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# LYONS TALES



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President's Letter  
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Electric Leaper?

**VIRGINIA JAGUAR CLUB**  
**VOLUME 23, NO. 3**  
**Third Quarter, 2024**

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# LYONS TALES

## LYONS' ROAR

# Much work went into a successful Virginia Jaguar Club Concours

By Brian Trickett

VJC Presiden

Finally, the day had dawned and I was driving my Jaguar S type R towards Richmond for the Concours. I started to think of all of the events and organization that got us to this point. Our core team of members responsible for bringing about our Concours de Elegance had started their journey five months ago in February. After that, through regular Zoom teleconference meetings each month we worked through all of the details and requirements required for holding our show.

As I passed through the gates at St. Joseph's Villa I was seamlessly directed to our Jaguar section on the showground.

Entrants and their Jaguars were sent to their appointed positions on the site, Cones, tents, tables, chairs and all were set up.

Regarding the weather we could not have asked for a better day, although on the warm side we had a refreshing breeze keeping us relatively cool throughout the day.

In the days running up to the concours the weather had been a scorcher with regular temperatures in the high 90F. degrees.

We had twelve cars participating, nine for judging and three for display.



**VJC Pres. Brian Trickett**

See Roar, p. 3

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## SAVE THE DATES

**October 5**  
Shenandoah British  
Car Festival

**October 19**  
VJC Autumn Drive  
Surry County



## Virginia Jaguar Club



**Panoramic view of the front row of our VJC Concours cars.**

# Roar

Continued from p. 2

The judges gathered for their debriefing and before we knew it was time for “rags down” and we were off and judging commenced.

The Certified JCNA Judges for the concours, headed by our esteemed Chief Judge Sherman Taffel, were: Dave Morgan, Bill Guzek, Brian Trickett, Ron Gaertner, Matt Seigel, Steven Thomas, Bill Sihler and John Larson

Our judging teams worked diligently, completing their work on time for the awards ceremony.

The standard of cars being judged was high and none were higher than Ron Gaertner’s XK150 and XK120, with both cars earning maximum 100 points. Howard Meyers visiting us from Georgia with his XJ8 also gained a 100-point score. A great achievement to be sure. Likewise, the standard of judging was equally high, I can verify as one of them, observing their commitment to detail and JCNA rules.

Then it seemed, it was all over. No not yet! We had to clear our space at the St. Joseph’s Villa Showground and leave it as we found it. Tents down and chairs and tables collected and all the paraphernalia that we had introduced into our area of the field. Pick up the trash and head for home.

I would like to give my thanks to our VJC core members team who stuck with it and worked hard throughout the preparations and all who took part in our Concours. This had been the first concours the Virginia Jaguar Club had undertaken since the time of the Covid pandemic.

See Roar, p. 4



**VJC Member Bill Guzek’s pristine XKR and the VJC banner marked the spot for our Concours at the edge of the larger AACA Car Show.**

# Roar

Continued from p. 3

Thanks to all of the entrants, especially our Jaguar Clubs at the Richmond Chapter of the Antique Automobile Club of North America friends who travelled from Ohio, Georgia of America for allowing VJC to include our concours in and North Carolina who not only entered their cars but also their great event.

served as judges too. We could not have achieved the level of success that we did, without their help. Let's do it again next year! (WHAT?!!)

-- Brian Trickett, President

Finally, our thanks go to Bruce Woodson and all those

### JUDGING RESULTS:

### SCORE:

Dave Morgan, Ohio, 2009 XKR Portfolio convertible.....	9.990
Howard Meyers, Georgia, 2009 XJ8.....	100.000
Bill Guzek, Virginia, 2006 XKR Victory Edition convertible.....	9.995
Brian Trickett, Virginia, 2005 STR.....	9.990
Ronald Gaertner, Virginia, XK120 SE.....	100.000
Ronald Gaertner, Virginia, XK150 SE.....	100.000
Matt Seigel, Virginia, 1995 XJS V12 6.0L.....	99.900
Steven Thomas, North Carolina, 1988 XJSC.....	99.270
William Sihler, Virginia, 2019 XJ.....	99.040

(Editor's Note: Scoring is different for cars in the Championship or Driven categories.)

### The following entered their cars for display:

- David Harrison, Virginia, 2004 XJ8
- Mark Creech, Virginia, 2016 XFR
- Wayne Estrada, Virginia, 1991 XJ12 Sedan
- George Parker, Virginia, 1954 XK120S
- John Larson, Virginia



# VJC SOCIAL EVENT



**Gathering of VJC Presidents: from left, David Harrison, Brian Trickett, Wayne Estrada, and Bill Sihler. (Photos by Kathy Trickett)**

## VJC presidents gather at concours confab



**Matt Spiegel from Nation's Capital Club enjoyed a cool one at the social after braving I-95 traffic.**

*The meeting at the Crossings was arranged the evening before the concours and intended essentially for our out of town visitors to meet and get to know each other and also explain certain logistics required to enter the showground on the following morning, but it also turned out to be a reunion of sorts for past club presidents.*

*-- Brian Trickett*

By Wayne Estrada  
VJC Founder

A wonderful happenstance at this year's Virginia Jaguar Club Concours occurred June 7 at the social hour at The Crossings Pub & Lounge the day before the show where, for a significant time in VJC history, almost all the previous club presidents were together

Missing from this picture is Dr. Ron Gaertner who was in command during the zenith of VJC's history during the national Jaguar show AGM in 2013, which was also held here at The Crossings.

See Confab, p. 6

# Confab

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Continued from p. 5

Seated in the center is Virginia Jaguar Club founder and first president Wayne Estrada. To his right and on the left of this photo is David Harrison, having served a decade for VJC and holding the longest tenure in this office. Dr. Gaertner served immediately after Mr. Harrison. On the far right is Bill Sihler, our immediate past president and standing is VJC's current president, Brian Trickett.

Interestingly enough, in the spirit of true British/American congeniality, David and Brian are both Brits while Ron, Wayne and Bill are from 'this side of the pond.' This was an event to remember and a nice cap to the beginning of our 2024 Concours.



**Wayne Estrada (center) discussing all things Jaguar with visitors Howard Meyers from Georgia (left) and Steven Thomas from N. Carolina (right)**

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

**[LyonsTales@yahoo.com](mailto:LyonsTales@yahoo.com)**

## FROM THE EDITOR'S LAPTOP

# Do the all-electric Jaguars need a new version of the leaper on their bonnets?

By Greg Glassner  
LT Editor

Stranger things have happened.

But I got to wondering if Jaguar's legendary Leaper should go the way of the dinosaur? (When I look at the "incoming copy box" as our Lyons Tales deadline approaches, I tend to engage in these flights of fancy.)

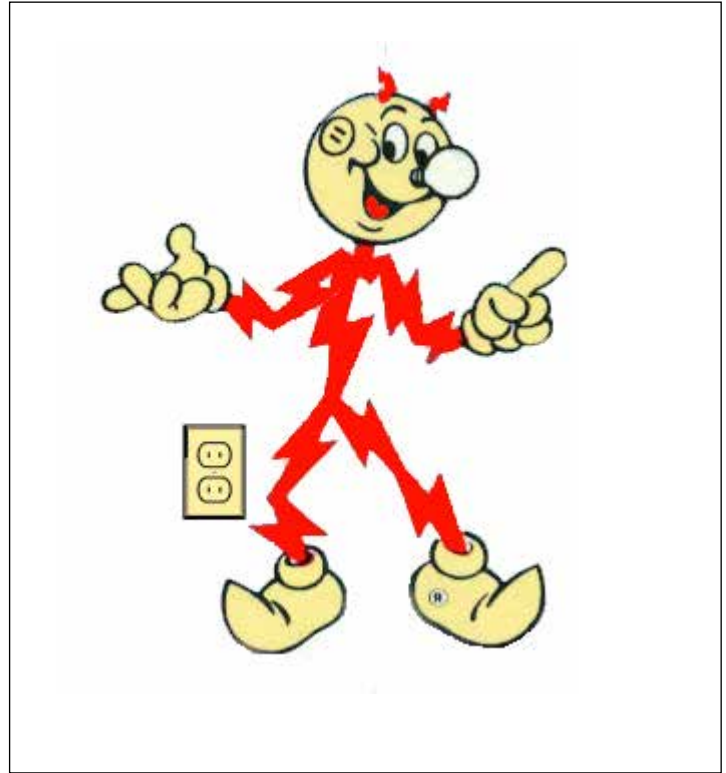
Jaguar is taking a big leap of faith, pun intended, in abandoning the internal combustion engine and the sports car concept, all in one year.

Starting with the 2025 model year, the F-type will be gone and all future Jags will be all-electric vehicles.

An informal poll of the Virginia Jaguar Club membership I conducted at David Harrison's Bangers on the Barbie social in May and our Concours in June is that this bold two-step strategy is ... well ... crazy.

I won't waste words by flogging that topic as I agree with this assessment.

As I understand it, Jaguar intends to abandon a rapidly decreasing supply of traditional Jaguar buyers and change its market strategy by going after a smaller number of well-healed folks willing to part with \$125,000 to \$175,000 for



**The cartoon Reddy Kilowatt helped sell the concept of rural electrification in the United States in the 1920s and 1930s.**



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

a sleek, all-electric four-door Gran Turismo.

This lofty goal may be born more of desperation than altruism. Jaguar admits that sales numbers have been skidding for years and the present lineup has razor thin profit margins. So, instead of building a lot of cars at very little profit, why not build a few cars with a fat built-in profit margin?

That's not a bad plan on paper but for the fact that a few other companies are already well-established in that market. How many Porsche Taycans, Teslas, and what-have-you, can the market sustain?

Does Jaguar expect to enter this market as the new kid on the block and kick ass or are they counting on convert-

See Laptop, p. 8

# Laptop

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Continued from p. 7

ing an existing number of Jaguar loyalists to stay in the Coventry fold, take out a second mortgage on their houses, and embrace all-electric technology.?

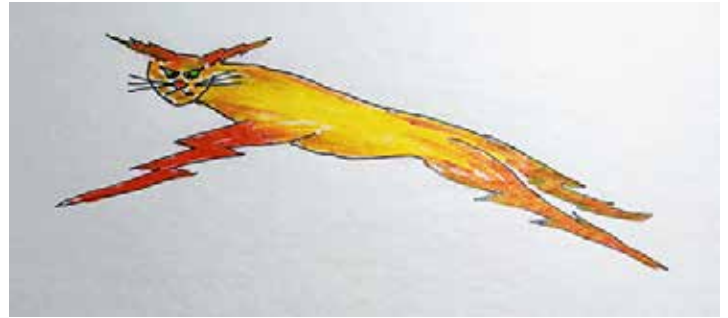
We should get the answer to that question in a year or two.

The question I have for you right now, dear reader, is: Should Jaguar abandon the leaper logo in favor of something more modern? After all, the Leaper is firmly associated with fast and relatively affordable sports cars ranging from the legendary SS100 and XK 120, to the XKE, XK8 XKR and F-type, although it was moved off the hood and into a logo a long time ago.

Most of those models also boasted a throaty, “Jaguar-like” roar from their exhaust pipes, something the all-electric Jaguar will lack (unless they play it over some sort of sound system.)

So I sat down with a clean sheet of paper, pencil and pen and attempted to sketch out a suitable successor to the legendary leaper in the tradition of Reddy Kilowatt, the cartoon figure that ushered in rural electricity in the 1920s and 1930s

And here it is:



**Electric Leaper?**

## PINUP OF THE MONTH



**No, this was not an attempt to give the Jaguar XK120 a classic 1930s look. We are told that these modifications, including two spares and a larger petrol tank were made in order to compete in the Carrera Panamerica long distance race in the early 1950s.**



## MEMBER MEMORIES

# Solving the mystery of old 679006

By David Harrison

VJC Past President

Back in the eighties I was traveling in the Henderson, NC area and stopped at a gas station. In a corner of the forecourt was a ratty E type, enquiries about which led to the address of a retired local postman who was well known locally as having a back yard "Plum full of them Jagwars."

In this way I met Elliott Wright who eventually admitted me to a treasure trove of rare Jaguars sitting in his back yard. These included several big Marks, several Mk 2's, a '67 E-Type roadster, a rare XK 140 automatic FHC and a remarkably original early XK 120 coupe.

The postman got into Jags by buying a RHD Mk 2 which he found convenient for delivering mail. The sight of a Jag delivering mail around rural North Carolina got him some notoriety and he was offered many unwanted or derelict Jaguars over the years during the time when these cars went for a few hundred dollars.

A good deal of initially reluctant negotiation for a year or two led to my buying the XK120 for seven grand. I knew it was an early one, but did not want to show too much interest in the ID plate. After getting it home and cleaning the plate the car was indeed early, chassis 679006, the sixth FHC produced.

I was pretty sure that Jaguar would have destroyed the prototype, chassis 679001 and maybe the one or two after that, so old 679006 may well have been the oldest surviving XK 120 FHC. I still don't know if that is true.

The car was very original except for a mediocre black

respray over the original pastel green (why do people do that?) But it had the original dried up sage green interior and even the owner's handbook in the boot. I started the car up after an hour, so who says old Jaguars are fragile?

My good friend and renowned Jaguar restorer David Laughton came to see the car and said it had important deviations from the later production cars. I dove it around Gary Ellerman's plantation and still have a VHS tape of that.

I got the Heritage certificate. The car was built on July 13, 1951 and sent to Homburg in LA. How it got to rural N.C. is a mystery.

I should have kept the car. As an original and rare barn find it would probably go for a fortune today. But I went for the quick buck and sold it to Hr. Christian Nannen, a German collector and made about 5 grand. Hr. Nannen restored the car to Concours condition and sent me some pictures, which were lost in my basement flood a few years ago.

A couple of years ago I was surprised to receive an email from a Hr. Heiner Reinhardt, who had bought the car from Hr. Nannen. Hr. Reinhardt turned out to be quite an enthusiast, owning a historic Miller race car and restoring a Morgan.

He asked me to send him the VHS and any documentation I might still have. I retrieved quite a lot from my messy files, converted the VHS to a DVD for his Christmas present and sent off most of my remaining documentation, actually more than I planned.

I hope to find some pics to replace the lost ones and will continue the saga if any news surfaces of old 679006.

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

**LyonsTales@yahoo.com**

# VJC EVENT REPORT



The display at the combined VJC Concours and Richmond Region AACA Car Show featured Jaguars of various ages and models, including George Parker's XK120 and Peter and Jeffra Schowalter's XK8.

## JCNA sanctioned concours was a success

By Wayne Estrada  
VJC Founder

This year's Jaguar Clubs of North America (JCNA) sanctioned Concours de Elegance adjudicated by the Virginia Jaguar Club (VJC) featured a wide range of the best of Coventry up to today.



It takes more than a sponge and a chamois to get 100-point scores consistently, as illustrated by Dr. Ron Gaertner's mobile detail shop.



Bill Sihler puts the final touches on his elegant 2019 Jaguar XJ.

All together, fourteen cars participated, the oldest being a 1953 Jaguar XK120, so named for its eponymous claim of a then dazzling top-speed of 120 miles per hour.

Initially introduced in 1948 with a custom aluminium body, the 120 was the first Jaguar to feature double over-

See VJC, p. 11

## Virginia Jaguar Club



**Our winners and judges were all smiles at the trophy presentation. (Photo courtesy of Karen Taylor Davis, Palladin Photography, Richmond.)**

## VJC

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Continued from p. 10

head cams (DOHC) in its then all new straight six engine, which powered almost every Jaguar up to model year 1986.

This particular car, owned by Dr. Ron Gaertner, has been honored with numerous first place awards as the best in its class in the country for many years.

The newest entry was a 2019 XJ sedan owned by Bill Sihler. This was the last iteration of the XJ sedan series before introduction of Jaguar's all-electric lineup at the end of this year. The sleek fast-back shape of this car, penned

See VJC, p. 12



**The Three R's: From right to left. David Morgan's XKR, Brian Tricketts STR and Bill Guzek's XKR.**

## Virginia Jaguar Club



**Ron Gaertner assures the judges that all is as intended in the boot of his immaculate XK150. At right, VJC Webmaster Wayne Estrada drove his XJ12 in from Tennessee.**

## VJC

Continued from p. 11

by former Jaguar Cars chief designer, Ian Callum, was a major break from tradition but championed a new era for the storied British firm while still keeping the long standing tradition of Jaguar founder Sir William Lyons motto of “Grace, Space, and Pace.”

The rarest Jaguar was a 1994 XJ12 sedan owned by Wayne Estrada. Powered by a race-engine developed V-12 with single overhead cams (SOHC) it was internally known as the “XJ81” and was briefly sold in late 1993 through 1994. Only 122 of this particular model were produced- and less

than 100 survive in the world today.

Interestingly enough, all three of these gentlemen have been past presidents of VJC!

Mr. Estrada founded the club centered here in Richmond in 1999, Dr. Gaertner was at the helm when the national Jaguar show was held at the nearby Virginia Center Crossings in 2013, and retired professor Bill Sihler was the club’s immediate past president.

**Editor’s Note:** After the judging was complete, there were winners in every class and three cars in the championship class with perfect scores: the VJC’s Ron Gaertner’s XK120 FHC, his XK150 DHC, and Georgia’s Howard Meyers’ XJ8. Missing out on Championship Class perfect scores by just a whisker were Matt Seigel, Virginia, 1995 XJS V12 6.0L, Steven Thomas, North Carolina, 1988 XJSC and William Sihler, Virginia, 2019 XJ.

In the Driven Classes, Dave Morgan, Ohio, 2009 XKR Portfolio convertible, Bill Guzek, Virginia, 2006 XKR Victory Edition convertible and William Sihler, Virginia, 2019 XJ, were very close to Perfect 10 scores.

Adding considerably to the display of interesting Jaguars were VJC members David Harrison, Virginia, 2004 XJ8, Mark Creech, Virginia, 2016 XFR, and George Parker, Virginia, 1954 XK120S, and VJC member Wayne Estrada, who now lives in Tennessee, with his rare, 1991 XJ12 Sedan.

Dr. Gaertner also entered his cars in the AACA judging and drove off with a Best in Class, Jaguar trophy for his XK120 SE Coupe and the Old Dominion Award for his 1960 Jaguar 150 SE drophead coupe.



**David Morgan drove his XKR from Ohio to compete in the Concours.**

## NEWS FROM JAGUAR

# Jaguar clinches 2024 FIA Formula E team title

By Greg Glassner  
LT Editor

I have been keeping up with formula E racing since it started up about a decade ago, mostly out of curiosity. In the beginning it was just that, a curiosity.

In the beginning, drivers had to make mid-race pit stops to leap into a second car as battery life was insufficient to last even short sprint races on makeshift concrete barrier “street courses.” There were no roars or screams from an internal combustion engine but instead odd noises like a child’s toy robot under the Christmas tree.

Well they have improved since then. Cars are capable of running to the finish, driver talent is close if not equal to F-1 and Indycar, the competition is intense and the venues have improved. The sounds? Well, they still need some getting used to.

Perhaps anticipating the company’s goal of going all-electric, Jaguar was an early entrant in Formula E back when Mahindra, better known for tractors, was the only other carmaker.

I haven’t become a convert yet, but with Jaguar competing at the highest levels against Porsche, Audi, Maserati, and Toyota, I am willing to watch F-E when there are no TV conflicts with F-1, Indycar or ALMS.

In the final race of the F-E 2024 season at London in July, Jaguar clinched the team championship. Drivers Mitch Evans and Nick Cassidy entered the final weekend with a chance to take the drivers title, but were edged out by Porsche’s Pascal Wehrlein.

### ***From the TCS Jaguar press release:***

Jaguar TCS Racing won the 2024 ABB FIA Formula E Teams’ World Championship. The win followed a dramatic season finale E-Prix in London, but one that ultimately ended with a record season points score of 368 for Jaguar TCS Racing. It is Jaguar’s first World Championship win since 1991.

Drivers Mitch Evans and Nick Cassidy finished second and third respectively in the Drivers’ World Championship. Jaguar have also won the newly created Manufacturer’s Trophy with 455 points.

Jaguar TCS Racing won their first ABB FIA Formula



E Teams’ World Championship having scored 368 points following the season finale in London

Jaguar also won the newly created Manufacturer’s Trophy with 455 points

Jaguar TCS Racing driver Mitch Evans clinched second overall in the Drivers’ World Championship following a third-place finish in the season’s final race

Nick Cassidy, who took a superb pole position, finished in third place in the Drivers’ World Championship

Jaguar TCS Racing won the Teams’ World Championship with the Jaguar I-TYPE 6 – the world’s most technically advanced all-electric single-seat race car that powered Mitch and Nick to a season-total of four wins, 14 podiums, seven fastest laps and four pole

Technology developed and proven on-track by Jaguar TCS Racing supports the next generation of Jaguar all-electric vehicles, as Jaguar is reimagined to become an all-electric brand from 2025

It is Jaguar’s first Teams’ World Championship title since winning the World Sportscar Championship for the third time in 1991

This is a truly historic moment for Jaguar TCS Racing, the Jaguar brand and everyone who has played a part in this success. This World Championship belongs to the team, drivers, our partners, the fans and JLR colleagues around the world.

Jaguar has a rich racing history, and when we started our Formula E programme back in 2016 we were determined to add to that legacy.

## NEW MEMBER CORNER

### VJC welcomes Brenda Brown

We have a new member who just recently joined us. Brenda Brown from Virginia Beach visited our Concours in Richmond in June and just a few weeks later became our latest member.

Brenda has a 2024 Jaguar F-Type supercharged V-6 convertible and when asked what she liked about her car she said, "The car has become my therapist. I bought her in August last year with 13k miles on her."

She has gone to Maine and back three times, to Arizona and California once. She has also driven her F-Type to Texas, Florida, Ohio and Kentucky and most recently into the Mountains in Georgia.

"When you hit that button and you hear her come to life with the jaguar growl you can't help but smile...and then you give the accelerator just a little push and kitty gets to stretch her legs," Brenda said.

"My only wish would be that the trunk was bigger for a spare



**New VJC member Brenda Brown's F-Type at the famous Wigwam Motel on Route 66.**

tire and more shoes "

Welcome to the Virginia Jaguar Club Brenda, shoes and all.

-- Brian Trickett, VJC President

## JAGUARS FOR SALE



### Original owner seeks new home for his Jaguar XK8 coupe

2001 Jaguar XK8 with 123,000 miles in Excellent Condition, garage kept, original owner with owner's manual, etc. and new inspection certificate.

Call or email Peter Goodman at:

804-741-6024

Peterlgoodman@aol.com



# VJC EVENTS CALENDAR

## VJC autumn event will be scenic drive through Surry

The annual Virginia Jaguar Club Autumn Drive (very informal rally) will take place on Saturday, October 19, with the first car away at 11 a.m. at the Surry County Visitor Center, 267 Church St., Surry Virginia 23883.

It will be manageable with the driver only but is much easier and more fun with a navigator.

Check your emails for additional information.

### Seafood Restaurant Finish

According to veteran VJC “rallymaster” Ron Mitchell, This route will start from Surry VA and end at the Surry Seafood Co. restaurant (between Surry and the James River).

### 80-Mile Route

The route is about 80 miles along lightly travelled, paved secondary roads throughout Surry County and will require about two hours. Each vehicle will be given a set of instructions (mileage, turn direction, route numbers & names).



## VJC MEMBER NEWS

# Schowalters bid fond adieu to their XK8



**Longtime VJC members Jeffra and Peter Schowalter at our June Concours and Antique Automobile Club of America, Richmond Region Car Show.**

I took this photo of Jeffra and Peter Schowalter enjoying a mid-morning snack in the comfort of their Jaguar XK8 at our recent Concours in June.

I told them they looked like two young lovebirds on their first date. Peter said he remembered that first date and it was probably in the less comfortable confines of his Morgan.

They had a “For Sale” sign on the windshield and Peter explained that they did not have a garage to keep their Jaguar in at their new retirement community.

They have since sold the car, but we know we will see the Schowalters at future VJC gatherings. Both Peter and Jeffra have been active members of the club for many years. Jeffra’s photos have livened up the pages of our newsletter and Peter has served the club in many capacities, most recently as trophy chairman and VJC liaison with the Richmond Region, AACA.

*-- Greg Glassner, L.T. Editor*

## EVENTS

### British Car festival Oct. 5

The Shenandoah Valley British Car Club invites you to join us for the 42nd Annual British Car Festival Saturday, October 5, 2024.

Festivities begin with crullers & coffee at the Car Show, staged among the massive trees and lovely views of Ridgeview Park in Waynesboro, Virginia.

British Classics, British Motorcycles as well as British DNA & Kit Cars are welcome!

There will be an on-site food vendor, lots of door prizes, and special car displays!

See SVBCC website for details.



**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](mailto: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](mailto: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](http://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](mailto:LyonsTales@yahoo.com)**

(Alternate: [glassgreg@hotmail.com](mailto: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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# 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 \*

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 Mark Creech, PO Box 173, Prince George, VA 23875

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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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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