
LYONS TALES



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VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR

Attending the JCNA's Annual General Meeting in Charlotte

By Brian Trickett
VJC President

In March I was fortunate enough to attend the JCNA AGM to represent the Virginia Jaguar Club in my new role as President of the club. The venue was held at the Uptown Embassy Suites Hotel in Charlotte North Carolina. The event was hosted by the Carolina Jaguar Club.

Joining the group the evening before the actual AGM proved a good decision since the attending delegates were able to participate in a meet and greet environment

See Roar, p. 3



VJC Pres. Brian Trickett at AGM Meet & Greet at NASCAR Hall of Fame.

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SAVE THE DATES

Saturday
June 8
VJC Concours

Saturday
June 8
AACA Richmond
Car Show.



Roar

Continued from p. 2

at the NASCAR Hall of Fame located handily just across the street from our hotel. The guests were treated to an entertaining presentation informing of the long association and history of NASCAR and the city of Charlotte as one of motor sports important centers over the years.

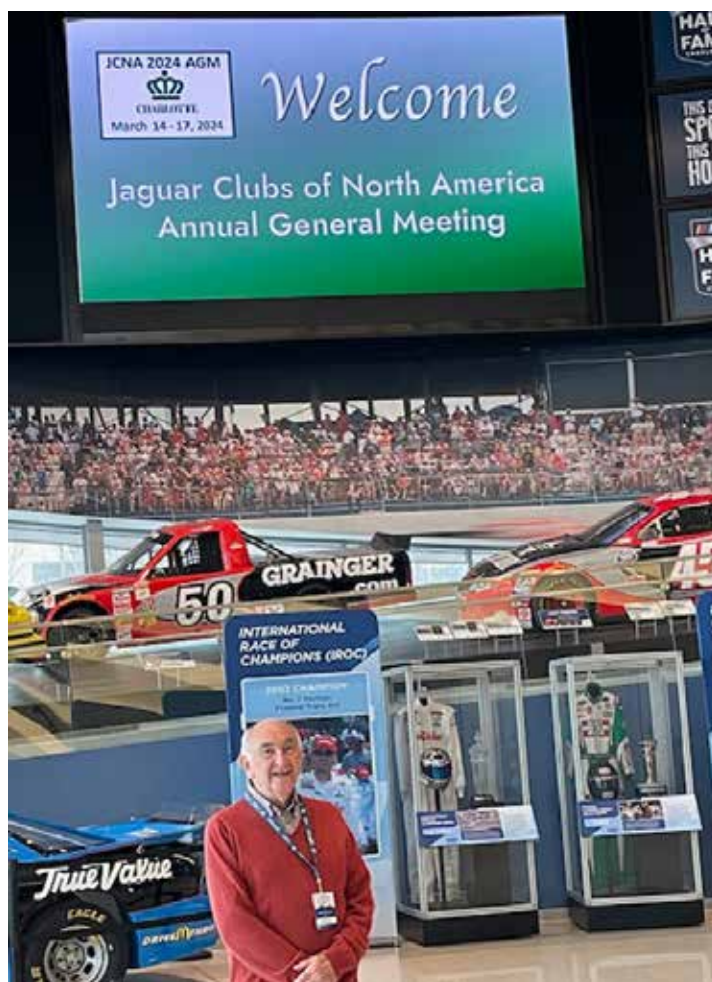
Enthusiastic debate

The AJM commenced early the following morning and continued all day with enthusiastic debates, decision making and voting on a host of issues. New changes to the Concours judging rules for the 2024 year were hotly debated, none more so than the 30-day update for judge's status. I can see both sides for having this new rule but having been involved for the first time in the creation of a JCNA Concours I can see the need for plenty of time and the sooner you start on the planning the better.

Successful event

Congratulations must go to the Carolinas Jaguar Club for making this such a successful event. I had the opportunity to make contact with other JCNA club members and experience the work that goes into the Jaguar Clubs of North America organization.

-- Brian Trickett, President



Brian Trickett at the Charlotte AGM.

Yes! We Want Your Contributions to Your Club's Newsletter!

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

LyonsTales@yahoo.com

CONCOURS



At the judging Training meeting in Ladysmith VA were (standing) Ron Gaertner, Brian Trickett and David Harrison, and (seated) Sherm Taffell and Una Harrison.

Preparations made for June 8 Concours

By Brian Trickett
VJC President

Our core member team have been working hard in the planning of our upcoming concourse for 2024 and what a team effort this is turning out to be. After all this is our first concours for a few years now and we are all mucking in on the team to get it right.

Although the concours is due to take place in June our actual initial planning for the event started back in February.

This seems a long and grueling task but we have learned by now that it's necessary to start early because there are so many things to prepare and it seems so many hoops to jump through along the way and we are still not there yet.

There are a myriad of things to think of and work through. The whole thing starts off with obtaining sanctioning from JCNA. Other important tasks to undertake are for example:

On-line registration, publicity, creating an entrant's

package, choice and training of judges, testing and certification of judges to JCNA standards and choosing and buying trophies.

See Concours, p. 5



Concours

Continued from p. 4

This is just the preparation, never mind the actual details involved for ensuring all goes well on the day of the operation of the concours.

At this point in time, we feel that we have enough entrants, both from our own club and other visiting entrants from

different JCNA clubs, and most importantly we have enough judges to do it.

So, it's all hands on deck and I am sure we are on the right track to have a great Concours d'Elegance for 2024. I encourage all our club members to visit our concours and enjoy the day.



VJC Member Peter Schowalter has been coordinating things between Jaguar owners and the Richmond Region AACA for the big June 8 combined event.

VJC SPRING EVENT



Having just sold a couple of E-Types, MGs may now outnumber Jaguars in the Harrison Family's ever-changing collection. Peter Schowalter's XK8 is at the right and Brian Trickett's Jaguar SUV is at the top.

Harrison garden party now a VJC tradition

By Greg Glassner

LT Editor

Once a year, David and Una Harrison graciously open their home and grounds to the usual Virginia Jaguar Club riff-raff as well as a smattering of friends and a few of Una's cultured theatre chums.

At some point, David discovered a source for proper English processed meats and the garden party morphed into "Bangers on the Barbie," a juxtaposition of Brit-Talk for sausages and Aussie-Speak for a barbecue grill. And from this humble beginning a VJC tradition was forged.

The Harrison's side yard is sufficiently spacious to party guests' Jaguars as well as a portion of David's collection of assorted British cars, including a covey of MGAs and

See Bangers, p. 5



Chif griller Sara Harrison-Borum and her Daughter Harrison.



David and Una's charming daughter Sara Harrison-Borum and her sister-in-law Pauline Stronge were in charge of grilling the British bangers. At right, David Harrison cruises by the firepit in his vintage MG.

Bangers

Continued from p. 4

his quite rare 6-cylinder, ex-Collier Brothers 1933 MG L2 Magna factory race car.

Having learned from the folly of asking me to watch the grill for a few minutes on a previous occasion, David and Una's comely and talented daughter Sara Harrison-Borum has become quite expert at grilling sausages and was ably assisted this time by sister-in-law Pauline Stronge. No fire extinguishers were needed.

As dining preparations were being made, many guests lollygagged about the multi-level back porch, sipped wine,

quaffed stout, and conversed while David cranked up the 90-year-old MG and the distinctive aroma of Castrol oil mingled with the mouthwatering fragrance of sizzling meats.

Then we all settled down to nosh, as they say. (Yes I had a second banger.)

Before heading off to I-95 Northbound and an approaching thunderstorm, I told Una that I knew she, in her youth, had played Dulcinea in a production of "Man of La Mancha," one of my favorites, and she obligingly warbled a few stanzas for my benefit.

It was a grand bash and if you missed it, perhaps we can remind the Harrisons that "Bangers on the Barbie" is now a tradition.



Geniel host David Harrison gets the fire pit going to add some ambience and bug control.



VJC President Brian Trickett's Jaguar heads up a lineup of VJC Vice President Harrison's MGs.

JAGUAR REPAIR



David and Una Harrison's XJ8 looked like a lowrider at the front before the repairs.

Crouching Jaguar, hidden suspension dragon

By David Harrison

VJC Vice President & Events Bloke

This is not a kung-fu fable, but an XJ8 story.

Our 2004 XJ8 started to crouch overnight, and would transform into a lowrider if left for a few days. The look might appeal to some, but was accompanied by dash alarms ranging from "suspension warning" to a more threatening "vehicle too low." A quick drive round the neighbourhood after this warning showed the ride to be worse than my old F150. I had replaced the two front air shocks a few years ago, so this was déjà vu all over.

The Jaguar Computer Active Technology System suspension on the XJ8 is more than a few shocks and struts. Inflatable rubber air springs take the place of steel springs. The shocks are filled with gas charged hydraulic fluid. Pressurised air is fed to each strut via lines from a compressor with individual solenoids regulating the pressure. A drier keeps moisture from damaging components. A

computer module adjusts suspension rates and ride height every microsecond to match road and load requirements. This was considered necessary as the alloy body of the X350 reduced weight so much that variations in passenger load became significant and had to be compensated by the CATS system. Another unique feature was an automatic height reduction of 15mm at 100 mph. When the CATS system works well, it provides a controlled and comfortable ride, but after 20 years it can require expensive repairs. Alternatively, you can consider changing to mechanical coil-over springs.

My 2007 Mercury Grand Marquis, which has coil over springs, actually handles very well, more like a Jaguar than my previous Mercurys. It seems some Jaguar and Ford DNA got swapped around during the Ford ownership. This is what persuaded me to make the switch.

My local garage (Polo, in Chester) recommended the Strutmaster suspension kit. I asked if they had done this conversion before and they said they had done it several times on Cadillacs, which have a similar system.

The Strutmaster kit for the XJ8 cost \$1,149 and included a module to eliminate redundant error messages. It arrived in a few days, and the folks at Polo fitted it for \$1,302 in labor, for a total of \$2,451. Now the XJ8 stood proud and tall at last !

First impressions of the ride is that it is a little firmer but still balanced and comfortable. I will report further after putting more miles on the car.



FROM THE EDITOR'S LAPTOP

Want a new non-electric Jag? Hurry up!

By Greg Glassner
LT Editor

If it is your desire to own a new Jaguar with a traditional internal combustion engine, you'd better act fast.

A recent article on the Hemmings Motor News website noted that Jaguar plans to end all production of cars with internal combustion engines in June as part of the company's plan to become an all-electric brand by 2025.

This affects the three remaining internal combustion cars, the E-Pace, F-Pace, and XF Sedan. The I-Pace crossover is also ending production by the end of 2024. The all-electric models are expected to be released by mid-2025.

In order to bridge the gap, Jaguar is reportedly building up its inventory until the EV models start rolling off production lines. That may not be as difficult as it seems as sales of new Jaguars have been slipping for years. According to Hemmings, Jaguar sold about 8,000 vehicles in the United States last year and 43,000 globally, a drastic decline from the 179,000 total cars sold in 2017.

I don't know if any of the excess inventory will be sold as "2025 models" or if they will all be labeled 2024 Jaguars.

This is not unprecedented.

In January 1970 I became a civilian again after nearly 42 months in Uncle Sam's Army. During my 13-month tour of duty in Southeast Asia I'd managed to put together a bit of a nest egg and I planned to blow most of it on my first new

car. After a flurry of shopping I purchased a "new" 1969 Alfa Romeo 1750 Berlina.

The dealer explained that the Italian automaker was skipping the 1970 model year because of the expense and difficulty in meeting American emissions standards. So all Alfas sold in 1969 and 1970 were "1969 models."

Mine was a demonstrator with about 160 miles on the odometer, so I got a great deal on it. It didn't bother me that it was titled as a 1969 model.

I didn't realize at the time of purchase that my first civilian job would be in Syracuse N.Y., the snow capital of the Northeast.

A Saab or Volvo might have been a more prudent choice, as the Italian car was never happy with Syracuse winters.

Is the world ready for only electric vehicles?

Jaguar's announcement got me wondering about the wisdom of going all-in on electrics, however environmentally noble that may be.

At a recent Virginia Jaguar Club social event I took my own quite informal poll and found no one who was in the market for an electric Jaguar. (I got a similar response from a small group of Porsche owners.)

Things may be different in India, where Tata is headquartered. That country produces only 17% of the oil it consumes. Great Britain, where Jaguars come from, produces 70 percent of the oil it consumes. (But because North Sea oil is high in sulfur, most of it is exported.)

Should you horde non-electric Jaguars?

It occurred to me while writing this that "new" non-electric Jaguars might bring something of a premium once they are no longer available. Could this be an opportunity for someone with greater financial resources than this humble scribe?

Of course this sort of speculation can be risky. I remember stories of people stashing "the last of the American convertibles" way back in the 1970s, when the big three announced they were no longer going to be producing them.

That didn't last long. The market spoke and the automakers buckled under to demand. You can still purchase a new Mustang or Camaro convertible today.

If the all-electric Jaguar lineup is a flop, would the Tata overlords reverse course and bring back a rip-snorting internal combustion Jaguar?

Stranger things have happened.



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

VJC EVENT REPORT



Getting 30-some British car enthusiasts to scrunch together for a group shot can be challenging. At least we got two informal rows together before the shutter opened and closed. In their defense, everybody was hungry and thirsty before adjourning for lunch at the Gabriel Archer Tavern.

Formula 1 racing in the 1970s explained

By Greg Glassner
LT Editor

A large contingent of British car enthusiasts gathered at the Williamsburg Winery April 13 to hear about the owner's adventures in Formula 1 racing in the 1970s. Organized by Virginia Jaguar Club "Events Bloke" David Harrison, more than 30 members of VJC, Williamsburg British and European Car Club and Triumph Registry attended the event.

When Phillip Morris decided to promote the company's Marlboro brand through Formula 1 racing, Patrick Duffeler was tasked with the job.

Born in Belgium in World War II, Duffeler already spoke a number of European languages when he came to the United States as a 17-year-old student. His first job out of college was at Eastman Kodak, but when his mentor there moved to Richmond's Phillip Morris, Duffeler followed.

In March, 1970, Duffeler was dispatched to Switzerland to help run the Philip Morris operation there and coordinate a gathering of company executives.

"The 'cowboy theme' that worked for Marlboro in the U.S. meant nothing to Europeans," Duffeler said, adding that it was decided to promote the brand through racing. (A

ban on cigarette advertising on TV freed up promotional budgets and a number of companies were testing the waters of Formula 1 in the early 1970s.)

Duffeler arranged a meeting with BRM (British Racing Motors), the team started in the late 1940s to prove that the Brits could compete with the Italians, Germans, and French

See Formula 1, p. 11



David Harrison, VJC Vice President and Events Bloke (right), introduces Patrick Duffeler (center) to the group.



Quite youthful future F-1 Champion Niki Lauda, left, and young Patrick Duffaler back in the early 1970s. At right, Lauda driving the Marlboro-BRM, an example of one of many partnerships Duffaler arranged during his time in Europe.

Formula 1

Continued from p. 10

on the biggest stage in motorsports.

Duffaler said his first effort was at Monza in 1970. “There were Marlboro billboards all over the track,” he noted.

In addition to linking Marlboro with specific racing teams, Duffaler said he sold the company on the idea of exploring racetrack safety, as too many drivers were losing their lives in that era. “We got a 10-year exclusive on racetrack safety,” he said.

Duffaler met with BRM’s Louis Stanley, Raymond Mays and Tim Parnell over a period of time and persuaded the team to switch sponsorship from Yardley, a British company, to Marlboro for 1972. The team also had ambitious plans to expand from three drivers to a five-car team, which Parnell

and Duffaler thought too ambitious.

At the time they had Peter Gethin and Howden Ganley as regular drivers and a rotating list of drivers including a young Austrian named Helmut Marko in a third car.

Duffaler said he drove down to the 1971 Italian G.P. in his new Plymouth Barracuda with Virginia Plates on it and watched Gethin win the race for BRM at an average speed of 150 miles per hour, an astonishing pace in those days.

A British motorsports correspondent turned to Duffaler and said “That’s the only one you’ll win,” Duffaler told his audience of car enthusiasts. “I thought that was inappropriate, but it turned out to be true!”

See Formula 1, p. 12



Emerson Fittipaldi, above, persuaded Duffaler to take the Marlboro sponsorship to the McLaren team, which produced multiple Championships



Patrick Duffaler (right) with Madam Duffaler continued regaling a few lucky lunch attendees with stories about F-1 and their successful wine business.

NEWS FROM JAGUAR



Speculation about Jaguar's new flagship GT model

According to the website CarScoops, "Jaguar Land Rover's (JLR) new boss, Adrian Mardell, has confirmed some early details of the first all-new up-market Jaguar. As depicted by our purely speculative at this stage, independent renderings, the model will be a four-door GT, and yes, it's going to be all-electric. In addition to the as-yet-unnamed GT, Jaguar will also offer two more EVs based on the JEA platform, although it won't confirm any details on those just yet."

(Editor's Note: According to various sources, the new four-passenger GT will compete head on with the Porsche Taycan and Panamera and will sell for about \$125,000 in the United States.)

Formula 1

Continued from p. 11

In December 1971, the BRM Marlboro team was officially launched promising, to much fanfare, a five car team. It was only later that Duffaler discovered that Stanley was selling seats in the team's third car to drivers like Marko for \$10,000 a race.

Over the next several years, Duffaler was involved in traveling the globe on behalf of Marlboro and its racing teams. When BRM went into a tailspin, at least partly due to an overly ambitious agenda, Duffaler moved the Marlboro sponsorship to McLaren and that collaboration resulted in multiple World Championships.

During his years in F-1, Duffaler formed close relationships with drivers and former drivers like Juan Manuel Fangio, Emerson Fittipaldi, Niki Lauda, Clay Reggazoni, Graham Hill, Jo Bonnier and others. "Fangio was a phenomenal personality," Duffaler said.

As somewhat of a pioneer in promoting products through

Formula 1 racing, Duffaler also had a few scrapes with bureaucracy both on and off the track.

When he flew into Argentina for a Grand Prix with a number of cases of Marlboro cigarettes for promotional use, he was jailed on suspicion of smuggling. He also got into hot water when he stopped in several African nations to promote Marlboros on his way to the South African Grand Prix.

Through his work with the racing teams, Duffaler was put in a leadership role during a power struggle for the operation of Formula 1 racing.

After a number of years promoting the Marlboro brand in Europe, Duffaler left Phillip Morris, moved his family to Williamsburg and started the very successful Williamsburg Winery, boutique hotel and restaurant.

Following the presentation, the group lunched with Patrick Duffaler and his charming wife Francoise at the Gabriel Archer Tavern on the Winery grounds.

VJC EVENTS CALENDAR

June 8 -- Virginia Jaguar Club Concours in conjunction with the 55th Annual Richmond Collector Car Show of the Richmond Region, Antique Car Club of America, Saturday, June 8, 8 a.m.-3 p.m., at St. Joseph's Villa, 8000 Brook Road, Richmond, VA.

www.RichmondCarShow.com

www.VaJaguarClub.com

June 22 -- Visit to Upper Shirley Vineyards, Charles City County, sponsored by the Williamsburg British & Import Car Club. VJC Members invited. Details TBA.

June 22 -- 3rd Annual Ashland VA Kiwanis Club "Karwanis" car show, 9 a.m.-3 p.m., Saturday, June 22, at Ashland Junction Shopping Center, U.S. Route 1, one block South of Route 33, Ashland, VA. (Contact Greg Glassner, glassgreg@hotmail.com for details.



Interested spectators look on as our VJC judges check out a Jaguar XK150 at our 2019 Concours, which was also held at St. Joseph's Villa.

VJC Concours set June 8 in Richmond

Now, finally! After that the disruption of the pandemic is at long last in the rear view mirror, we are happy to report that the 2024 Virginia Jaguar Club's (VJC) sanctioned JCNA Concours is ON this year and will be held on Saturday, June 8th again at the historic St. Joseph's Villa in Richmond, Virginia.

This year's event will again be held in conjunction with the Richmond chapter of the Antique Automobile Club of America (RAACA) and as in previous years, VJC will be sub-hosting a "show within a show." Entries into the VJC Concours may also register with the RAACA show and be eligible to receive rewards in both programs.

St. Joseph's Villa is located at 8000 Brook Road, Richmond, VA and is a large park-like setting with classical architecture and is conveniently located off of I-95 at the Parham Road exit at the intersection of Parham and Brook Roads, about eight miles north of downtown Richmond.

Last year the RAACA show had over 500 vehicles and will feature over thirty food, merchandise and auto-related vendors offering something for everyone. There is easy access to the facility, plenty of parking available as well as

many nearby restaurants and hotels.

In addition to JCNA member cars, the show field has traditionally chock-full of a variety of other British marques including MG, Triumph, Lotus, Aston Martin and Rolls Royce as well as lots of great classic American, muscle cars and hot rod custom cars as well.

Sister JCNA club judges are encouraged to be a part of our judging team. The number of entries will be limited by the quantity of certified JCNA judge, so the number of entrants will be limited. If you are from another club and are a qualified JCNA judge, please contact the VJC Cheif Judge, Sherman Taffel at ShermanTaffel1945@gmail.com

Pre-Event Social Gathering

What would a Concours be without a bit of chin wagging and libations over our love for all things JAGUAR?!?

Meet our fellow Jag-Lovers at Virginia Center Crossings, a short drive from the event site at 1000 Virginia Center Pkwy, Glen Allen, VA 23059 We will meet in the lounge from 5 p.m. on. Relax and meet your fellow enthusiasts before the Concours.

VJC FLASHBACK



Trophy winners at our 2019 Virginia Jaguar Club Concours, which was held at St. Joseph's Villa.



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

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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

Mark Creech, VJC Membership Chairman:

Mark_Creech@hotmail.com

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

Or fill in and return the membership application on page 23.

Visit us online at: www.vajaguarclub.com

Facebook: [https://www.facebook.com/groups/](https://www.facebook.com/groups/904051982964621)

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with

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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

10th 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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Virginia Jaguar Club



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 *

☐ New Member 15 Month Membership (October – December Following Year): \$90 .00 *

☐ Annual Young Enthusiast (25 years or less) Membership (January – December): \$40 .00 *

☐ Half Year Young Enthusiast (25 years or less) Membership (July – December): \$33.00 *

☐ 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

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



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