
LYONS TALES



INSIDE THIS ISSUE:
President's Letter
December Meeting
New VJC Members
Autumn Scenic Drive
XK120 at Local Car Show

VIRGINIA JAGUAR CLUB
VOLUME 23, NO. 4
Fourth Quarter, 2024

LYONS TALES

LYONS' ROAR

Virginia Jaguar Club Membership renewal

Dear Member:

As enthusiasts that share the love of the Jaguar marque, we all know the thrill of driving, owning or just talking about Jaguars. Whether you own a Jaguar or just merely love them, you are in a prestigious position that is complemented by your club membership. Through your membership you benefit from informational and social meetings, driving events, a world class *Concours de'Elegance* and the opportunity to meet, socialize and exchange ideas with other Jaguar enthusiasts. Below is a list of highlight benefits, but as you will surely agree there is much more on the members benefits list. It's quite a deal. We hope you agree and renew today.

Members Benefits list

* Virginia Jaguar Club Newsletter. *Lyons Tales*, one of the best in the nation, to keep you in the know for all things Jaguar in our club and region.

* National affiliation with *Jaguar Clubs of North America* for Jaguar news and topics on local, regional and national levels

* The highly coveted Jaguar Clubs of America bi-monthly *Jaguar Journal*.

* Varied *events and activities* on a regular basis throughout the year.

* And access to much more at www.vajaguarclub.com and www.jcna.com

Yes, all of the above for just \$75.00 per year.

Please note that Jaguar Clubs of North America have raised their dues by \$10 for 2025. However, we are not passing all this on to our club members, 2024 dues were \$70.00 so we are raising 2025 dues to only \$75.00.



VJC Pres. Brian Trickett

See Roar, p. 3

Contents

- 2 - LYONS ROAR
- 4 - AUTUMN DRIVE
- 7 - EDITOR'S LAPTOP
- 9 - LOCAL CAR SHOW
- 11 - JAGUAR NEWS
- 12 - DUES NEWS
- 13 - NEW MEMBERS
- 14 - A LOOK BACK
- 16 - EVENTS CALENDAR
- 17 - TECH TIP
- 18 - RENEWAL INFO
- 19 - CLUB OFFICERS
- 20 - MEMBERSHIP

SAVE THE DATE:

**Saturday, Dec. 7
Annual Meeting
& Social Event**

**VJC at Keystone
Tractor Museum.
Colonial Heights, VA,
at noon.**



Roar

Continued from p. 2

To continue your membership uninterrupted through December 2025, payment is required by December 31, 2024, please go to the Virginia Jaguar Club website for payment options

<https://www.vajaguarclub.com/>

Click on the Join tab, complete the form and choose your payment method, by check or credit card.

Thanks for renewing your membership.

-- Brian Trickett,

President

Minutes of VJC's October Teleconference

Teleconference Discussion

Minutes of the Meeting of Thursday, Oct. 10, 2024

Attendees: Bill Sihler, Leland Miller, Wayne Estrada, Peter Schowalter, David Harrison, Brian Trickett.

SCAMS

Discussion centered on the continual scams members are receiving and methods that could be used for mitigating dangers/damages caused by them.

It was agreed upon that club offices' home contact address information should be removed from both the club website and newsletter. However, email and phone numbers would still be published otherwise members, especially potential new members would have difficulty in making contact.

It was suggested that use of VJC Google Groups for communication via email might be a safer way to do so.

CLUB BYLAWS

With reference to article VIII, it was decided to:

Remove item A entirely.

Retain item B

Retain item C

Change item D to read: The ONLY authorized officers who can sign checks or drafts of the organization will be the: Treasurer, President or Secretary

Furthermore, ONLY after a telephone discussion (not by email), between at least two of the above officers to confirm validity/necessity and agreement of the expense, will a disbursement be made. The treasurer will not pay any expense without receipts and supporting documentation.

Remove item E entirely

Retain item F

Retain item G

MEMBERSHIP

Creating cards and flyers which could be handed out and also

clipped under windshield wipers advertising VJC were viewed as a method which could attract new members. Peter Schowalter has prepared some of these in the past and we should revisit this idea and have some printed and made available to all members.

The group was made aware of JCNA rate increase for 2025 (\$10). All agreed that VJC should increase membership dues by \$5.

This would make the new rates:

Annual membership (Jan-Dec) \$70, increases to \$75, with a \$5 addition.

(Virginia Jaguar Club would be paying JCNA \$55 leaving VJC a \$20 net).

Other rates for 15 months (Oct. – Dec. following year) and young enthusiast rates etc. need to be determined.

All members whose membership expires on December 31, 2024 need to be informed by email of renewals required, together with the new rates by no later than end of October. The club website and newsletter will need to be updated to reflect the new rates and should be done as soon as possible.

A follow up communication can be sent to any members who have not renewed by the end of November. Also, we should make contact with members from 2022/23 to see if we can bring them back into the fold.

Wayne Estrada indicated that he could take over the task of managing incoming memberships through "Square" payments and could also set up payment through "PayPal". Wayne to work with Lee to organize this.

David Harrison has made it known that he will have to relinquish his Vice President duties and his Events Chair role. We are therefore looking for people who can take over these roles

EVENTS

Scenic Drive: The drive into Surry is set for Oct. 19 and planned by Ron Mitchell.

Holiday Party: David Harrison advised that the Christmas Party/AGM is being arranged for Saturday, Dec. 7, 2024, at the Tractor Museum at Colonial Heights. (See page 16 for details)

-- Brian Trickett

President

VJC EVENT REPORT



Longtime VJC Rallyemaster Ron Mitchell leads the way in his immaculate XKE coupe. (Brian Trickett photo)

An enjoyable romp through Surry County

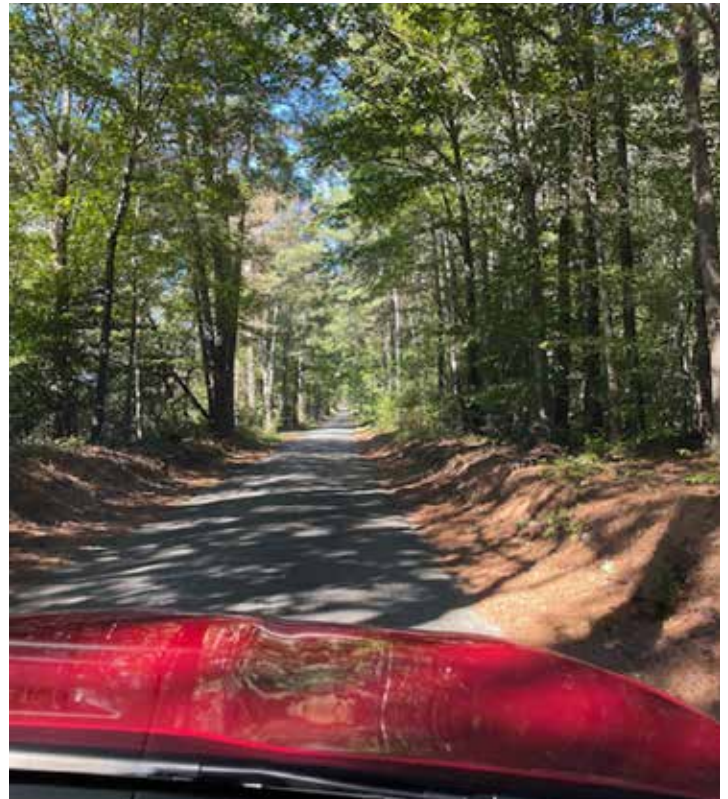
By Brian Trickett
VJC President

It was Saturday, October 19 and it turned out to be a beautiful fall day, just right for a drive into Surry County Virginia which our Rally/Drive master, Ron Mitchell, had organized for us. Ron is well known in our club for his flair and talent for creating his drives and this was to be no exception to the rule.

When Ron first mentioned that he was going to choose Surry for the event I became intrigued. I did not know much about Surry Virginia, but I did know another Surrey across the pond. No, I have not spelled it incorrectly, that's how its spelled in English, English.

Surrey is a county in south east England. It is bordered by Greater London on the north east, Kent to the east, Sussex to the south and Hampshire and Berkshire to the west. It is famous for its cricket ground, the Oval, where they play international cricket, which is a game which can last several days and end up in a draw, What!!

So, I was going to drive around Surry. According to history when the first English settlers sailed up the James River in 1607, they first landed on the south side of the river and



Virginia still has plenty of back roads to explore. (Kathy Trickett photo)

See Surry, p. 4

Surry

Continued from p. 4

were greeted by the local Indian tribe, allies of the Powhatan confederacy. The English reported they were graciously received by the Indigenous American people.

These settlers went on to establish the first English settlement in the new world at Jamestown. Fifteen years later in 1622 the Indians rose up throughout the colony to rid the lands of the English. Three hundred and forty-seven colonists were reportedly killed during the rebellion. Just three years later in 1625 The Virginia Company listed just 16 settlers on the south side of the James, this is the area which would become Surry County. Phew!

So, Kathy and I arrived in the Jag F-Pace at the Surry visitors center to join the other brave souls who had decided to try their luck at the drive. Ron handed out instructions to the navigators and set us off at ten- minute intervals.

In no time at all we were out of town and into some really nice countryside with open fields, some of them white with cotton. Then we were plunging into what seemed like dense tunnels with the road completely enclosed by high indigenous fir trees. Kathy and I were pleased that we had set our trip recorder onto zero before we left the start, since this helped us tremendously in following Ron's instructions on mile-

See Surry, p. 6



A seagull's view of Ron Mitchell's XKE and Larry Felton and Karen Asaro's F-Type S on the Ferry from Jamestown. (Karen Asaro photo)



Stew and Alice King, with their lovely red XJS, visited us from North Carolina.



Yes, even a few cottonfields by the roadside.

Confab

Continued from p. 5

age and when to turn from one road to another. These were not your usual highways, rather narrow country lanes with tight turns but still enabling decent speeds, until of course you arrived at a cross roads. Which way to go? Just follow Rons guide and you can't go wrong, but we did, Oh! Well! we only did it once and then we were soon back on track.

On through the small town of Waverly and then through more open country side, past lovely small churches which seemed to pop out of nowhere. Then braking hard as you came across a lake and traversed a one lane wooden bridge across a river.

After approximately 80 miles of driving, we found ourselves at our original starting point in Surry town again. Ron's instruction sheet directed us a further six miles or so to our final destination, the Surry Seafood Company Restaurant. Here the intrepid group of drivers and navigators enjoyed a drink and delicious seafood by the side of the James River. Kathy and I selected salad and crab cakes and we were not disappointed.

Thanks go to Ron for doing a great job on preparing our tour of Surry and to all our participants for taking part in what was a really enjoyable drive



Janet and Carter Younger alongside their 5-liter V8 Jaguar XF at the Surry Seafood Company.



Country churches dot the roadside in rural Virginia.



Photographer, navigator and 'VJC First Lady' Kathy Trickett with the the unofficial VJC Presidential Limo, an F-Pace Turbo.

FROM THE EDITOR'S LAPTOP



Spy Photo of all-new all-electric Jaguar undergoing testing.

What's up, Pussycat?

Spy photos of new Jaguar hint at company's future

By Greg Glassner
LT Editor

When the editor's inbox is looking a bit empty as the Lyons Tales deadline approaches, I start trolling the internet for news of interest to Virginia Jaguar Club members.



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

One source is Jaguar-Land Rover's Corporate Website where there is usually a trove of slickly packaged press releases on new vehicles.

When I first looked in early November, it was strangely empty. The most recent blurb was one dated in October 2024 on a pair of very special one-off E-Types for a wheel-heeled customer who is either (a) very discerning, or (b.) has more money than good sense. (See page 11, this issue and you decide.)

The press release previous to that was dated October, 2023, announcing special edition versions of Jaguar's F-Type, which was introduced ten years earlier and was being discontinued.

What?

No announcement of the exciting new all-electric 2025 Jaguars, which we have been told for some time now, will replace the entire lineup of existing internal combustion and hybrid vehicles?

Much earlier this year we were told that production of

See Laptop, p. 8



“Well ... maybe it looks better from this angle.” ... Ahhhh ... Nope.

Laptop

Continued from p. 7

all gas-powered Jaguars would halt in summer and that the first all new, all electric 2025 Jaguars would be so special, so sleek and so fast that they would knock the socks off the automotive world, which sounded like a rather lofty goal. (We were also told that, henceforth, Jaguar would concentrate on selling fewer vehicles at a higher profit margin!)

So, while a number of other car makers have looked at soft sales figures for all-electric vehicles, especially here in the Western Hemisphere, and dialed back plans to ditch their gas-guzzlers, Jaguar has bravely forged ahead.

And this humble scribe and others have been waiting with baited breath (whatever that means) for photos of this world beating, sock-knocking new Jag.

And we’ve got them!

As I was mulling over this column I happened across a story in Jalopnik showing “spy-photos” of the new Jaguar going through its paces in the sort of camouflage wrap that automakers use to disguise the fine details of the coachwork.

And I’ve got to say my socks are still clinging to my ankles.

I’ll let you be the judge, on these photos, but I hope that is some really good camouflage.

Unless there is a lot of decoy styrofoam under that cross-hatched wrap, I don’t envision, even with one eye closed, the sort of sinuous shape that so dazzled the motoring press and consumers when Jaguar introduced the XK120, E-Type,

XJ6, XK8 and F-Type.

I’ve got to confess that I once wanted to become an Industrial Designer so I could draw cars for a living. That didn’t quite work out, although I still doodle them from time to time. So, I can be a little judgemental when it comes to body shapes. I want to see this new Jaguar in the flesh, when the camouflage comes off.

Let us hope the car looks better with the zig-zag wrap off.



“Bill, the Cat,” drawn by cartoonist Berkeley Breathed, sums up the editor’s initial reaction to spy photos of the new Jaguar.

MEMBER MEMORIES

Gracing local car show with vintage XK120

By George Parker

VJC Member

“For the first time in a number of years, I was able to bring the XK-120 to the Fall Harvest Festival in Bowling Green. If you’re unaware, this is a very small-town show, aimed mainly at the hot rod and truck enthusiasts.

Indeed, I parked in between an old-ish Chevy truck (with a very hot Corvette engine and peeling paint) and an early-70’s Chevy Nova (only slightly hot-rodded). But if you like American iron hot-rods and trucks, there were some very nice ones there.

After our “big event” of nine years ago, while the XK-120 was being resurrected and refurbished, my Dad commented that it would be a good opportunity to restore the car to its factory-original colors of white with a red interior.

There were three small problems with that: 1. With apologies to other white/red car owners, I don’t particularly care for that color combination on this particular car; 2. I *LIKE* the pastel blue/navy blue combination; and (perhaps



The XK120 alongside a Chevy pickup.

most important) c. I wanted it the colors Dad chose when he restored it originally.

My thoughts were validated on Saturday when nearly

See Show, p. 10



Lights on, the Parker XK120 emerges from its snug garage to join Bowling Green’s version of the Pebble Beach Concours “Dawn Patrol.”

Show

Continued from p. 9

everyone who walked by - and EVERYONE who stopped to talk or ask about the car - commented on, and loved, the color.

Many folks stopped to talk just because of the color.

I sort of felt bad for the guys parked on either side of me, as there were many, MANY more people stopping to look at and talk about the 120. But in the end, the car was rewarded with a “Best Classic Car” trophy.”

What I like best about it is when folks stop and look, completely taken aback because they have never seen one, or anything like it. And as I inferred, I couldn't even count the number of times people said how much they loved the color. Nice to see something different from the usual hot-rods and pick-em-up-trucks.

In fact, I said to a gal (and her husband) that I buy from



And a new trophy at the end of the day.

at the Farmer's Market, if they walked up to see the cars, they could easily pick mine out because it looks like NOTHING else there.



A contrast in style and purpose: George Parker's Jaguar XK120 between a pickup truck and a Chevy Nova on the streets of Bowling Green VA.

Where have you and your Jaguar been lately? Send us a photo and particulars for inclusion in the next Lyons Tales VJC newsletter:
LyonsTales@yahoo.com

NEWS FROM JAGUAR



The two Classic XKE special editions. (Jaguar photo)

Two special E-Types commemorate a classic

Coventry, UK – 23 October 2024 -- Fifty years since the last Jaguar E-type rolled off the production line, two rarefied Series I Jaguar Classic E-type Commemorative models have been exclusively created for a loyal, discerning client in Southeast Asia to celebrate the iconic sports car.

Each example carries references to key moments from E-type history, from the blueprint of its inception to the last Series III models. Celebrating the style and sophistication of the original with new, precious details, the two beautiful vehicles are the finest examples of Works Bespoke creations by Jaguar Classic.

The pair of Jaguar Classic E-type Commemorative creations bring the E-type story full circle, inspired by the final 50 Commemorative Editions from 1974 – and they will be the only two examples ever to leave the Jaguar Classic workshop.

The Jaguar Classic E-type Commemorative vehicles are the ultimate expression of E-type, with a unique hand built specification making each one a truly individual collectors' item. Every detail – inside and out – receives the careful attention of the dedicated Jaguar Classic experts, with upgrades meticulously orchestrated over more than 2,000 hours.

With E-type Commemorative, our Classic team set out to improve on an already near-perfect design. As the original creators of E-type, we are uniquely positioned to subtly integrate both aesthetic and engineering enhancements borne out of decades of knowledge, skill and passion. The unique specification and our collaboration with renowned jewellers Deakin & Francis has resulted in a machine as close to driveable precious metal as it is possible to conceive. Timelessly crafted with unparalleled finishes

The two Jaguar Classic E-type Commemorative vehicles are both drophead coupes, in one-of-one specifications. One is finished in Signet Green, while the other is Opal Black – both updates of original colour schemes from 1974.

The elegant exterior is matched by a timeless interior, featuring Bridge of Weir tan leather seats hand-woven and stitched in the Jaguar Classic trim shop – with matching black and tan leather trim. This uniquely tactile woven finish has never been made available at Jaguar Classic before and blends traditional skills and design inspiration with a contemporary aesthetic.

Bespoke elements adorn the interior, with an anodised aluminium centre console bearing a unique engraving of

See Classic, p. 12

Classic

Continued from p. 11

a genuine early Series I E-type blueprint sourced from within the archives. The blueprint was previously displayed alongside E-type at the New York Museum of Modern Art (MOMA), with the anodised aluminium centre console becoming a hallmark of each E-type produced at Jaguar Classic.

Setting the Jaguar Classic E-type Commemorative vehicles apart is jewellery adorning the interior and exterior of each model by Deakin & Francis. England's oldest manufacturing jeweller has been crafting masterpieces over seven generations, since its inception in 1786.

A collaboration of passionate craftspeople bridging local industries, each E-type Commemorative is adorned with mother of pearl, hallmarked solid silver and 18ct gold details.

In the same spirit as Jaguar Classic, the renowned silversmiths live and breathe their time-honoured craft, working locally to exacting standards in nearby Birmingham's legendary Jewellery Quarter.

At the front, the motif bar badge is finished in silver with guilloche mother of pearl and an 18ct gold Growler icon, while at the rear, badges are enamelled sterling silver.

Inside, the steering wheel horn push is finished in silver with an 18ct Growler badge and mother of pearl inlay, while a sterling silver gear knob with mother of pearl and 18ct gold Growler detail provides decadent tactility.

Deakin & Francis is proud to be a part of this inspiring collaboration with Jaguar Land Rover Classic, bringing together two of Britain's most iconic heritage brands.

Such a partnership reinforces each brand's complete commitment to superior quality and celebrates a shared passion for pushing boundaries in design and craftsmanship, while

offering our discerning customers a truly one-of-a-kind experience.

Techniques honed by Deakin & Francis, which have never been seen before in the automotive world, have been seamlessly integrated into these incredibly rare vehicles. Together we have created two extraordinary classics that blend the artistry of Deakin & Francis, with the expertise of Jaguar Land Rover Classic.

The exquisite detailing extends to the instrument panel switches, which are finished in knurled silver with a hallmarked silver bezel. This attention to detail extends to the key cover, which is finished in silver with matching mother of pearl and 18ct gold.

Under the elegant bonnet of each E-type Commemorative is the famous 3.8-litre engine, now with Electronic Fuel Injection and a Jaguar Classic five-speed manual gearbox. This combination delivers the perfect blend of driving engagement and everyday usability.

Making the vehicles even more suited to use in the 21st century, they are fitted with a discreet Jaguar Classic Bluetooth radio and heated windscreen, providing modern comforts while retaining all the character and authenticity of an E-type interior.

Jaguar Classic is the official source of authentic cars, expert services, genuine parts and unforgettable experiences for classic Jaguar enthusiasts worldwide. Our team of highly-skilled engineers at the Jaguar Land Rover Classic Works facility in Coventry specialises in creating authentic heritage products including limited edition collectable vehicles and new original Continuation cars, such as the Jaguar D-type and C-type.

2025 Dues (Includes VJC and JCNA membership)

Annual membership (Jan-Dec) \$75.00

New member 15 months (Oct.-Dec. following year) \$90.00

Annual young enthusiast (25 yrs or less Jan-Dec) \$40.00

Half year young enthusiast (25 yrs or less Jul.- Dec.) \$33.00

NEW MEMBER CORNER

VJC welcomes new members Larry Felton and Karen Asaro

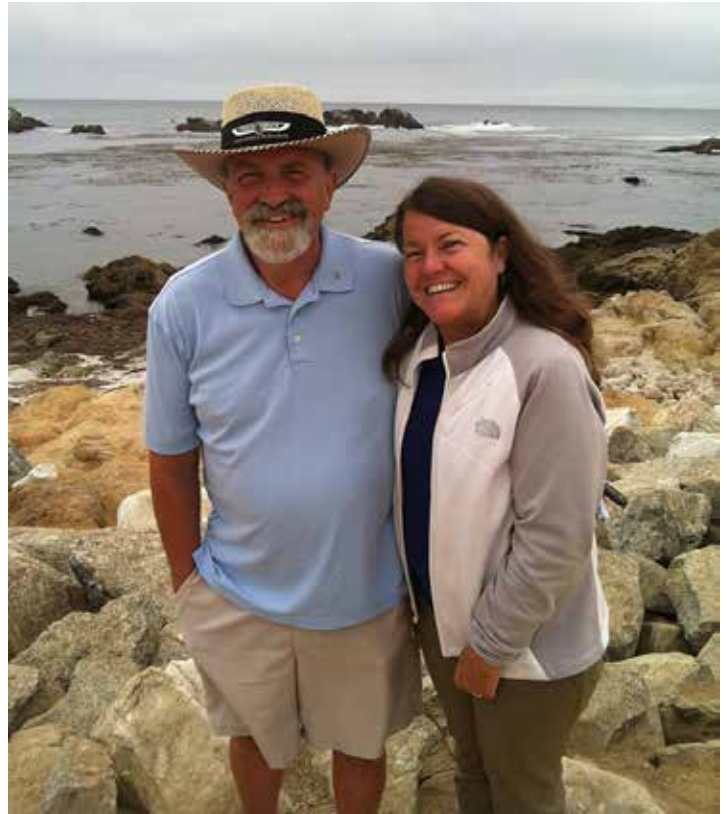
We have two new members, actually a couple who have two Jags. They attended the Surry Drive in October and met a number of our existing members at that event.

Karen informed that they made the “leap” to EV with the purchase of a 2019 I-Pace on Leap Day 2/29/2024 and it has been a great addition to their collection. It is fast, handles like a sports car and the range is good, she says.

They added a 2014 F-Type-S in August of this year and describe it as a fun car. They say they love driving it on the winding, country roads in the Northern Neck where they live.

Welcome to the Virginia Jaguar Club Larry and Karen. and we look forward to seeing you on more of our VJC drives and social events

-- Brian Trickett
President



New VJC members Larry Felton and Karen Asaro.



New VJC members Larry Felton and Karen Asaro's F-Type S and I-Pace.

REMEMBER WHEN?

JAGUAR CLUBS OF NORTH AMERICA

Coupe... Sport... Pure



Volume 5 Issue 5

NEWS UPDATE

JUNE 2013

2013 Challenge Championship

A PRIDE OF JAGUAR IN RICHMOND

Editor's Note:

The following is an article written by Ian Callum, Jaguar Design Director, and posted to Jaguar Blog at the Interactive Jaguar website, where you also can view a video about Jaguar at the 2013 JCNA Challenge Championship, at www.interactivejaguar.com.



Ian Callum

At Jaguar, we really embrace our heritage, so it was important for me to be a part of this year's Jaguar Clubs of North America Challenge Championship in Richmond, Virginia. It's the key annual gathering of all the Jaguar enthusiast clubs in America. Five days of enjoying classic Jaguar cars on the road, the track and concours field. I

was the guest speaker at the awards dinner and was able to present one of the top honors of the night; the 'Best Design' award.



Ian Callum, Design Director, Jaguar, left, and Andy Goss, President, Jaguar Land Rover North America, visited Richmond, Va. For the JCNA Challenge Championship June 13-15.

Everyone I spoke to - and I spoke to a lot of really passionate owners - I tried to pass on the message that Jaguar, today, is one company with one story. The core values we put into our cars now - design, performance, agility and glamour - are the same as they were 50 years ago when Sir William Lyons was running the company. We really want the enthusiasts who own our classics, like the members of the Jaguar Clubs of North America (JCNA), to become our brand ambassadors. We want someone who maybe owns an E-Type to consider driving a new F-TYPE; someone who loves their classic XJ to consider driving a new XF or XJ. Anyone with an XK120 or XK140 should look closely at our latest XK models.

To encourage this, we took along a line-up of our latest performance models to Richmond. Two supercharged V6 F-TYPE cars, an XKR-S GT, an XPR-S, as well as the XF and a long-wheelbase XJ. As you'd expect, we gave non-stop hot laps in the F-TYPE cars during the slalom part of the event at Richmond International Raceway. The response to the F-TYPE was remarkable. People kept telling me how great it was for Jaguar to be back to building a pure two-seat roadster; a car that looked so great, performed so well, and sounded so sensational. I know a few orders were taken by the local dealers during the weekend.

One of my duties was to present an award for the 'Best Design' of the show. It was the first time the award had been given and we created this very beautiful glass trophy especially for it. My single objective was to pick a car that simply looked great.

It was a tough decision, especially with all the E-Type models that were there, along with some of my favorite Jaguar cars, like the gorgeous XJC Coupe, and extremely rare XJR-15, a car that I'd worked on in a former life. In the end, it was hard not to recognize Dr. David North's 1936 Saatchik-bodied SS100 roadster, at right. This was truly a wonderful car.



Continued on Page 2



To see a video from the 2013 JCNA Challenge Championship, visit www.interactivejaguar.com.



2013 Challenge Championship A PRIDE OF JAGUAR IN RICHMOND

Continued from Page 1

I find American classic car events like this to be very different from similar European ones. Americans seem to be a little less precious about originality; they're happy to modify their E-Type models to make them drive better, or look the way they want them.

I have to say that I find that very appealing. I recently bought a 1961 Mk2 Jaguar sedan that I'm having completely rebuilt to my specification. The details are secret for the time being, but as a hint of what I'm doing, there's a big 4.2-liter engine going under the bonnet.

Certainly throughout the Jaguar organization these days, our passion for our heritage is becoming much stronger and very genuine. That enthusiasm is coming right from the top, from our CEO, Dr. Ralf Speth, who incidentally owns a rather beautiful Series 1 E-Type Roadster.

Thank you to everyone at JCNA for inviting me, and for putting on such a terrific event.



"The core values we put into our cars now - design, performance, agility and glamour - are the same as they were 50 years ago when Sir William Lyons was running the company."

Ian Callum
Jaguar Design Director

Submitted by David Harrison

VJC EVENTS CALENDAR



Tractors as far as the eye can see, plus trucks and cars, await visitors to the Keystone Museum.

VJC Annual General Meeting and social is Dec. 7

Ladies and Gents, Please put the VJC Annual Holiday Party and AGM on your calendar for Saturday, Dec. 7 . This year will see an exciting change; We will meet in the Keystone Tractor Museum just off I-95 in Colonial Heights, starting at 1200 . There will be a catered buffet at 1.p.m.

This will combine VJC business ,Jaguar camaraderie and fun. There will be a \$10 charge to help cover the meeting room and food .expense. As a Bonus, you get FREE admission (a \$15 value} to the huge museum, which displays antique trucks,tractors and cars, models, auto memorabilia, old garage recreations, etc. Meeting details such as the agenda will follow .Please plan to attend.

Jaguarian Regards

-- David Harrison
VJC Events Bloke



TECH TIP

A simple fix found for a Limping Kitty

By David Harrison

VJC Events Bloke

Don't call the SPCA.

Una and I were driving the 2004 XJ8 to our friends the Laughtons in Urbanna. We were almost there, but as we slowed round a bend the engine lost power and we coasted safely to a halt.

The dash display showed TPS fault, handbrake fault, and transmission fault. I restarted the engine but it refused to rev and the car would only creep.

My kitty was in limp mode.

I shut off the engine and googled the symptoms, discovering that a bad Throttle Position Switch could be the culprit. At the time I had only a vague idea what or where a TPS was and how to fix it on the road.

Was a 50 mile tow needed?

I restarted the engine, put it into gear, and the handbrake seemed to grab then release with a jerk and suddenly power came back.

I cautiously pulled out on the road and everything seemed normal. I almost decided to give up on the trip, but we were so close and David Laughton was a renowned Jaguar expert and maybe he could help.

The next 10 miles were uneventful but as we turned the corner onto his road the engine cut out again. This was not a one time glitch. After a minute the engine started up

normally and I cautiously drove the remaining few blocks.

While the girls socialized I went online. The TPS monitors the position of the throttle butterfly and sends this information to the ECU, which in turn controls the amount of fuel injected. If the TPS sends a scrambled signal the engine goes into limp mode to protect itself from over-revving. The TPS is inexpensive but I did not carry a spare.

So how to get home?

The internet had advice. There was probably a dead spot on the TPS, just avoid it by keeping the engine revs over 1,000 rpm. This is easy, if you are going constant speed on a clear road with no traffic, but try it at a stop sign or in traffic. It requires two-foot driving with your left foot constantly on the brake. I chose a quiet back road route but the last few miles home were hairy. The XJ8 is a powerful car and is hard to hold back.

After getting home I went online and checked TPS prices. They ranged from \$23 for Chinese knockoffs to hundreds for OEM. I bought a OEM for \$150 on Ebay in the end.

Installation location is a little tricky. The holddown bolts go through slotted holes, the TPS has to be turned to fine tune the new unit with the aid of a potentiometer.

I got my local garage POLO to do this for a reasonable \$250. This was about three months ago. Since then, my kitty has not limped.



MEMBERSHIP RENEWAL

Time to renew memberships

Dear Member.

As enthusiasts that share the love of the Jaguar marque, we all know the thrill of driving, owning or just talking about Jaguars. Whether you own a Jaguar or just merely love them, you are in a prestigious position that is complemented by your club membership. Through your membership you benefit from informational and social meetings, driving events, a world class Concours de'Elegance and the opportunity to meet, socialize and exchange ideas with other Jaguar enthusiasts. Below is a list of highlight benefits, but as you will surely agree there is much more on the members benefits list. It's quite a deal. We hope you agree and renew today.

Members Benefits list

Virginia Jaguar Club Newsletter. Lyons Tales, one of the best in the nation, to keep you in the know for all things Jaguar in our club and region.

National affiliation with Jaguar Clubs of North America for Jaguar news and topics on local, regional and national levels

The highly coveted Jaguar Clubs of America bi-monthly Jaguar Journal.

Varied events and activities on a regular basis throughout the year.

And access to much more at www.vajaguarclub.com and

www.jcna.com

Yes, all of the above for just \$75.00. per year.

Please note that Jaguar Clubs of North America have raised their dues by \$10.00 for 2025. However, we are not passing all this on to our club members, 2024 dues where \$70,00 so we are raising 2025 dues to only \$75.00.

To continue your membership uninterrupted through December 2025, payment is required by December 31st 2024, please go to the Virginia Jaguar Club website for payment options

Just go to vajaguarclub.com/join.php, there you will see you can either renew your membership or join one of three ways:

- 1) **Print and fill out a membership form and mail in a check**
- 2) **Fill out a PDF form on screen and pay using the SQUARE App**
- 3) **Enter via an on-line form and use PAYPAL.**

Thanks for renewing your membership.

-- Brian Trickett
President

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 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 20.

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

10th 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

VJC Officer/Board List January 2024

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briantrickett@gmail.com

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): \$75 .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

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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