

LYONS TALES



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VIRGINIA JAGUAR CLUB
VOLUME 22, NO. 4
Fourth Quarter, 2023

LYONS TALES

LYONS' ROAR

Wrapping up another VJC year and welcoming new leadership

Ladies and Gentlemen of the Virginia Jaguar Club:

Twelve VJC members came to a pre-Christmas lunch December 2, 2023 at The Reserve in Chesterfield. It was a very productive meeting, enjoyed by all. Photo of the happy diners courtesy of Bill Guzek.

The most important decision made at that lunch was to set Saturday, December 30, 2023, for the Club's Annual General Meeting. It will also be held at The Reserve, the restaurant at The Highlands, 8136 Highland Glen Drive, (South) Chesterfield. Time is 12:00. Hope to see you there.

Please let me or Brian Trickett know if you are able to attend.

Almost as important was the decision to raise the Club's dues by the same \$5 that JCNA has raised its dues and which we have to pay for our members. Thus, our VJC dues will increase by \$5 to \$70 with \$45 going to JCNA. I'm guessing this increase is to pay for the some \$20,000 in ads that JLR has been running in

See Roar, p. 3



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Send your submissions to:
LyonsTales@yahoo.com
or, glassgreg@hotmail.com
(Put Lyons Tales in subject box)

SAVE THE DATE:

**Saturday
DECEMBER 30:
VJC Organizational
Meeting**

On the Cover:

Photos of
recent events



Virginia Jaguar Club



Virginia Jaguar Club members toast the holidays.

Roar

Continued from p. 2

the Jaguar Journal but has decided to stop. Bill Guzek, Membership Chair, will be getting the new fee out in the Membership Renewal notice.

A third item that was discussed was the need to find replacements for Bill Guzek as Membership Chair and for me as President. Brian Trickett, currently VP, Events Chair, and Secretary, generously allowed me to put his hat in the ring for the President's position. In exchange, I'll take on Bill's responsibilities for membership and Brian's existing responsibility as Secretary—or at least until I can find a successor in on one or both tasks.

I'll be approaching the other officers to see if they are

willing to carry on and support Brian in his new position.

We also discussed the prospect of holding a Concours this year. It was decided that we should definitely have a presence at the June 8 Antique Club of America/Richmond Region event at St. Joseph Villa. Peter Schowalter, our liaison with AACA will negotiate a space to display our cars.

Decision on a concours was postponed until we are sure we have a Judging Chairman and details are arranged. We will need to proceed with this quickly.

Don't forget: for post-Christmas respite and pre-New Year's Eve celebration, come to the AGM on December 30!

-- Bill Sihler, President

VJC EVENT



Ron Mitchell, (center in hat and BRG shirt) gives instructions to participants at start of drive.

October's Autumn Leaf Tour a big hit

By Brian Trickett
VJC Events Chair

As most good ideas are born, this one started out over a meal and a glass of wine. Actually, it was at our AGM held at Williamsburg in February of this year and I was sat next to Ron Mitchell for lunch. Ron has been a long standing and supportive member of our club for many years and has gained experience in preparing rallies and drives. I broached the idea of a drive or a rally for the club to him and he said he would look into it.

Over the coming months we kept in touch and coordinated the date for Saturday, October 28. Ron spent quite a good amount of time going over the route, in fact he ran it twice to ensure that everything would go smoothly. It was a scenic and leisurely drive, not a rally, in that no speed regulation or timing would be required. He provided route notes giving turn-by-turn instructions at specific mileages and there were no "tricks" or specific questions to answer.

I was pleased to hear the part about lack of tricks and questions because the last car rally I had done was back in England when I was a teenager. (No it had not been with horses and carts thank you!)

So, my wife Kathy and I turned up in Glen Allen in our Jaguar STR at the allotted time on Saturday morning to

meet with the rest of the participants. We had previously invited our chums from Central Virginia British Car Club and were pleased to see some of them turn up for the event.

Ron sent us off at different time intervals so as not to create a convoy. Kathy and I were second off the grid, heading northbound on Hwy1 and on through Ashland, bound for

See Drive, p. 5



Jim and Lynette Godwin in their MGB, the oldest car on the drive. It was a great day for top-down motoring.



The midpoint rest stop at the Lake Anna Winery.

Drive

Continued from p. 5

who knows where? Our route sent us through lovely scenic countryside, over narrow bridges, railway lines, using little used meandering lanes and roads. The weather cooperated with clear blue skies and the fall foliage was on display all around

After approximately 42 miles we arrived at our first destination, Lake Anna Winery where we had the opportunity to taste and buy wine or buy wine related things from their shop.

After our short rest and chats with our fellow driving companions and a Photo Op we were onward bound to



Tour organizer Ron Mitchell has added an Aston Martin to his impressive car collection.

our next destination at Ladysmith. This section of our trip involved more direct and faster roads and about 28 miles after leaving the winery we were pulled into the car park at the Timbers Restaurant. The folks at Timbers hosted us very well with a private room and good service and food.

Thanks to Ron Mitchell for his work in creating and organizing the drive. It truly was a very entertaining experience. We had nine cars and a total of 16 drivers/navigators participating.



A scenic view through the windscreen.

FROM THE EDITOR'S LAPTOP



My new friend and navigator Mohammed Hakmi, left, with the combined Virginia Jaguar Club and Central Va. British Car Club October Rally participants at the Lake Anna Winery.

Lessons learned from getting lost again

By Greg Glassner
LT Editor

It was probably no surprise to Virginia Jaguar Club Rallymaster Ron Mitchell that I got lost on another one of his rallies.

When I was a fresh member of the VJC I volunteered



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

(was volunteered?) to man a couple of checkpoints at the 2013 Challenge Championship Rally.

Because part of that rally ran through Hanover County, where I had worked as the local newspaper editor for 8 years, I was confident that I could watch several of the cars depart from Virginia Crossings Resort and still beat them to the first checkpoint by taking a couple of short cuts.

As it turned out, I didn't know those short cuts as well as I thought I did. As a result, I got lost and had to follow several of the lead cars to the checkpoint, thus scratching that stage from the rally results.

Ten years later I once again got lost on our Autumn Leaf Tour which was held October 28.

This pleasant drive through the countryside followed much the same route as that 2013 event. And, like that earlier event, it passed through what I have come to regard as the dreaded "Beaverdam Triangle."

The bucolic village of Beaverdam was in the circulation area of the Herald-Progress, the Ashland-based newspaper I served as Editor from 2004-2012. In my time there I

See Laptop, p. 7

Laptop

Continued from p. 6

traveled many times to Beaverdam and I always failed to successfully follow the shortcut locals used to travel from Beaverdam to Ashland. I usually took the much longer route over Beaverdam Road and Route 33.

I even wrote a humorous column about my experiences entitled, as I recall, "You Can't Get Here From There."

Because I did not bring a navigator to our October event, I took along a school teacher from Saudi Arabia who showed up and expressed an interest in purchasing a vintage Jaguar XKS.

I know maybe a handful of words in Arabic and most of them are Middle Eastern food specialties. Mohammed Hukmi's English was better than my Arabic, of course, but still somewhat limited. So, there was a language barrier that may have contributed to our not following Ron's route directions to a T.

But the language barrier did not stop us from having an enjoyable conversation about cars as we rambled through the backroads of Hanover, Louisa, Spotsylvania and Caroline counties.

The war in Gaza and other dramatic events in the Middle East were in the back of my mind of course, but neither of us broached that topic. Instead we talked about cars we had owned and cars we might like to own as well as motorsports, which I knew are growing by leaps and bounds in Saudi Arabia.

The closest we came to anything remotely controversial was when I asked if his wife was allowed to drive in their native land. He replied, no, but that she did learn to drive here in the U.S.

The fact we enjoyed talking about cars so much may

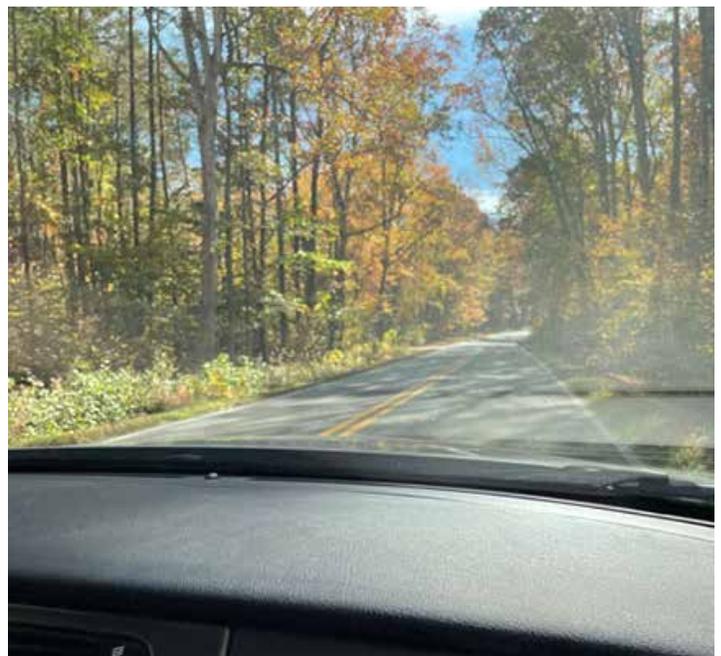
have contributed to our failure to follow the precise route directions.

If so, It was worth it.

I realized after lunch that the planet might be a better place if world leaders (and our politicians) could find a topic like sports cars (or golf, soccer, music or art) to get the conversational ball rolling. Any topic for which they shared mutual enthusiasm would do

Maybe after talking about a topic they all enjoyed for a while, they would realize they had more in common than they thought and then could have a more civil discourse on weightier matters.

I also realized that getting lost again in the Beaverdam Triangle was not such a bad experience afterall.



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

LyonsTales@yahoo.com

WAYNE'S WORLD

From the Automobile to the Auto-Mobile

By Wayne Estrada
VJC Founder

The world is changing perhaps a lot faster than us carburetor enthusiasts might like.

The dizzying arrays of variations in the norms in society, politics, economics- and especially technology, are almost beyond our feigned abilities to keep up. We've gone from horse drawn carriages to electric buggies, to flathead V8s to 600+ horsepower vehicles, and now to amazing electric cars and trucks in one hundred years...and the curve is getting progressively steeper. Wondering if or when it will end is a game for the forward thinking and creatives to solve, and solve it they may already have.

The cornerstone of this is set in the quadratic equation of $(S * P) / E = T$ which is **Society** influenced by **Politics**, divided by the **Economics** equals **Technology**. And while that may sound like a amalgamation of mambo-jumbo pseudo intellectualism, it is a lot closer to the direction that future transportation, and particularly what we in the past referred to as the "automobile," is morphing into in the next phase of transportation.

So what does this have to do with the Jaguar and car enthusiasts in general? Well, both nothing and everything.

Let me explain.

When we look at the current design of automobile manufacturing, we can clearly see that in the past dozen years that a silent but significant revolution has been taking place. As computer technology has advanced even beyond the once solid "Moore's Law" of computing capability, advanced computing and software has slowly, steadily, and now *stealthily* become an integral part of modern automobiles.

The world has evolved from agrarian, to industrial, to electronic, to computer, to Artificial Intelligence (AI) and it's not looking back. Today, every car is infused with a myriad of sensors, relays, networks, CPUs, ECUs and (increasingly) wireless systems that not just cohabitate, but come together to such a highly coupled degree that the parts are more than the sum of the whole. As Mr. Goodwrench said in the General Motors TV commercial in the 1980's: "You can't do it with a timing light and screwdriver anymore," and that is especially true today.

As a result, the most immediate tangible benefits have

been advanced engine management systems that not only yield amazing fuel economy far beyond the capabilities of mechanically controlled systems, while also almost producing copious power from engines from what once were considered miniscule 4-cylinder powerplants of the past. As "70" is the new "50," the V-6 of today has surpassed the V-8 of yore. Likewise the original XK-120 and its world-setting euphemistic 120 MPH engine developed a mere 160 horsepower, the latest high-end creations from Coventry produce almost 600 HP from roughly the same displacement.

But the rabbit hole goes far deeper than this.

The industry has not just developed copious powerplants but also have added a myriad of advanced improvements like anti-skid braking systems, computer controlled all-wheel drive traction, electromagnetic shock absorbers and rear steering systems. Add to this lane change warning systems, programmable cruise control and "super cruise" capabilities only to be trumped by auto parallel parking programs or valet services where your car can self-drive itself out of a parking space and meet you in front of your hotel.

But this 'drive' to the future is just beginning.

The driverless car is the next leap forward, and companies as far ranging as traditional manufacturers like Toyota and GM to upstarts Apple and Tesla are opening perhaps a Pandora box of transportation opportunities. Ironically for us as Jaguar enthusiasts, the City of San Francisco along with Apple are using the electric iPace as a test bed for self-driving autonomous taxis with the goal of providing a full driverless point A-to-B capability. This raises several questions and problems.

First is "how safe is this?" Futuristic designs by some manufacturers (Bentley, Rolls Royce and Mercedes Benz) have created concept vehicles with COCKPIT-LESS controls that are essentially rolling carriages with a headless driver. This of course raises blood pressure for those of us that learned to drive a three-on-the-tree car with a carburetor and no power steering, but it touches on the second element of re-defining what is the purpose of the automobile?

Next, how will this effect brand loyalty to any manufacturer and the pleasure of driving? If cars just become

See Auto, p. 8

Auto

Continued from p. 7

generic electrical appliances - like a TV or cell phone - what love would we have for any single brand but to instead seek the lowest price and most features? This is an issue for all car enthusiasts, in that while cars have been primarily a means of transport, driving is also a tactile, pleasurable human experience.

Lastly, this is the perfect target (and market) for Gen-X'ers and Millennials that consider Uber and urban electric scooters in a '15-minute city' as the preferred and primary mode of transportation. This up-and-coming generation have no experience buying and fixing up a \$50 car or have lived and enjoyed the visceral driving experience of sports and muscle cars. For them this new trend towards all-electric and computerized cell phones on wheels seems perfectly logical, and that raises a big problem for companies like Jaguar.

As mentioned in a previous Lyons Tales article (Whither Jaguar?) the storied Coventry firm has a big problem where they must somehow adapt to this 21st century electrified/computerized product line or, as William Lyons essentially did with the XK120 and E-Type, reinvent something so new and exciting and relevant for the times that it becomes their next commercial success.

A recent article hinted at this when current JLR CEO Ralph Speth gave the designers and engineers at the Whitley center an ultimatum - "Bring to market new Jaguars that once people look at them they will be bowled over" (or something to that effect!) and the firm is on record as saying that this new all-electric product line will be here in 2024.

Let us hope as long-time lovers of the marque that they repeat Sir William's successes of 1949 and 1960.

Jaguar team shines in Formula E competition

From a Press Release:

Jaguar TCS racing head into the 2024 ABB FIA Formula E World Championship looking to build on their most successful season to date

Now featuring one of the strongest driver line-ups in the all-electric world championship, Mitch Evans and Nick Cassidy bring their speed and skill

The British race team produced their highest ever points haul in 2023, surpassing their 2022 achievements

The Jaguar I-TYPE 6 claimed both first and second position in the 2023 Teams' World Championship, certifying its status as the most advanced

The technology learnings and transfer from the Jaguar I-TYPE 6 will continue to support reimagining Jaguar's future as an all-electric modern luxury brand

The black, white and gold asymmetric livery makes a return after becoming a recognised frontrunner on the track, with a unique car for each driver

Between Kiwis Mitch Evans and Nick Cassidy, they hold 15 wins, 37 podiums, 11 pole positions and 1,076 championship points in Formula E, in addition to a lifetime of shared experiences as the duo grew up together racing in New Zealand.

Jaguar TCS Racing start the new season as a strong con-

tender, having completed the 2023 season with four wins, 11 podiums, three pole positions, and 292 points, improving on and surpassing the achievements gained in previous seasons of Formula E. The formidable Jaguar I-TYPE 6 made up both the first and second position in the Teams' World Championship, after customer team Envision Racing won the overall championship. It demonstrates the pace and competitiveness of the Jaguar I-TYPE 6 as, with Envision Racing, it won half the races in the championship (eight), secured 20 podiums, six pole positions and 596 Championship points. With this record of results, the Jaguar I-TYPE 6 has established itself as one the marque's most successful cars in a long and illustrious lineage of competition cars.



The latest Jaguar Formula E racing car.

SHOP TALK



The Harrisons' XJ8 sunroof.

The sunshine roof immobilized my XJ8

By David Harrison
VJC Past President

A few weeks ago my XK8 transmission would not come out of park, immobilizing the car. Also the rear right passenger footwell was wet.

That was a strange combination of problems.

It had rained that night, I thought maybe I had left the sunshine roof ajar, but it seemed to be properly stowed, and if open, why just the one rear wet seat well, and how was that connected to the transmission park interlock?

I did some online research and looked at my sunshine roof. I was surprised to realise the movable glass panel is a snug fit in its recess but does not actually seal against a rubber seal like a door does.

Water that finds its way round the edges drips into left and right drain channels. Tubes carry the water from the channels under the headlining back to the C post, then turn down, pass through the boot and exit under the car behind the back wheels.

If the drain tube is plugged, water enters the car.

I traced the drain tube in the boot, pulled it out from its

termination car and gave it a good blow. I didn't feel any resistance, but when I used a teapot to dribble water into the right hand sunshine roof channel, water flowed out under the car as it should. I dried out the footwell with a shop vac and some heat.

So how did the roof jam the interlock. Wiring and water do not go together and the wiring was affected locking the transmission interlock.

Once the car was dried out all was (hopefully) well.



Access to the drain tube.

JAGUAR HERITAGE



The design of the 1991 XJR-14, seen here tackling a damp track at the 2023 Goodwood Revival, still looks current today.

The true story behind the magical reincarnation of the Jaguar XJR-14

By Greg Glassner

LT Editor

Here's a riddle for you:

When is a Jaguar also a Porsche and a Mazda?

No, the answer does not have anything to do with upcoming corporate mergers.

Rather it is the sort of branding magic trick that sometimes happens in the world of auto racing.

I was totally ignorant of this motorsports anomaly until it was mentioned in passing during the streaming broadcast of the 2023 Goodwood Festival of Speed, which featured several of Jaguar's successful racing cars from the 1980s and '90s.

The still modern looking Jaguar XJR-14 which really sticks out in its purple Silk Cut cigarette livery, was developed in 1991 by a small company called TWR, which stands for Tom Walkinshaw Racing. It was designed by a yet-to-be famous Ross Brawn, who is now a legend in Formula 1.

This car came about because of a rules change.

The XJR-9 LM won LeMans

In 1988, a TRW Jaguar XJR-9 LM broke a long Porsche stranglehold on the 24 Hours of Le Mans race. This car, driven by Andy Wallace, Jan Lammers and Johnny Dumfries at the wheel, was powered by the legendary Jaguar

See XJR-14, p. 12



The basic XJR-14 chassis was reborn as the Mazda MXR01 and the Cosworth V-8 was replaced with a 3.5 liter V-10 from Formula 1.

XJR-14

Continued from p. 11

V-12 engine that also dominated IMSA racing in the U.S. at that time.

Then the TWR Jaguar pairing again won Le Mans in 1990 with the XJR-12 LM, Martin Brundle, Price Cobb and John Nielson driving.

For 1991, the big Jaguar V-12 was made obsolete by a rules change that mandated 3.5 liter Formula 1 style engines.

Since Ford Motor Company had just bought Jaguar, it made perfect sense to power the new XJR-14 LM with a Ford-Cosworth V-8.

F-1 car with fenders

Brawn and the TWR crew came up with what was basically an F-1 car with fenders and a roof. It featured ground effects technology, a carbon fibre monocoque chassis and a big honking rear wing.

The new car dominated the World Sports Car Championship for 1991, but alas, did not win at that year's 24 hour of Le Mans. It was felt that the Cosworth V-8 would not go the distance and the team entered that race with three of the older XJR-12s.

Mazda won the 1991 race with their rotary engined car, which was also banned the next season by a rules change.

Ford pulls the plug

Then Ford somewhat capriciously pulled the plug on the Le Mans and World Sports Car Championship program.

On this side of the Atlantic, however, several XJR-14s competed in the American IMSA Camel GT series, winning two races in 1992 and finishing third in the season standings.

See XJR-14, p. 13



The V-12 XJR-9 (above) and later XJR-12 LM both won LeMans and the XJR-14 didn't.



Boasting power from a turbocharged Porsche motor the same basic chassis delivered two wins at the 24-Hours of Le Mans

XJR-14

Continued from p. 11

The Jaguar XJR-14 becomes a “Mazda”

Left with no Sugar Daddy, TWR built five more XJR-14 chassis for Mazda and stuck 3.5 liter Formula 1 sourced V-10s in the engine bays. Redubbed Mazda MXR-01s, they finished third in the World Sports Car Championship running for the Mazdaspeed team.

Reborn as a Porsche for the car’s third act

Several years later, TWR revamped the original Jaguar XJR-14 chassis for Porsche, chopping off the roof and tossing

3.0 liter turbocharged Porsche flat sixes in the engine bays. This configuration won the 1996 and 1997 24 Hours of Le Mans races running under the Joest Racing team banner.

The end result of all of this rebranding and rules change deck reshuffling is that the Jaguar XJR-14/MazdaMXR-01/PorscheTWRWSC95 is arguably one of the most successful sports racing car designs of all time.

But because of its mixed heritage, this car is regarded as something of a red-headed stepchild by all three manufacturers and not remembered as fondly as their stablemates.

Did you know you can now email your contributions, photos and suggestions **directly** to the Virginia Jaguar Club newsletter?
LyonsTales@yahoo.com

VJC SUPPORTED EVENT



Relaxing on the lawn.

Battersea a treat to eyes, ears and mouth

By Brian Trickett
VJC Vice President

When we lived in England my wife, Kathy and I moved from the Midlands area down to London. At that time in the late 1960's the capital was affectionally nicknamed the "old smoke" namely due to the extreme smog which occasionally would descend on the city in wintertime. One of the reasons for the smog was the coal fired Battersea power station. It was built in the city and contributed to conditions known as a "Pea Souper". If you don't get the translation, it means that it was like wading around in pea soup where you could literally not walk about and see your hand in front of your face. When I first moved into the Richmond area and heard about the Battersea Oyster Festival, I was most intrigued by the name Battersea. Maybe they had shipped the power station over the pond and rebuilt it in Virginia! However, it seems that was not so.

Colonel John Battersea built his mansion on his estate near

See Oysters, p. 15



A smiling oyster shucker.



Somewhere in this sea of Triumphs is a Jaguar... and a Bentley too.

Oysters

Continued from p. 14

Petersburg, Virginia in the late part of the 18th Century. He was Petersburg's first mayor, a signer of the articles of confederation and an involved player in the Revolutionary War.

Over the years Battersea fell into neglect and disrepair but the Battersea Foundation was formed and bought the estate from the city of Petersburg in 2011 and is dedicated to preserving historic Battersea.

The annual oyster roast and barbeque offers delicious food, live music and of course a classic British car show. Proceeds go towards the estate and mansion restoration.

On event day the sun was shining as the cars entered onto the field. Weatherwise the organizers could not have picked a better day.

Jaguar, MG, and Triumph cars and even a modern Bentley were in attendance. Although I am personally not an aficionado of oysters there were lots of other tasty dishes and treats I could relish on the Barbie.

The weather continued to oblige with no signs of a "pea souper" at all. Concluding, it was a very pleasant and enjoyable day!



"Kristie Kreame and the Sugar Daddies" perform.

AUCTION NEWS



Jaguars star in Monterey Car Week auctions

Jaguars were conspicuously absent from the show field at this year's prestigious Pebble Beach Concours d'Elegance, but that was not true when it came to the equally prestigious Monterey Car Week Auctions.

R.M. Sotheby's offered the Holy Trinity of Jaguars from the 1950s, led by a 1957 XKSS (above), one of only 16 produced. It was also that auction house's biggest seller at \$13.2 million.

Also on the RM Sotheby's action block was a 1952 C-Type,

one of 53 genuine C's produced and a 1955 D-Type, one of 54 D's produced. These two Jags did not sell, presumably because bidding did not reach their lofty reserve prices.

An oddball Jaguar

In the auctioneers' bargain basement, so to speak, was the E-Type pictured below. It falls under the "What Were They Thinking?" category of Jaguars and sold for a mere \$55,000. (Hopefully the aerodynamic additions were removable.)



VJC CALENDAR

December 30, 2023 -- The Virginia Jaguar Club's 2024 AGM will be held at noon, Saturday, 2023 at the Reserve Restaurant at the Highlands. For more information, go to the VJC website: vajaguarclub.com.

Formula E Schedule

Mexico City, Mexico – January 13
Diriyah, Saudi Arabia – January 26
Diriyah, Saudi Arabia – January 27
Hyderabad, India – February 10
Sao Paulo, Brazil – March 16



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

CLUB OFFICERS & COMMITTEE CHAIRS

Who to contact about the Virginia Jaguar Club

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

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EDITOR'S NOTE: Some positions will change after the first of the year. The formal election of new officers is scheduled for the Dec. 30, 2023 Annual General Meeting.

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): \$70.00.

(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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-- The Editor



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