniversary and some rare examples of that marque were represented. A number of Le Mans winners were included, as the 100th anniversary of that race was this year.

Retired and current drivers included Dario Franchitti, Jensen Button, Jochen Maas, George Russell, Lando Norris, Tom Kristensen, Romain Dumas, and Sebastian Vettel.

This streaming of Goodwood was free, as long as you had an internet connection. I also pay for monthly subscriptions to Peacock to get Indycar races and IMSA sports car events and to F1 TV to get Formula 1 races. This costs me less than \$20 a month and has allowed me to drop Dish Network entirely.

The coverage of racing on TV has become far superior to what you can see at the track. You don't experience all of



A Jaguar Mk. 1 slusher is way up the slick hillclimb course at Goodwood.



A V-12 Jaguar XJR-9 uses its ground effects technology to stick to the wet pavement at Goodwood.

the sounds and smells of racing, of course, but I got enough of that over the years. A day or two each year at Summit Point or VIR still provides that in-person ambience.

When I was younger I used to poke fun at all the old country people who sat in rockers on their front porches and watched the traffic go by. Now that I am old, I can appreciate that vicarious existence.

When it comes to the show circuit, we now have streaming of the awards ceremonies for the Pebble Beach and Amelia Island Concours, although you don't get to see the hundreds of interesting cars that didn't take trophies. Maybe that will evolve as well.

I endured the heat, cold and rain at 17 of the 20 F-1 races held at Watkins Glen and attended Amelia Island for 10 straight years, so I figure I paid my dues. So I am content to enjoy this sort of thing through streaming.

Did you know you can now send your contributions, photos and suggestions directly to the Virginia Jaguar Club newsletter?

LyonsTales@yahoo.com

VJC MEMBERS' CARS



The Harrison XJ8.

Half a decade living with a preowned XJ8

By David Harrison
VJC Past President

We bought our 2004 XJ8 five years ago from the JCNA classifieds. It had about 70K miles on the clock and cost \$7K, plus \$500 to ship from Connecticut. I was disappointed to find that the JCNA member/PO had forgotten to mention the headliner was falling down (a known issue for all XJs of the period) and the front bumper was scratched up, but the car looked good in black on black, the last of the classic Jaguar style. The 2004 model was the first year with alloy body, and the upgraded 4.2 engine, saving about 400 pounds. The car was much more powerful and nimble than our 1996 XJ6 it replaced and handled beautifully.

I was fortunate to find a local trimmer who installed a new headliner for a very reasonable \$600. The Chester MAACO restored the bumper for another \$500, so now the car was nice inside and out.

After about a year I noticed the car would droop at the

front if left for a couple of days. It would pump back up, but I started to get low suspension warnings. I read that a lot of people rip out the air suspension and put in coils, they get reliability but the ride is not as good. I like originality, Wally Groom put in a set of new front units and they are still doing the job. I think parts and labour added up to about \$1,500.

Fast forward another year and the car began to slowly lose radiator coolant. The culprit was the plastic thermostat housing, it degrades thermally and distorts. New housings are available, in plastic, so I may have to replace it again in about twenty years. I sourced the part and got POLO, my local garage to install it, I think this added up to about \$650.

A month ago the odometer rolled over to 100K and state inspection was due, I took the car back to Polo and got a rejection. The right rear brake hose had plugged, this led to the caliper seizing and scoring the rotor. Also the rubber lower arm bushings had dried up. I bought the new brake

See XJ8, p. 11

GLICK'S GARAGE



Repairing detached rear window in XK

By David Glick

VJCMember

If you are like me, I love my XK convertible (X150 2007-2015). It is an amazing car! Of the most frustrating occurrences was the rear window becoming detached from the top, at least ~80% of it (this one was taken off the web and looked pretty close). There was two-thirds of the bottom still attached on mine. Quick search of the forums and your find this is a common problem The solutions tended not to be that effective, and usually created more of a mess.

The one with the most promising came from a company in Atlanta who claimed to solve this problem with the assistance of 3M Window Weld, the same thing they use for windshields. He was gracious enough to provide the step-by-step instructions. Aside from, the fact the top cost between \$2000-\$4000 depending upon the source, it was not readily available in gray. Thus, saving money and keeping my otherwise great condition gray top was the goal.

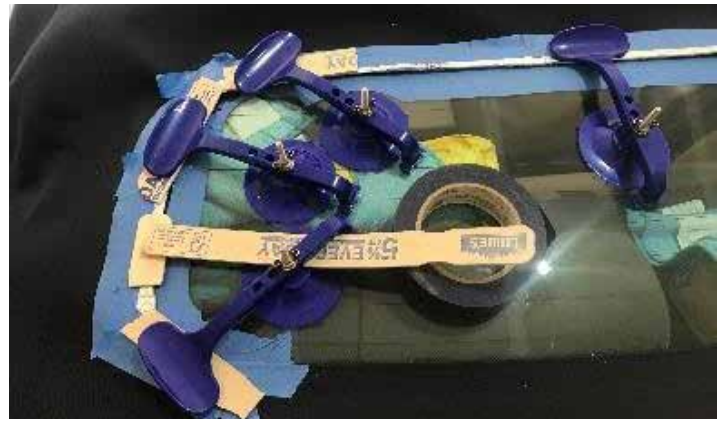
Well, the window weld idea, as with all of the ideas for silicone that others tried, did not work. First couple of days in the sun and the Window Weld becomes soft and failed. So, save your time! I contacted every adhesive company in the world I could find to identify an adhesive that would be rated for canvas and glass. Apparently, there aren't any. I have had experience with 3M panel bonding adhesive (2 part). Bench testing proved the adhesive to be most effective. Now that we have a bonding agent, we have a process.

Supplies: 3M panel bonding adhesive 08155 (buy or borrow the applicator gun). You will need to purchase a set (6 or 12) of glass suction clamps (Look them up on Amazon). Also, get a bunch of small paint sticks, you will be using them. Other supplies, blue painters masking tape, foil tape, spring clamps, a blanket and a couple of rolled up towels or soft blocks of some sort.

Step 1: After you cover your working area on the trunk,

See Window, p. 10





Window

Continued from p. 9

you do have to clean all of the old adhesive off the glass. Hopefully you will be lucky, and part of the glass may still be attached to help with alignment of the window. Feel free to use window cleaner and a razor blade (carefully, do not slip), 3M adhesive remover 08984 is an option.

Step 2: Place the top in a tension free position (reference the picture from the Jaguar TSB), placing blocks or the tightly rolled up towels under the top.

Step 3: Correct for the fault that created the problem in the first place. The canvas is rolled/folded around the edge. The adhesive failed gluing the two sides of the canvas together. That permitted shear forces to pull on the edge where the top was glued to the glass rather than the entire adhesive surface, literally pulling the canvas off the glass. To correct for this problem, place a bead of panel bonding adhesive (sparingly thin continuous bead is all you need). I then used paint sticks to replicate the half inch or so border around the canvas surrounding the window, on both sides of

the canvas, pinching the paint stick canvas sandwich with spring clips. Curing time is 90 mins to 4 hours, so best to leave it overnight. Another tip here, use wax paper on the under-side paint stick to prevent the chance of gluing the paint stick to the canvas.

Step 4: After securing the glass with the blanket behind to help keep it close to the canvas, position the glass with the aid of the suction clamps to hold. Use the foil tape to cover the canvas leaving about an 1/8" to roll over the edge to protect the canvas from excess panel bonding adhesive. Do not use masking tape, it will not stick, and you will make a mess and potentially stain your top. Then place a line of masking tape along the glass where the edge of the canvas meets. (This picture shows extra masking tape over the outside of the metal tape, which is not really necessary.)

Step 5: I would do this in sections, allowing each section to cure. Working in sections, place a bead of panel bonding adhesive on the glass. Then use the suction clamps to keep pressure on between the canvas top and the glass. I use the paint sticks here to spread the load of the clamp. Cutting the sticks to 4" section works well. Key to success here is to make sure the glass and top are firmly attached. So do not worry about excess adhesive that comes out of the edge. LEAVE it alone! Once it starts to cure, firm but not running (depends on time and temperature), maybe 10 minutes, take a razor blade cutting along the edge of the top on the glass. You can then peel off the excess adhesive, leaving a nice clean edge as well. Repeat this step until the entire top is secured on the glass. I would say just watch the adhesive to know when you can remove the clamps safely. (Dale's pictures here, he was short a window clamp and improvised.



See Window, p. 11



Snug and beautiful again.

Rear Window

Continued from p. 10

You can get the idea though).

Step 6: Once the adhesive is cured, remove the foil tape protecting the canvas. Adhesive remover or alcohol sparingly applied can help to remove the any excess adhesive from the tape. Make sure to let the adhesive cure over night before putting the top back up in tension.

There is a Jaguar TSB that I came across on how to repair small areas that have detached (TSB JTB00283v2) which I found well after we trouble shot the entire process. The Teromix 6700 is also a two-part bonding adhesive, and should work as well, though I personally have not tried. I will note when I contacted Teromix they did caution that it was not intended for canvas, as did 3M.

Will the lessons learned the next window repair (Dale's) went amazingly well without window related complications,

as my first attempts with window weld failed twice. The second attempt suggested a longer (1 week) curing time. Did not matter, adhesion failed first time out with the window weld adhesive. It has been over a year since the repair was done with panel 3M bonding adhesive and all still looks good. No evidence of further failure. I know Dale is happy as am I! His car was the second we did.

Overall cost, including purchasing the window suction clamps was approximately \$120. Figure a bit more if you have to purchase the applicator gun. I would say the entire job can be done in a weekend, the easiest part being Step 3 (bonding the folded canvas to prevent future failure).

The next time one fails, we need to create a YouTube video as there is nothing available and take pictures. Did not think about that when I did my own.

XJ8

Continued from p. 8

parts, the RH hose was about \$275, new bushings and brake pads and had Polo put them in. Parts and labor for the whole job added up to about \$1,500.

So in five years and 30K miles I have spent about four

grand on maintenance. Though this is at least four times what I spent on our 2007 Mercury Grand Marquis car of similar mileage, I can drive the Jag to the country club and get respect.

The Jaguar experience is worth it.

VJC SOCIAL EVENT

Bangers on the Barbie a big hit

The mid-summer visit to the backyard and garages of VJC Past President David Harrison and his family has rapidly become a club tradition. Dubbed Bangers on the Barbie, this event combines food, friends and of course cars, particularly Jaguars and MGs.



Chef Sara (Harrison) Talton has become quite experienced at grilling bangers on the barbie. (Brian Trickett photos)



Jaguars, MGs and even a Bentley and a Buick showed up for the annual soiree in David and Una Harrison's backyard in Chester Va., reflecting the varied automotive tastes of VJC members.

See Social, p. 13



Social

Continued from p. 10

Sherm Taffel writes:

Since all [my] Jags in surgery, I took the 63 Buick Riviera down to Chester from Goldvein. Flawless drive with recently fully rebuilt brake systems including new lines, Master & wheel cylinders, brake shoes.

The 1963 Riviera and Jaguar Connection.

Similar Rear Suspension setup to Jaguar MK9 & MK10s: Solid axle, Coil springs, Control Link chassis to axle + (Plus) Panhard Rod stabilizer bar. Was unique to Rivieras only!

Also David gave me an XJS V12 Radiator to solve my XJS cooling problems. It would never fit in a Jaguar Saloon Trunk!



David Harrison and Sherm Taffel wrestle a boxed XJ12 radiator into the boot of Taffel's 1963 Buick Riviera. At top right, Una Harrison holds court. At right, Sara (Harrison) Talton and Camellia Blackwell.

JAGUAR LEGACY



The Jaguar XK-120 with original owner Bill Romig, at left. At right, the Mercedes Banz 300SL that replaced it.

More history on Parker Family XK-120

By George Parker
VJC Past Vice President

By now, most of VJC is familiar with our family's story and this pastel blue XK-120. Dad bought and restored this car to be "the one that got away" when he tried to buy his friend's car (back in the mid-50's) but couldn't afford it.

He wound up buying an older, '51, standard model XK-120, vice the SE model that his friend had, and which our

current car is.

Dad's friend at that time, a young man named Bill Romig, came from an affluent family and had many interesting sports cars.

In the photos, Romig is shown with the XK-120 which caught Dad's eye, as well as the 300SL which replaced it. It was at that Mercedes dealer where Dad tried to buy that very XK-120.



VJC SUPPORTED EVENT



VJC Past Vice President George Parker's Jaguar XK120 is flanked by a 1930s Cord and an American high performance car from the 1960s.

Richmond AACA show features Factory High Performance cars, including Jaguars

By Greg Glassner

LT Editor

I was asked to write a program story for June's Richmond Region, Antique Automobile Club of America's show, which had the theme: "Factory High Performance Cars."

After I accepted this challenge, I realized the problem would not be one of finding enough examples of the genre, but rather having too many to capture in a short story.

While writing this I realized how well the factory high performance story was synchronized with the history of Jaguar. Most of us are aware that Jaguars evolved from the Swallow sidecar company which started modifying and building lightweight versions of Austin 7s in the 1920s. The Swallow and SS100 cars that followed were certainly among the high performance cars of their day. The 100 referred to the car's ability to exceed 100 miles per hour.

And the first Jaguar XK120s of the postwar period qualify as factory high performance cars, so designated because they were capable of exceeding 120 miles per hour. VJC member George Parker's XK120 was part of the High Performance exhibit at the AACA show.

It is well documented that the C-type (XK120C) and D-types were high performance versions of the XK120, full bore race cars that were tractable enough to be driven on the street. The XKSS proved that, utilizing leftover D-Type chassis.

The elegant XKE (or E-Type) was also blisteringly fast, as lightweight coupe versions still prove on the track in vintage racing.

This tradition of offering high performance versions of Jaguars continues. Two cars displayed at the AACA show

See AACA, p. 16

Virginia Jaguar Club



VJC's Bill Guzek enjoys lunch as he awaits the judges' decisions.



Bill Guzek could have dined on top of his engine's supercharger, as it was immaculate under the hood.

AACA

Continued from p. 10
by VJC members illustrated this point. Brian Trickett's S-Type R and Bill Guzek's XKR both use superchargers to provide added performance.

Although the VJC did not hold a judged concours in conjunction with the AACA show, we were well represented. In addition to Parker, Trickett, and Guzek (who won the trophy for Original/stock British Car, 1981 and up), VJC President Bill Sihler displayed his XJS and Past President David Harrison brought his rare 1930s MG as part of the MG Centennial display.

The AACA hit another bases-loaded home run with the 2023 show. Several VJC members are also AACA members and this alliance has proved quite fortunate for us.

I suspect the show planners are sympathetic to Jaguar owners as they always seem to park them in a nice, cool



VJC President Bill Sihler stands next to VJC Past President David Harrison, behind the wheel of his vintage 1933 MG L2.

shady spot. Although this may have more to do with the advanced age of many of us VJC members.

Anyway, it was a terrific show and I hope the VJC will continue to be welcome.



A 1913 Stutz Bearcat and an Auburn Speedster, from the 1930s.



Variety in high performance cars: A Ferrari F-40, Dodge Omni Shelby and Ford Pantera.

VJC CALENDAR

October 7 -- Shenandoah Valley British Car Club 41st Annual British Car Festival, Ridgeview Park, Waynesboro, VA.

October 28 -- Virginia Jaguar Club Fall Foliage Tour of Lake Anna, 10 a.m., Saturday, October 28. More details to come.

December 10 -- Richmond Triumph Register Christmas Party at the Keystone Antique Truck and Tractor Museum in Colonial Heights, 5 p.m., Sunday, December 10. VJC members are invited. More details to come.

IN MEMORIUM



Juanita Taylor
Celestine "Juanita" Wray Taylor, wife of Rod Taylor of Chesapeake, passed away on June 28, 2023. She and Rod were frequent participants in events sponsored by the Virginia Jaguar Club and North Carolina Jaguar Club and will be missed by all.

The VJC Newsletter now has its own email address for your convenience. Send your submissions of feature stories, news, photos, and opinion pieces to:

LyonsTales@yahoo.com

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:

LyonsTales@yahoo.com

(Alternate: glassgreg@hotmail.com).

Make sure you reference

Lyons Tales or VJC somewhere in the subject line.

SUBMISSION DEADLINE

15th of the month preceding the issue date.

SUBMISSION SPECIFICATIONS

Any regular font like Arial or New Times Roman

Format: Word or Text file

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MEMBERSHIP INFORMATION

Virginia Jaguar Club - Membership Form

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

Check One: New Renewal Date: _____

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 Organize Social Activities

Type of Membership (check one):

Annual Membership (January – December): \$65.00 *

New Member 15 Month Membership (October – December Following Year): \$85.00 *

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): \$25.00

* Includes JCNA Membership

(Memberships Include Spouse/S.O., All Memberships Expire on December 31st)

Payment Options:

1. Paying by Check - Please, make checks payable to “Virginia Jaguar Club” and mail with a copy of this form to: Virginia Jaguar Club, c/o Bill Guzek, PO Box 2034, Forest, VA 24551

2. Paying by Credit Card - Email the form to the Membership Chairman:

VJCMembership@Gmail.com or send it to the address above indicating you want to pay by credit card and we'll email you an invoice via Square (membership active upon payment). Please note that there is a \$2.15 convenience fee for credit card payments.

ANY ROAD TRAVELED

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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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