
LYONS TALES



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VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR



Mary & VJC President Bill Sihler with the latest acquisitions to the stable.

JCNA costs, rules, member recruitment are club issues

Dear Fellow VJC Members:

Despite the corona virus, some JCNA Clubs are still planning to hold concours. It looks like these are quite large clubs. If even only a few local cars are entered, it will still be a respectable showing. On the other hand, many of these clubs are in the southwestern states which have seen a considerable volume of virus cases. I hope all goes well for their participants.

Even though the vaccine situation remains very cloudy, it might be that by sometime next year the chances of coming down with the virus will be greatly reduced. Your board will be discussing how to plan the year's events if circumstances prove favorable.

JCNA's deferred AGM, that was to be held in Columbia, SC, was also canceled

See Roar, p. 3

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

SAVE THE DATE:

Oct. 10: Deadline for
 VJC Virtual Concours

On the Cover:
*Entries in our VJC Virtual
 Jaguar Concours.
 See Page 7.*



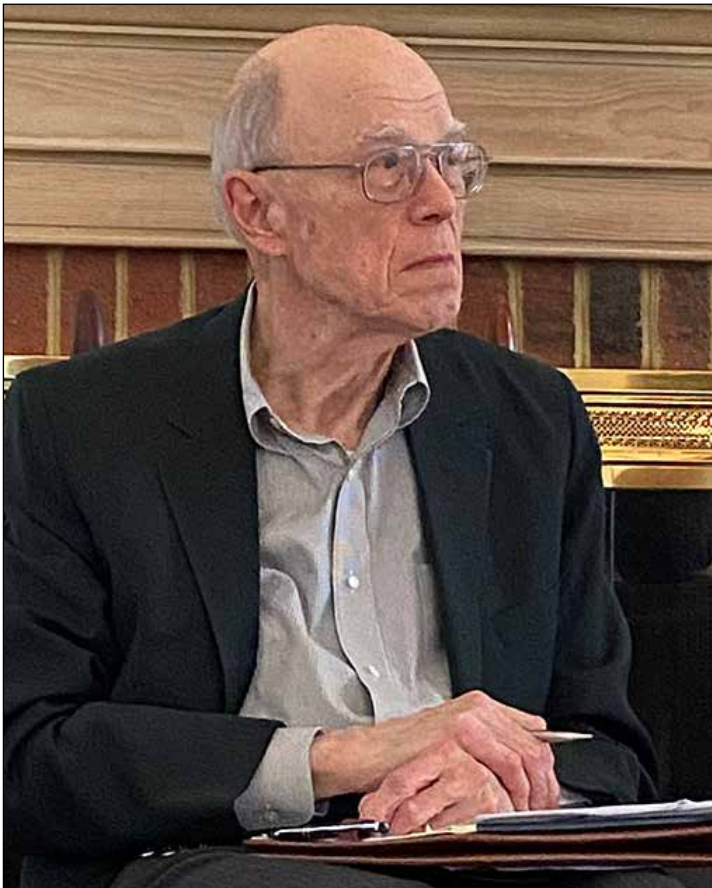
Roar

Continued from p. 2

because of health and regulatory concerns. A virtual meeting was held instead. As mentioned earlier this year, the JCNA bylaws require a face-to-face AGM. Thus, formal decisions were pushed to 2021, when the AGM is scheduled for March in Columbia, SC. The problem at the moment is finding a venue free on a weekend other than when Passover and Easter occur.

Membership drop affects revenue

Ron Gaertner and I represented the VJC virtually, although all the votes were advisory. A matter of great concern was the drop in JCNA membership. One reason is that while the JCNA costs are fixed and under control, the drop in membership hits revenue. The President and the Administrator have worked hard to cut out about \$14,000 in annual expenses. One of the changes will eliminate distribution of membership cards annually. Instead, the address page in your Jaguar Journal will have your membership card printed on it. Cut it out and save it.



Pres. Bill Sihler.

Nevertheless, the costs are there, particularly for the website, which has been upgraded. The further upgrade has been postponed to save funds. Even with these savings, JCNA has a cash drain despite reporting a very small addition to “Reserves.” Additions to reserves aren’t the same thing as more cash in the bank. The JCNA board therefore proposed increasing the JCNA dues from \$30 to \$40 a year, effective in 2022, the first increase in ten years.

Alternative formats for the Jaguar Journal were explored extensively over the past six months. The only way to make significant cost reductions is to go exclusively to on-line distribution. This alternative is being explored further to figure out the effect on advertising revenue and to find a way to prevent unauthorized distribution. It was discovered that JCNA material available to members was being copied and sold to non-JCNA members. Preventing this is challenging.

Concours rules

The Judging Rules Committee, which seems to be becoming the Fuss and Feathers Group, had planned to bring a revision to the judging rules of some more than 200 pages. Unfortunately, the Committee officers had overlooked the requirement that material for the AGM must be submitted 45 days in advance. Their final proposed changes, were declared out of order and will have to be presented to the 2021 AGM to be effective in 2022.

Fortunately, the significant changes that were proposed in March 2021, which would have made it very difficult for the VJC to have a concours, have been modified. Although still somewhat an inconvenience, they are not a threat. The Committee said that most of the changes were on the order of modifying the rules to make them more emphatic, such as “The Chief Judge must...” rather than “The Chief Judge should,” or “will.”

I got the impression that the VJC is not the only club that is worried about the Fuss and Feathers regulations taking much of the fun out of concours. We shall see what happens over the next six months.

The JCNA Membership Committee has been working to figure ways to make membership more attractive. The membership of yore are aging rapidly, but more youthful members seem hard to attract. One characteristic the Committee noted was that younger members want more of a social experience and less time on restoration. Another was that the best recruiting tool seems to be a club’s website. We need to work hard on that concept.

Keep healthy and happy motoring!

-- Bill Sihler, VJC President

JAGUAR COMPETITION



Jaguar I-PACE eTROPHY series champ Simon Evans celebrates. (Jaguar-Land Rover USA)

Kiwi Evans takes I-PACE eTrophy series

The Jaguar I-PACE eTROPHY series concluded August 13 in Berlin with Simon Evans being crowned the season two champion. Team Asia New Zealand driver, Evans, kept a cool head to finish P2 ahead of his title rival Sérgio Jimenez who was leading the series until the last race. ZEG iCarros Jaguar Brazil driver Cacá Bueno won the final round of the ten-race all-electric series with a lights-to-flag victory.

Kiwi driver, Evans, has won four races this season and continuous visits to the podium put him one step ahead of his Brazilian rivals. He only had to finish ahead of Sérgio to take the title and he drove his Jaguar I-PACE faultlessly throughout the seven Berlin races at the Tempelhof airfield.

First lap dramas saw Jaguar China Racing driver, Nick Foster, try to overtake Jimenez into turn one but the Brazilian closed the door which put the Australian down the order. Alice Powell, in her Jaguar Racing Team Germany I-PACE finished just off the podium in P4 to secure fourth in the series. Gregory Segers, the French teenager, finished just behind his team-mate Foster and ahead of Team Yokohama

Challenge racer, Takuma Aoki.

PRO-AM challenger, Paul Spooner's, race was cut short after a coming together with VIP driver Sven Förster which lead to his retirement with a puncture. Adalberto Baptista secured the runners-up spot with a spirited win – the Brazilian's first of the season.

The world's first all-electric touring car series bows out after seven electrifying 'Lockdown Showdown' races in Berlin. The series has showcased the award-winning Jaguar I-PACE in some of the world's greatest cities – New York, Monaco, Mexico City, Hong Kong, Paris, Rome and Berlin. It has supported a diverse grid of men and women from all around the world and made history along the way. Jaguar Racing's journey continues in ABB FIA Formula E as the series receives FIA World Championship status from next season which starts on 16 January 2021 in Santiago, Chile.

"Unreal experience - I'm incredibly proud to be the Jaguar I-PACE eTROPHY season two champion! The I-PACE came through for me again and it was like a rocket!"

FROM THE EDITOR'S LAPTOP



A group of mostly Porsches assembles for a recent “Get off the Couch” scenic drive around Lake Anna. My black “Seoul Train” (Hyundai Genesis coupe) is second from right.

Car nuts can social distance and have fun

By Greg Glassner
LT Editor

I suspect I am not the only one to experience cabin fever during the long COVID-19 ordeal.

I may have a more acute case because I had already engaged

in some social distancing due to a series of heart-related medical procedures that involved at home recuperation of varying lengths.

In fact, my most recent hospital stay was an overnight gig March 12-13 at Mary Washington Hospital in Fredericksburg. The young volunteer who wheeled me to the door mentioned that it was her last day there because the hospital was sending all volunteers home in preparation for an onslaught of pandemic patients. The campus at the University of Mary Washington, where she was a pre-med student was also shutting down.

Anyway, by the time summer rolled around, I was raring to go for some car-related activities and there were none to be found. Our annual Virginia Jaguar Club Concours had been cancelled, as had the Richmond Region, Antique Automobile Club of America Car Show in June.

Just about every other car-related event had also been postponed or cancelled, from Pebble Beach to the Hilton Head Island concours.

I was grateful that F-1 and IndyCar and even NASCAR
See Laptop, p. 6



Editor Greg Glassner driving Miss Virginia around in his XK8.

Laptop

Continued from p. 5

found a way to put on televised races, albeit with few or no spectators at the track. It hurt a bit to watch the broadcast of the IMSA GT race at Virginia International Raceway, especially when they showed the grassy bluff above turns 4 and 5 where I so often parked my folding chair.

I rarely feel sorry for somebody as rich as Roger Penske, but I felt for him when I watched the delayed Indy 500 the same weekend. Penske bought the Indianapolis Motor Speedway and sanctioning IRL earlier this year and sank millions into improving the venerable IMS facility and grounds, only to be told he could not allow fans at the event.

Anyway, what I am leading up to is that there are some car-related activities that can be enjoyed while social distancing.

I participated in a “Get off the Couch Scenic Drive” that was organized by two old friends, Dan Graff and Bates



Lake Anna tour participants take a rest break in Spotsylvania County.



British, German and Swedish car enthusiasts gather for a rest break at Prince Michel Winery in Leon VA during tour of Madison County roads.

McLain, and sponsored by the Shenandoah Region of the Porsche Club of America. This event started in Gordonsville and took a gaggle of Porsches and a handful of other marques on a brisk drive over the many bridges that cross parts of Lake Anna.

Then, several weeks later, Dan and Bates tossed together an informal, unsanctioned 96-mile romp over the twisty roads in Madison County. Invitations went out by email just days before this event and the two routemeisters were surprised by the turnout. It included more Porsches, a Morgan, MGB GT, a couple of Saabs, BMWs and my humble but willing Hyundai Genesis Coupe, which I dubbed “The Seoul Train.”

I lived in Madison County for a number of years, but Bates, a native, found a few roads even I had never been on.

I got up early, drove 72 miles to Madison, covered the 96 miles of the organized drive, downed an ice cream cone at its conclusion and drove the 72 miles home just in time to watch the Indy 500 on the tube.

I was a little tired, but I am eager to do something like this again.

I have the route notes for the Lake Anna drive, in case anybody wants to repeat this event and will ask for route notes from other driving events.

So, in conclusion (you hoped there would be one, right?), car enthusiasts can find something to do in a pandemic.

Now, who wants to organize a fall foliage tour or similar event for the VJC and extended family?

‘VIRTUAL CONCOURS’

VJC Virtual Jaguar Concours Contestants

By Greg Glassner
LT Editor

The Carolina Jaguar Club came up with the idea for a 2020 Virtual Concours de Elegance, but, after conferring with VJC President Bill Sihler, I decided to steal the concept and alter the rules to fit the more casual (lackadaisical?) atmosphere of our club. Besides Virginia Jaguar Club and Virtual Jaguar Concours have the same initials -- how cool is that?

This virtual concours is of course a sanctioned one – sanctioned by the authority of those having authority. Like the annual VJC concours, this event is also held in summer and like all JCNA events, you must follow rules (well ... more or less, anyway). You are invited to enter this contest by observing the following protocols:

1. Decide to participate (i.e. register in your mind)
2. Clean, clean, clean your car
3. Choose a location to take a photo of your car
4. You or your spouse or significant other must also be

in the shot (optional)

a. Your car is clean, so be sure to have taken a bath yourself within a week or so of taking the photo. This step is important since we haven't seen each other in months.

b. Prepare to take a perspective angle shot of your car showing the front and drivers side

5. Submit the photo (under 1 megabyte if possible) along with your name and JCNA concours class in which you wish to compete to Greg Glassner at: glassgreg@hotmail.com (subject: VJC Concours.)

Our distinguished panel of JCNA authorized judges will use their expertise to vote in every class category we choose.

Winners will be presented in the Awards Ceremony edition of the Lyons Tale. (Whenever that is!)

In case any members missed the many emails announcing the contest, we are extending the deadline to October 10, 2020.

Behold the contestant entries received thus far:



David Glick's XKE in our 2012 AGM Rally.

See Concours, p. 8

VJC Virtual Concours



Bill and Mary Sihler's 1996 XJS convertible, class D9/XJS.



Peter Schowalter C14/K8 class 2000 XK8

See Concours, p. 9

Concours

Continued from p. 8



George Parker's Jaguar XK120.



Adam Ashmore took this photo in Vienna, Fairfax County. The mural is next to an old station and a bike trail that follows the path of the Washington and Old Dominion Railroad.

See Concours, p. 10

Concours

Continued from p. 9



John Hohman, 1961 Morgan Plus 4.



Greg Glassner, 1998 Jaguar XK8.

See Concours, p. 11

VJC Virtual Concours, Novelty Division

Concours

Continued from p. 10



Along with the official Virtual Concours, several members suggested using a photo of a Hollywood star or other famous person with a current Jaguar owner replicating the star's pose. Virginia Jaguar Club Vice President George Parker was the only one, to date, to take up this challenge. At left, a young Clint Eastwood with his Jaguar XK150. At right, George with his XK120. Looks like the colors are a match! Anybody else bold enough to submit an entry?



See Concours, p. 11

VJC Virtual Concours, Novelty Division

Concours

Continued from p. 11



David Glick engaged in a little photographic trickery by posing a scale model of his F-Type at water's edge.

There is still time to enter your car in our VJC Virtual Concours. You do not have to run out and snap a new photo, as any existing snapshot will suffice. Extra credit goes to ambience and creativity. Send photo to:

glassgreg@hotmail.com

subject: VJC Concours

SHOP TALK

Gentlemen: Start your engines!

By David Glick

VJC Member

Ok, while this sounds like a story bout racing, the conversation of day is **STARTERS**. For the most part, all our classic British cars were born with one of two variations of starters. The earlier cars have a comparatively large heavy Lucas motor that have one of two different styles. These motors tend to be rather bullet proof by experience. Aside from being heavy they do also draw a significant amount of current. You can imagine that weak batteries and cold temperatures would not be their friend.

The earlier inertia style starters have a remote starter solenoid with a bendix gear on the end that is pulled back toward the motor by centrifugal force. By the time the starter engages the flywheel, it is spinning at full speed literally crashing into the stationary flywheel. This is essentially a violent crash that was brutal on the bendix gears, which were also prone to sticking or failing. We all remember turning the key and hearing the motor spinning, just not the engine. Diagnosis was simple.

At some point, Lucas changed to a pre-engaged starter, which relied upon the solenoid mounted on the starter. This design first uses a lever push to out the drive gear to engage the flywheel before spinning the starter to turn the engine. This style eliminated the violent crash of the spinning gear engaging the stationary flywheel, but technically



Inertia style starter

can require even greater power to overcome the inertia and turn the engine.

Modern starters have added a new twist in that they function in a manner similar to the earlier pre-engaged style starter but use a much smaller motor, and a series of gears to ramp up the power necessary to turn the engine. These are most often referred to “*gear-reduction*” or “*high-torque starters*.” My experience is that they tend to be more effective when starting, requiring less current draw (typically ½ the



Pre-engaged starter



Gear-reduction starter

Starters

Continued from p. 13

cranking amps), so that a weaker battery or cold start will have much less of an impact. One can also argue that the faster turning of the engine might positively impact starting, especially when one of the coronets of the combustion process are less than perfect (think air, fuel, and compression).

In a nutshell, the modern gear reduction/high torque starters offer faster spinning, lower current draw, and eliminate the violent crashing of the starter and ring gears that occurs with the inertia style starter. These benefits come with a much smaller, lighter package. For my E-Type, the high torque starter was less than half the size and a third of the weight. One can imagine that removing the old is more difficult than replacing the new.

What had me thinking about this was the solenoid on my MGB was starting to show sign of not engaging all the time, though quite rare. But alas, I had an extra Denso gear reduction starter (these are most often custom machined to be adapted to our classic British cars) that just happened to be sitting on my shelf. We have all observed the crossover of many a part for our cars. My Midget (all Midgets), early MGBs, MG-TDs and early Triumphs all seem to use the same Lucas inertia starter, which at a glance



was also identical to that identified for my E-type. Once out of the car, imagine how surprised I was to notice that the late B had a larger pinion drive gear, that was 10 tooth not 9. I had learned by experience of a close friend that the Jaguar XKs also require a larger pinion gear as well. Late Triumphs are also unique to themselves. There is a note of caution here to watch what you purchase on eBay that may appear to be a great deal when it comes to starters. In any event, I did what any of us would do and called the manufacturer IMI to inquire about being able to purchase the correct drive gear. They were gracious enough to point out the later MGB starters had a different throw, slightly longer, and just merely changing the pinion gear may not work. Even closer measuring confirmed the same. Let us just say I have a new proper high-torque starter for the MGB on the way, and a spare that will once again find a place on my shelf until needed.

Technical note, when upgrading the from the inertia style, my preference it to make use of the original solenoid (highly recommended for a variety of reason, the greatest of which is the location of the battery and starter switch leads) and bypass/jump that of the new starter with a short length of wire to bypass the onboard solenoid. Some also come with a terminal adapter to allow you to choose side or rear terminal for the battery cable to help with installation.

In summary, a modern style gear reduction/high torque starter might be a great upgrade with the added benefit of easier starting, especially in the cold or with a weak battery or as various components age on our cars. If you still have one of the early inertia style starters I like being able to reduce the potential of wear or damage to the ring gear on the flywheel. If original appearance is not a concern, a modern starter upgrade may be well worth the cost.



JAGUAR COMPETITION



Jaguar slugs it out with Porsche, Mercedes, BMW and other heavyweights in Formula E. (Jaguar-Land Rover USA)

Jaguar Formula E team 7th in standings

The 2019/20 ABB FIA Formula E season six finale was to prove cruel for Panasonic Jaguar Racing and Mitch Evans. Starting round 11 in P23, due to the disadvantage of being in Qualifying Group 1, Mitch scythed through the field with a trademark drive and gained 12 places to finish P11 just outside of the points places.

The New Zealand driver finished season six in P7 in the drivers' standings and the Panasonic Jaguar Racing team also finished P7 in the teams' standings. The British-based team now focus on the 2021 world championship campaign with one of the strongest driver line-ups on the grid – Mitch Evans and Sam Bird

Team-mate Tom Blomqvist, in only his second race for Panasonic Jaguar Racing, battled valiantly to P17 after a promising qualifying start of P12.

Mitch Evans was in Qualifying Group 1 for each race

this season which proved to be the deciding factor in his title bid. Mitch came into the final six races in second place but significant track evolution for those drivers in Group 1 meant that it was not possible to fight to be in the Super Pole session and secure a top six starting position in any of the Berlin races. Evans started outside the top 10 in all the Berlin rounds and despite making up 32 places in the last three races he could only salvage P7 in the drivers' standings.

The first half of the season was more positive for Panasonic Jaguar Racing and Mitch which saw the team and Evans secure their second Formula E victory with a dominant win in Mexico City and a podium in Santiago.

Rookie James Calado, who missed out on the final two races of the season due to a WEC clash, was only able to secure two points scoring finishes in Diriyah and Santiago. Reserve driver Tom Blomqvist made an impressive debut by going through to Super Pole on his debut.

Jaguar Racing will be back on track on January 16, 2021 in Santiago, Chile for the first race of the 2020/21 ABB FIA Formula E World championship with Mitch Evans and multiple-race winner Sam Bird behind the wheel of the Jaguar I-TYPE 5.

“I would like to especially thank all the team, both those here in Berlin and those back in the UK, for a tremendous effort which has not been fully rewarded this time,” Evans said.



VJC CLASSIFIEDS



On way to Browns Island show circa 2003.

For Sale: 1966 3.8S Jaguar

Owner's statement: "Always garage kept, 25,000 original miles, original condition. Originally owned by an 80 year old lady, I bought it in 1978, only driven once by me to a car show at Browns island where it won first place for most original. Last run in 2017 when it was moved from Jim Swenson's storage area to Bruce Woodson's Museum 100% original. Great Concours survivor candidate. \$12,000 obo."

For more information, contact:

**David Harrison
8049211933
davidmharrison2003@yahoo.com**



In storage and in need of a wash and wax.

BODGER'S CORNER

Noun:

bodge job (plural bodge jobs)

1. A job that was completed quickly and carelessly, possibly with one's mind on other things, or without using the correct tools, or parts, even if no mistakes were made.

Synonyms

- botched job

If you have any bodge jobs or techniques that you would like to share, please send them in along with a picture or two.

Send email to: glassgreg@hotmail.com.



We sincerely hope this bodger is not towing anything valuable and that he is not going very far.



Many of our nominees for Bodger's Corner would also be potential Darwin Award winners. This photo needs no caption.

Membership

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

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

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

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

Visit us online at: www.vajaguarclub.com

Facebook: <https://www.facebook.com/groups/904051982964621/>The Virginia Jaguar Club is affiliated with

The Jaguar Clubs of North America

Submissions

We encourage our members to submit articles, stories and pictures for publication in Lyons Tales. We kindly ask you follow the specifications listed below. To submit an article, please send to glassgreg@hotmail.com.

Make sure you reference

Lyons Tales somewhere in the subject line.

SUBMISSION DEADLINE

15th of the month preceding the issue month.

SUBMISSION SPECIFICATIONS

Text: any Regular Hoefler, Arial, Calibri or New Times Roman

Font Size: 10-12 pt

Format: Word, Pages or Text file

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 3215 Heathcote Lane
Keswick, VA 22947, USA
General Information: 434-296-5354
Email: sihlerww@embarqmail.com
Website: <http://www.VaJaguarClub.com>
Traveler Contact: Bill Sihler
Phone: 434-296-5354

Officers (and other humans with varying degrees of prominence)

President: Bill Sihler
Phone: 434-296-5354
Email: sihlerww@embarqmail.com

Vice President: George Parker
Phone: 540-287-2311
Email: George@cantstopthinkingbig.com

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

Acting Treasurer: Bill Sihler
Phone: 434-296-5354
Email: sihlerww@embarqmail.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.com

Events Chair: Susan Sumner
Phone: 540-672-3230
Email: Susan.sumner@gmail.com

Concours Chair: Wayne Estrada
Phone: 202-552-4074
Email: Wayne@SmartTriangles.com

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

Rally Master: Open

Webmaster: Wayne Estrada
Phone: 202-552-4074
Email: Wayne@SmartTriangles.com

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

LT Contributing Editor: 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): \$60.00 ***

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

Annual Young Enthusiast (25 Years or Less) Membership (January – December): **\$35.00** ***

Half Year Young Enthusiast (25 Years or Less) Membership (July – December): **\$28.00** ***

Club Membership for Active JCNA Member (Club Membership Only): \$30.00

*** Includes JCNA Membership

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

Signature: _____ Date: _____

Please, make checks payable to “Virginia Jaguar Club”

ANY ROAD TRAVELED

Disclaimer: Lyons Tales' purpose is to disseminate news, technical information and superfluous minutiae related to Jaguar automobiles.

Any maintenance technique, modification or bodge published in Lyons Tales should be weighed against conventional, traditional, and generally archaic maintenance practices and procedures established by The Knights Templar. LT is not the authority on maintaining or improving Jaguar automobiles.

The views expressed are those of the author of the article or person quoted and not necessarily that of the Editor, VJC, JCNA or JLR-NA or any of its parent organizations (although maybe they should be). Owners should consider possible techniques or modifications in light of common sense and compromises among economy, longevity, performance, reliability, drivability, legality, and resale value not to mention the affect on one's virtue, morality, integrity, dignity, honor, respectability, nobility, purity, ethics and good character.

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

Neither this publication nor this organization, editor or his minions will assume any liability for ensuing consequences for your inept application of those techniques described herein. So there.

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

-- The Editor



Lyons Tales of the
Virginia Jaguar Club, Inc.
c/o Greg Glassner, Editor
20075 Jeff Davis Highway
Ruther Glen VA 22546