
LYONS TALES



Me and My Jaguar: XK120-150



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VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR

Looking forward to a busy and enjoyable 2026 for our VJC

Hello all you Jaguarrians and welcome to our 1st Quarter edition of Lyons Tales for 2026.

Our first event for 2026 was in January when we held our Annual General Meeting, see article on AGM and Social. From the minutes of the meeting, you will see that we have a few officers retiring from their rolls and have some positions to fill, so if you are interested and feel that you are willing to assist then please let me know.

Last year we held a variety of events and our events bloke, Carter Younger, has been hard at work again arranging even more for this year, see coming events schedule. Note our next event coming up is scheduled for March 21st, a drive in and lunch at the Hanover Tavern. Carter has arranged a room where we can have our meet and mingle and discuss these coming events and other club matters before lunch is served from the Tavern's diverse menu.

In this edition we continue with our "Me and My Jaguar" series. This time covering the iconic XK120/140/150 models.

"Where can I get my older Jag serviced?" See our thoughts on this commonly asked question from our members these days.

Unfortunately, I continue to receive reports from some of our members of scams. Please be vigilant and remember none of our club officers will ask you for money or payments on behalf of the club and please continue to report any of these suspected frauds and scams to us.

Most importantly, don't forget to renew your membership. All memberships expire on 31st December 2025. See benefits of joining the Virginia Jaguar club and membership renewal information in this edition and also on the website at: <https://www.vjaguarclub.com/join.php>

Cheers and keep on Jagging

-- Brian Trickett
President



VJC Pres. Brian Trickett

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SAVE THE DATE:

**Saturday, May 2:
Williamsburg British
& Import Car Show with
Jaguar as the
featured Marque**

VJC EVENT REPORT

VJC Annual General Meeting & Social Event

MINUTES OF THE MEETING

DATE: SATURDAY DECEMBER 10, 2026

TIME: Noon– 3 pm

Attendees

Carter and Janet Younger

David and Una Harrison

Bill Guzek

Bradley Norwood

Mark Creech

Peter and Jeffra Schowalter

Paul and Martha Meade

Karen Asaro and Larry Felton

Brian and Kathy Trickett

The meeting commenced with an introduction by Brian Trickett and Carter Younger to the Willows Oak Golf and Country Club.

Financial Report

Treasurer Leland Miller was unable to attend the meeting but had provided his report which was presented to the group and covered the period 12/01/24 to 01/01/2026.

It should be noted here that for the previous year ending 12/01/24 the club had a deficit. It was clear that this could not continue year over year without having financial difficulties.

Revenues for last year were due to membership fees (both JCNA and VJC) and the concours fees. Expenses consisted of JCNA's portion of the fees and costs associated with the concours plus some miscellaneous bank expenses. Due to careful management of expenses this year, in particular due to improved control of costs for presenting and preparing the concours, the club managed to improve it's closing balance to a positive one, resulting in a considerable improvement over the previous year.

Membership Report

Membership Chairperson Mark Creech provided club membership numbers as of the day of the meeting, comparing 2024 versus 2025 with updated information for members who had renewed and also new members who had joined so far in January 2026.

34 Members (EOY 2024)

11 New Members

42 Members (EOY 2025)

Attrition: Lost 5 members

Currently for 2026 we have 18 Renewals

3 new members (2026): 2 15-Month, and 1 annual

Expired (Prior to 2024) – 35

A discussion followed on attracting new members. Bill Guzek gave a presentation on VJC facebook and how we could possibly use that media to encourage new members to the club.

Bill informed the group he will investigate how this might be accomplished and will pass on his findings and recommendations.

Events Report

Events Chairperson Carter Younger recapped the events for 2025 and a discussion followed on what had been successful and what had not as regards numbers of members attending. Carter also offered a list of events which could take place for 2026. Constructive ideas were offered by the group and follow up action will take place. Creating a club calendar of events for the year was proposed.

Election of Officers

The following officers were proposed for 2026 and nominated. However, the positions of secretary and concours chief judge remain open. In addition, Greg has indicated he will perform the function of newsletter editor for one more year but will be unable to continue into 2027.

President: Brian Trickett

Events Chair: Carter Younger

Treasurer: Leland Miller

Secretary: open

Editor of the Lyons Tales: Greg Glassner

Membership Chair: Mark Creech

Webmaster: Wayne Estrada

Concours Chair: Wayne Estrada

Chief concourse judge: open

With no more issues to discuss the meeting was adjourned and followed by social activities including a motoring quiz and raffles. Prizes were awarded to winning members and then lunch was served in the club restaurant.

-- Brian Trickett
President



VJC EVENT PREVIEW

VJC Concours is scheduled for June 13

Last year's Concours was a great success, and thanks again to all the participants that came from far and wide to participate. There were some spectacular Jaguars there and we hope all those and more return for this year's show.

If you missed last year's Concours please come June 13th to the beautiful and historic grounds of St. Josephs Villa on Brook Road.

As in previous years, VJC's Concours will be a "show within a show" in conjunction with the Richmond chapter of the Antique Automobile Club of America (RAACA). This year's show theme is Race Cars and our 2026 event poster captures this spirit as Jaguar Cars is racing into the future!

A change this year - as part of our sub-show within RAACA - unlike previous is that the RAACA show-entry fee (of \$20) and VJC entry fee (of \$60) are now bundled together as a package fee of \$80. Begin registration for both shows on the registration page link button below, and when you arrive at the show gate you'll be given a combined window card recognizing participation in both the RAACA show and the VJC Concours.

Numerous merchandise and auto-related vendors will on-hand that will offer a little bit of everything for everyone. There is plenty of free parking for spectators and no charge for either except a charge to enjoy a great show.

The Virginia Jaguar Club has some notable cars among its membership including the oldest "Jaguar" (a 1929 SS Swallow) in the USA as well as several past national 1st place winners. 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. And of course if you are a 'car person' there will be a lot of great classic American, muscle cars and hot rod custom cars as well.

Pre-Event Social Gathering

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

The afternoon and evening before the event, we will meet at the pub at the nearby Virginia Center Crossings (VCC), a short drive from the event site for a good time of camaraderie and seeing old friends and making new ones.

Please do not miss it and keep on Jagging!

-- Wayne Estrada
2026 VJC Concours Chairman



FROM THE EDITOR'S LAPTOP

VJC is 'The Little Club That Could'

By Greg Glassner
LT Editor

With apologies to the children's story, I sometimes think of the Virginia Jaguar Club as "The Little Club That Could.

Our membership has never rivaled that of JCNA's many large clubs, but our achievements have outstripped many of them.

I was editor of the Herald-Progress in Ashland when I first bought my XK8 in 2010, I joined JCNA thinking it would get me entry to the sort of trackside hospitality tents and single-marque parking privileges I was used to with the Porsche Club of America, of which I was also a member. There were one or two Jaguars racing in IMSA back then.

I didn't even know there was a Virginia Jaguar Club back then.

But I became aware of the VJC when I learned that Bruce Murff, a resident of nearby Mechanicsville was the VJC Vice-President and heavily involved in planning an upcoming JCNA Annual Membership Meeting in 2012.

Sensing an opportunity for a good feature story and an excuse to get out of the office for the afternoon, I waited no time in dashing down to interview Bruce and see his small, but excellent collection of Jaguars.

I also made a brief visit to the Virginia Crossings Resort for the event itself. (I think they had a light snow the next day!)



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

2025 JCNA Standings				
North American Concours Standings				
Class	Place	Name	Car	Points
C2/120	1	W. Ronald Gaertner	1953 XK120 FHC	100
	2	Patrick Herganroeder	1949 XK120 OTS	99.99667
C3/140	1	Craig & Julie Trease	1956 XK140	100
	2	Robert & Marlene Seyler	1956 XK140 DHC	99.98
	3	Keith Webb	1956 XK140 OTS	99.47867
C4/150	1	W. Ronald Gaertner	1960 XK2150 DHC	100
C5/E1	1	Al Jacobson	1964 E-Type OTS	99.99667
	2	Tarence & Barbara Smith	1967 E-Type OTS	99.99667
	3	Harvey & Kelli Ferris	1963 E-Type FHC	99.85
C6/E2	1	J. J. & Rebecca King	1969 E-Type Coupe	99.99667
	2	Gary & Lynn O'Keefe	1970 E-Type OTS	99.21
C7/E3	1	Thomas Inwood	1973 E-Type OTS	99.99667
C8/SLS	1	Robert Baumheiser	1960 Mark 2 Saloon	99.92867
C9/XJ	1	Danny Lisa	1987 XJ6 VDP	99.90333
C11/J8	1	Howard Meyers	2009 XJ6	99.93
C12/J5	1	Carole Borgens	1990 XJ6 Convertible	99.93
C13/J6	1	Paul Anselico	1990 XJ6 Convertible	99.93

Three 100 Point cars, and two are in our club!

In 2013, the very next year, the Little Club That Could hosted the 2013 Challenge Championship, another international event. By then I was a very active member. (Yes, I'm the guy who arrived late to the rally checkpoint I was supposed to man and almost ruined the event.)

But I helped out in other ways and even snagged a Second in Class in the Challenge Championship Slalom.

The Challenge Championship, which later morphed into the International Jaguar Festival, was a success when our club put it on. Our speaker was Jaguar-Land Rover's Chief Designer Ian Callum and the event drew a large and very interesting array of Jaguars and generated a great deal of media coverage from as far away as Australia!

Dr. Ron Gaertner was president of the club back then and, of course, he showed his excellent XK120 Coupe and XK150 convertible, which are still bringing International attention to our club.

Just look at the latest edition of Jaguar Journal. Only three cars in North America had perfect 100 point Concours scores for 2025, and two of them are in VJC, the Little Club That Could!

Adding to our club's luster is the fact that the oldest Jaguar in North America is VJC member David Harrison's 1929 Austin Swallow. (Jaguar evolved from the Swallow Sidecar Company to make custom bodies for Austin 7s.)

That's a lot of "Firsts" for a club that is quite modest in size. An achievement that we can all be proud of and bodes well for the future.

ME AND MY JAGUAR

XK120, 140 & 150

XK120 helped start Sports Car boom

By Ron Gaertner
VJC Past President

Strange as it may seem, the Jag XK120 was originally conceived as a fancy engine stand. How so? Jaguar began developing its new advanced, double overhead-cam inline six-cylinder engine during the waning days of World War II. Jaguar developer William Lyons and his engineering teams were becoming more comfortable with the notion that Allied forces would win the war, and that automobile production would (someday) return to normal. The engine was ready before the new generation of models it was destined for. (When car production resumed at Jaguar postwar, it was with mildly updated versions of the existing Mark V models, powered by overhead-valve engines purchased from the Standard Motor Company.)

1948 Reveal

The British motor industry's real postwar coming-out party was to be the 1948 Earls Court Motor Show, and it would be a shame if Jaguar couldn't show off its exceptional new powerplant, but simply placing one on a plinth or an empty turntable wasn't good enough for Mr. Lyons. Even though Jaguar didn't have a long history of producing sports cars, it was thought that something along the lines of a modern-day SS100 (the sporting machine Lyons and company built prior to shutting down for the war) would be a suitable platform to showcase the new motor. The Earls Court concept car's shape was to be all new, more modern, and more feline than the fabulous but aged SS100.

The first Jaguar XK120 prototype and show car came together in mere months instead of years, as was the norm back then. Lyons himself styled the car, overseeing its construction at every step with in-house coachbuilder and body man Fred Gardner. The panels were made of aluminum, easier than steel to work by hand without any tooling, and the duo worked on the car in the body shop day in and day out prior to the show. The XK120 concept (so named for its untested but estimated ability to achieve a 120-mph top speed; XK was the internal code name for the engine) rode on a modified, shortened, and mildly updated Mark V frame.



Lone XK120 on Jaguar stand at the 1948 Earls Court motor show was an instant hit.

A showstopper

To say Jaguar's sports car concept was the hit of the show would be a huge understatement. The public, the press, and Lyons' management team compelled him to put the car into production for 1949. Since Jaguar originally intended to build a mere few hundred XKs, it did not tool up to make the body panels, instead purchasing them from J.H. Cooke & Sons, a common use of outsourcing at the time. As the concept car wore an aluminum body, so would the first production examples; tooling up for aluminum was easier and less costly, and it was much lighter than steel — appropriate

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for a limited production sporting machine.

DOHC Head

The balance of the mechanicals were straightforward, yet reasonably advanced for the day. The engine employed an iron block with an aluminum double overhead-cam cylinder head (with two valves per cylinder), backed by a Moss four-speed manual transmission sending power aft and to the ground via a live axle in the rear. The 3.4-liter six was rated at 160 horsepower at 5000 rpm, and 195 pound-feet of torque at 2500 rpm. A control-arm suspension was used up front, sprung via torsion bars. The rear axle was suspended by leaf springs employing lever-action dampers. There were drum brakes at each corner, with 16-inch wheels all around. Two open-topped body styles were ultimately offered (one with a more built-in convertible top that folded behind the seat, the other a pure roadster with a removable top), as well as a close-coupled hardtop, dubbed FHC for fixed-head coupe in 1953.

Bang for the buck

Jaguar's new sports car was a runaway success, offering technical sophistication and performance no other production car could match for the money and few could match at any cost. The notion of producing only a few hundred XK120s was quickly dispensed with, and the package was modestly updated and retooled for standard steel production bodywork. The 240 alloy-bodied XK roadsters built have become the most prized examples of the model. They differ from the later steel production cars in details too numerous to catalogue here. Our example, chassis number 670005, is special among all of them. It was the first XK120 to be brought into the United States, by storied car importer Max Hoffman, then Jaguar's East Coast distributor.

No other engine sounds quite like a long-stroke XK six in good nick. It awakens with the slightest prod of the starter button, and once warmed, settles into an easy idle around 600 rpm.

There's a soft, rattle-y purr from the cam chains, and a motorboat-like roar from the single exhaust pipe (later Special Equipment models had more power and dual exhausts). Entering the XK requires a bit of care, as you don't want to push on the tender alloy bodywork or lean on the door and bend the hinges. Turn signaling is of the manual, left-handed variety (think back to Driver's Ed). Those with long arms can reach up and out over the swooping, steeply cut doors and pat the ground.



VJC member Ron Gaertner's XK120 fhc awaits the judges' inspection at recent concours.

Four-speed gearbox

The vaunted Moss four-speed box has a conventional four-speed shift pattern, but no synchro in first, with a reputation of being a bit "graunchy" through the rest of the gears. First and reverse gears are close in their gates, so before pulling away from a stop, it's best to relax the clutch an inch or so to make sure you're queued up for forward motion. The clutch is smooth and positive in its takeup, and the shifter and trans like to be treated with deft authority. A little breath in between first and second makes that shift a snap; ditto the rest. And you want the clutch to be fully depressed for each gear change, otherwise you're likely to be met with a slight crunch. In spite of synchromesh in all top gears, a little double clutching and rev matching go a long way toward keeping the box smooth and quiet. And it gets better as the oil, gears, and synchros warm up.

The XK140

The XK140 offered in 1954, a split windscreen and drum brakes, but there was rack and pinion steering to replace the recirculating ball type, a heavier chromed radiator grille, a Le Mans winners badge on the boot lid, stronger torsion bars, optional overdrive and more power under the bonnet — up to 190bhp for the standard unit and 200bhp for cars with the Special Equipment extra-cost option.

Revisions to the body styling were subtle but allowed for improved luggage space or an occasional rear seat in

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XK120-150

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the coupe and drophead versions. The roadster remained a strict two-seater as previously. There were precious few right-hand-drive roadsters too — just 73 in all — and left-hand-drive factory conversions were diabolical; don't expect to be able to reach the brake pedal in a hurry if you're over six feet tall.

And despite appearances, the differences between the roadster and its fixed head coupe and drophead coupe sisters became more pronounced. The former's hood was unlined, there were removable side screens instead of wind-up windows, leather adorning the dashboard and door cappings instead of wood veneer, and a host of other distinct differences. Some late models of the XK140 were also available with automatic gearboxes, but these cars are exceptionally rare today as the later XK 150.

XK150

With the advent of the XK150 in 1957 the styling, although essentially the same, was revised again and became very much more bulbous. There was also a more modern, one-piece panoramic windscreen for all three versions (the roadster arriving in 1958). Engine power was increased again, up to 210bhp in standard form, but an S version with straight-port heads pushed out healthy 250bhp.

There were all-round Dunlop disc brake to replace the drums of the previous model and from 1959, the more powerful 3.8-litre engine became available. But then the XK150 needed more power; like so many cars after a lengthy development phase, the XK underwent many production changes and had put on serious quantities of weight as a result — even the roadster was treated to wind-up windows. And the sales figures are most interesting; more than 12,000 Xk120s, 9,000 XK140s and 9,400 XK150s found customers in a long production run which lasted until the introduction of the E-Type in 1961.

When the XK120 was originally announced, Jaguar had no shortage of competition in the sports car market, especially from Porsche, Aston Martin and Ferrari, whose formidable efforts all began at around the same time. Jaguar's strongest suit was in providing a top-class product at an almost unbelievably low price. In brief, you got more horses for your money than any other manufacturer could offer or provide.

In the hand of people like Stirling Moss, Peter Walker and Jack Fairman et al, these cars were also immediately successful in motorsport, both at circuit and rally venues. But despite their impeccable racing pedigree, prices for these



Ron Gaertner's flawless XK120 fhc and XK150 dhc (convertible) at recent VJC Concours.

fine vehicles remain reasonable today. XK Jaguars are also in plentiful supply but beware — many have been rebuilt to indifferent standards, and where advertisements entice you with words like 'rust-free', it often turns out to be the case that the rust is free and there's plenty of it.

Background

At the London Motor Show in October 1954, Jaguar unveiled an updated version of the phenomenally successful XK120.

The revamped XK140 was improved in several ways. Most importantly, it offered more cockpit space compared to the somewhat cramped XK120. Jaguar also paid attention to the brakes, steering and suspension. A more powerful engine was fitted and a number of subtle body refinements were introduced as well.

The XK140 had big boots to fill as its predecessor had established itself as the most commercially successful high end sports car on the market.

The XK120 was originally unveiled at the 1948 London Motor Show. Jaguar displayed the car alongside their luxurious Mark V as a way to promote the firm's new 3.4-litre dual overhead camshaft straight six engine. However, the XK120 stole the show and Jaguar boss, William Lyons, quickly decided to offer it to the public.

Production XK120s began to trickle out of the factory

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in June 1949.

Jaguar struggled to keep up with demand until May 1950, when the arrival of long-awaited moulds enabled them to switch from hand-made aluminum to pressed steel for the non-opening body panels.

By this time, the XK120 had begun to demonstrate its competition prowess. After a couple of strong early showings by production variants, Jaguar produced seven semi-works examples that were supplied to a number of privateers who were given considerable factory assistance.

Leslie Johnson finished fifth at the Mille Miglia and looked set for a potential win at Le Mans until clutch failure forced him to retire while lying third.

Elsewhere, Peter Walker won the Silverstone 1 Hour Production Car race (an event won by Leslie Johnson in 1949 on the XK120's debut) and Ian Appleyard took victory on the Alpine Rally.

Stirling Moss won the Dundrod Tourist Trophy in Tommy Wisdom's car. A number of international speed records were also achieved.

After the XK120's promising display at the 1950 Le Mans 24 Hours, William Lyons sanctioned the development of a fully fledged sports racing version for 1951. The resultant XKC (better known as the C-type) made its debut at the 1951 Le Mans 24 Hours. Three works cars were entered; one retired, one finished eleventh and the example driven by Peter Walker / Peter Whitehead took a famous victory.

Thanks to the XK120 and C-type, Jaguar became a force to be reckoned with. Commercially they dramatically out-produced rival firms both domestic and foreign while, on track, they successfully took the fight to Enzo Ferrari's burgeoning operation.

By the time XK120 production came to an end in late 1954, over 12,000 had been built. The overwhelming majority of these were manufactured for export to help with Britain's Balance of Payments.

Like the XK120, the XK140 was offered in three body styles. The Open Two Seater (OTS or Roadster) was offered alongside the more luxuriously equipped Fixed Head Coupe (FHC) and Drop Head Coupe (DHC).

Chassis

Both the XK120 and XK140 were built on a box-type chassis which itself was a shortened, simplified and lightened version of the one used by the Mark V. The XK variants



Ron Gaertner, behind the wheel of his XK120 fhc picks up a Richmond AACA trophy to go with his VJC trophy at 2023 combined Concours/Car Show.

shared an identical 102-inch wheelbase, but in order to provide more legroom, the 140's front bulkhead was moved 3-inches further forward.

To improve handling, the XK140 came with telescopic rear shock absorbers instead of lever arms. Suspension travel was also increased.

Otherwise, the layout was much the same as before. The independent front arrangement was via wishbones, torsion bars, telescopic dampers and an anti-roll bar. The live Salisbury rear axle was located with semi-elliptic leaf springs.

Rack-and-pinion steering replaced the outgoing Burmann recirculating ball arrangement.

12-inch Lockheed drum brakes were fitted all round along with 16 x 5.5-inch solid steel wheels and chromed hub caps. The rims were half-an-inch wider than those fitted to the XK120 and led to a commensurate expansion of the track dimensions.

Crossply Dunlop tyres were standard equipment while Pirelli Cinturato radials were an optional extra.

A 14 gallon (63.6-litre) fuel tank was installed over the rear axle.

The XK140 FHC adopted two 6-volt batteries in each front wing while the DHC and OTS used a single 12-volt battery in the passenger side front wing.

Engine/Transmission

In the engine bay was the latest version of Jaguar's William Heynes-designed straight six.

Arguably the most advanced mass produced power unit

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in circulation upon launch, it was still a venerable proposition six years down the line.

The engine featured a cast-iron block and aluminium alloy head with dual overhead camshafts, hemispherical combustion chambers and inclined valves. Wet-sump lubrication was employed along with single plug ignition and a Lucas coil.

Displacement was 3441cc thanks to a bore and stroke of 83mm and 106mm respectively.

Two SU H6 sidedraught carburettors were fitted and, for most markets, a compression ratio of 8.0:1 was adopted. In this configuration, peak output was 190bhp at 5500rpm and 210lb-ft at 2500rpm.

Transmission was via a Moss four-speed manual gearbox.

Special Equipment

Jaguar additionally offered the Special Equipment pack and also the Special Equipment with C-type head.

The former included a crankshaft dampener, wire wheels, a dual exhaust, twin fog lamps, and windshield washers. It was known as the XK140 M in the USA.

The Special Equipment with C-type head came with two-inch sand-cast H8 carburettors, a big valve head, high lift camshafts, a 9.0:1 compression ratio, heavier torsion bars and twin exhausts. Peak output was 210bhp at 5750rpm and 213lb-ft at 4000rpm. This variant was marketed as the XK140 MC in America.

Bodywork

Cosmetically, the XK140 ushered in a number of changes compared to the outgoing XK120.

Most obviously new were bigger bumpers which now came with overriders. A full width bumper was fitted at the front and quarter bumpers were installed at the rear.

Longer doors made access to the cockpit easier and the windscreen was positioned further forward as per the new front bulkhead.

There was also new lighting: circular flashing turn signals were mounted above the front bumper and new tail lights were added out back.

The bonnet and boot lid were both given a decorative chrome trim strip down the centre. A new emblem in the middle of the boot trim strip read 'Winner Le Mans 1951-3'.

Up front, the grille remained the same size as before, but was now cast in a single piece and the number of vertical bars was reduced from 13 to seven. It also now incorporated the Jaguar emblem whereas the XK120 had used a separate badge above the grille.

As per the XK120, three body styles were offered.

The pared down Open Two Seat Roadster came with cut-down doors, a simple canvas roof and detachable side screens. When removed, the roof and side screens could be stowed out of sight behind the seats. A tonneau cover was also supplied and the windscreen was still removable. The OTS Roadster had no exterior door handles so entry to the cockpit was by an interior pull-cord.

When the weather gear was in place, the door pulls were accessed through a flap in the side screens.

The Drop Head Coupe came with a proper folding canvas roof that could be lowered onto the body. This variant came with a fixed windscreen and proper wind up side windows.

The Fixed Head Coupe was essentially a hard top version of the Drop Head.

Unless the optional wire wheels were specified, XK140s came with disc wheels and spats at the rear.

Interior

Aside from offering a little more interior space, cockpits were much as before.

Interior equipment included a four-spoke Bluemels steering wheel mounted on a telescopically adjustable column. Located in the centre of the dash was a rectangular binnacle which housed a large rev counter and speedometer plus smaller read outs for fuel, battery condition and a combined oil pressure / water temperature gauge.

Leather was used to upholster the dash, door panels, the seats, armrest and the handbrake and gear gaiters.

The FHC and DHC were broadly to the same specification; the latter came with a padded and lined canvas top while the roof on the FHC featured fine wool headlining.

The FHC and DHC both came with lockable doors. Inside, burr walnut veneers were applied to the dash, door caps and window surrounds. Wind up windows were fitted along with opening front and rear quarterlights. Other equipment included tinted Plexiglas sun visors and a lockable glovebox. New features included twin instead of single ashtrays and a pair of occasional rear seats.

Options

Jaguar offered an array of optional extras that enabled customers to add performance, safety and style.

In addition to the SE and SE with C-type head, buyers could separately specify a dual pipe exhaust system, a close-ratio gearbox, aero screens (OTS only), Dunlop rac-

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ing tyres and bucket seats.

Those that wanted added practicality could request Lucas fog lamps, a steel underbody protective shield, windscreen washers and a chromed luggage rack for the boot lid.

Further personalisation could be had with wire wheels, Dunlop Road Speed tyres with whitewalls, a choice of Radiomobile audio equipment, a white instead of black Bluelmel steering wheel and fitted luggage (two suitcases that matched the interior upholstery).

Weight/Performance

Jaguar quoted a weight of 1350kg for the OTS Roadster and 1420kg for the Fixed Head Coupe and Drop Head.

In standard trim, top speed was 125mph and 0-62mpg took 8.4 seconds.

Production Changes

During the course of production, myriad updates were phased in.

Among the more significant were a new rotor type oil pump, a circular oil seal at the front end of the crankshaft and deletion of the oil pressure valve from the filter head (all in February 1955).

In March 1955, a new thermostat was fitted. This was followed in September by a new lower timing chain tensioner. A modified cylinder head with reduced tapped hole depth arrived in December.

A new type of adjustable wing mirror was installed from March 1956. That October, the doors on FHC and DHC variants were switched from aluminium to steel.

From 1956, Jaguar began to offer a three-speed Borg Warner DG250 automatic gearbox.

Competition

By the time XK140 production began, Jaguar's factory racing activities had long since switched to out-and-out sports racing cars like the C and D-type. However, a number of enthusiastic amateurs were quick to take their XK140s to the track.

Over in the US, the likes of Charles Wallace, Jerry Austin, Dick Thompson and Harry Carter did well in SCCA C Production class racing.

Perhaps the most notable outing in a major race was a tenth place finish and second in class for Charles Wallace and Dick Thompson in an OTS Roadster at the 1955 Sebring 12 Hour World Sportscar Championship event.

One XK140 even made it to the Le Mans 24 Hours: Robert Waltshaw co-drive his FHC with Peter Bolton, but they were

disqualified for an illegal refuel early on Sunday morning.

End of Production

XK140 series production took place from September 1954 to January 1957.

In total, 8937 XK140s were built.

Left-hand drive OTS production was from September 1954 to January 1957 while right-hand drive examples were manufactured from October 1954 to October 1956.

3349 OTS Roadsters were built, 73 of which were right-hand drive. VIN numbers ranged from 800001 to 800074 in right-hand drive and 810001 to 813282 in left-hand drive.

FHC production started in both left and right-hand drive in October 1954. Right-hand drive cars were discontinued in November 1956 and left-hand drive in January 1957.

In total, 2798 XK140s were built with FHC bodywork, 839 of which were right-hand drive. VIN numbers ranged from 804001 to 804843 in right-hand drive and 814001 to 815966 in left-hand drive.

DHC production began in October 1954 and lasted until January 1957 for both right and left-hand drive variants. 2790 were built in total (480 of which were right-hand drive). Right-hand drive VINs ranged from 807001 to 807480 and left-hand drive cars from 817001 to 819311.

Cars built to SE specification incorporated an 'A' chassis prefix and those that left the factory in SE specification complete with the C-type head used an 'S' chassis prefix.

Jaguar XK150

The Jaguar XK150 is a sports car produced by Jaguar between 1957 and 1961 as the successor to the XK140.

Initially it was only available in fixed head coupé (FHC) and drophead coupé (DHC) versions. The roadster without full weather equipment which had begun the XK line was launched as the XK150 OTS (open two-seater) in 1958. Minimal rear seats were fitted in the coupés. The open two-seater was fitted for the first time with wind-up windows in taller high-silled doors, but retained the very simple folding roof of its predecessors.

History

Announced in its home market in May 1957 the XK150 bore a family resemblance to the XK120 and XK140 but was radically revised. Most visibly, a one-piece windscreen replaced the split screen, and the wing line carried higher and more streamlined at the doors. The widened bonnet

See XK120-150, p. 12



Our VJC Concours judges examine Ron Gaertner's flawless XK150 convertible.

XK120-150

Continued from p. 11

opened down to the wings, and on the coupés the windscreen frame was moved forward 4 inches (102 mm) to make passenger access easier. The car was available at various times in Red, Pearl Grey, White, Indigo Blue, Claret, Cotswold Blue, Black, Mist Grey, Sherwood Green, Carmen Red, British Racing Green, Cornish Grey, and Imperial Maroon.

The XK150's dashboard came trimmed in leather, with walnut optional on all models. On the early drophead coupés, the aluminium centre dash panel, which was discontinued after June 1958, had an X pattern engraving similar to the early 3.8 E-Type. Thinner doors gave more interior space. A little red light reminded the driver that the front parking lights, located atop the wings (fenders), were on.

Suspension and chassis were very similar to the XK140, with manual-only rack and pinion steering. The 3.4 litre DOHC straight-6 XK engine was similar to the XK140's, but a new «B» type cylinder head raised power to 180 SAE bhp at 5750 rpm.

XK150 S 3.4L XK engine with orange paint used on S models with "straight port" cylinder heads fitted with three carburetors.

The first closed and convertible XK150s were slower than their predecessors. After a twelve-month delay caused by

the February 1957 factory fire, this deficit was corrected in the spring of 1958 with the March release of special equipment models fitted with disc brakes and more powerful SE engine. Twin 1.75-inch (44 mm) SU HD6 carburetors and a modified B type cylinder head with larger exhaust valves improved performance to 210 SAE bhp at 5500 rpm. While most export cars were SE models, a third option for the open two-seater featured an "S" engine with three 2-inch (51 mm) SU HD8 carburetors and a straight-port cylinder head boosting power to a claimed 250 SAE bhp.

In 1960 the 220 hp (164 kW; 223 PS) 3.8 litre engine fitted in the full-sized luxury Mark IX saloon since October 1958 became available. [It was tuned to produce up to 265 hp (198 kW; 269 PS) in S models and propel an XK150 to 135 mph (217 km/h) and from 0–60 mph in around 7.0 seconds. Fuel economy was 18mpg. Four-wheel Dunlop 12 in (305 mm) disc brakes appeared for the first time as an option. Factory specification 6.00 × 16 inch Dunlop Road Speed tyres or optional 185VR16 Pirelli Cinturato CA67 radials could be fitted on either 16 × 5K½ solid wheels or optional 16 × 5K wire wheels.

The E-Type replacement was announced in the middle of March 1961.

Production

See XK120-150, p. 13

XK120-150

Continued from p. 12

Production ended in October 1960 with 9,382 vehicles, including 2,265 Roadsters open-two seater OTS, 4,445 Fixed head coupés FHC and 2,672 drop head coupés DHC.

XK150 1957–1960

Model	Numbers
Roadster OTS	2,265
Fixed Head Coupe FHC	4,445
Drophead Coupe DHC	2,672
Total	9,382

Performance

A 250 bhp 3.4 litre XK150S fixed-head coupé with limited slip differential was tested by The Motor in 1959. It had a top speed of 132 mph (212 km/h) and could accelerate from 0–60 mph (97 km/h) in 7.8 seconds. Fuel consumption of 22.0 miles per imperial gallon (12.8L/100 km; 18.3 mpgUS) was recorded. The test car cost £2110 including taxes of £623. It was at the time the fastest closed car the magazine had ever subjected to a full road test.

The bhp figures quoted are SAE gross and not SAE net horsepower ratings. In comparison, the 3.4L 1954 Jaguar 'D'-type with racing camshafts, larger 1.875in. Inlet valves, and 3 dual-choke Weber carburettors was rated at 246 bhp.

A total of 3 bare chassis were sent to Bertone in Turin to be bodied as prototype fixed-head coupés. They were

reportedly meant to be the replacement for the XK150 and wore an "XKE" badge on their rear flanks. Jaguar ended up replacing the XK150 with the E-

Over the past few years, a small number of cars have made regular appearances on the auction circuit and dealers' forecourts and are clearly not what they purport to be. Before buying, therefore, it pays to consult an expert: creating a fake XK is only slightly more difficult than building an Airfix model aeroplane.

On the road, a well-fettled Jaguar should feel as though 'hewn from solid'. By today's standards. The steering is a little ponderous, but the roadholding is excellent — even on the original-pattern crossply tyres — and the engine should feel strong and willing across the rev range. A good well-maintained example should bring a smile to your face as soon as you switch the engine on — a bad one probably won't.

A classic among British sporting classics, this is a notch or two above the rest where charisma is concerned and can be used 'fuss free' on today's roads, but at a price, [there's a bonus: the engines in these cars are almost unburstable so you are not going to be burdened with expensive bills for rebuilds too often].

(THIS ARTICLE FIRST APPEARED IN THE SPRING 2011 ISSUE OF MOTORTREND CLASSIC, MODIFIED MARCH 2026, BY RON GAERTNER.)

XK 150 ENGINES

Model	Years	Displacement	Configuration	Bore/Stroke	Carburettor	Power
XK 150 3.4	1957– 1960	3442cc	DOHC Straight-6	83 mm x 106 mm	Double SU HD6	190 bhp (142 kW; 193 PS) @ 5500 rpm
XK 150 3.4 SE	1957– 1960	3442cc	DOHC Straight-6	83 mm x 106 mm	Double SU HD6	210 bhp (157 kW; 213 PS) @ 5500 rpm
XK 150 3.4 S	1958– 1960	3442 cc	DOHC Straight-6	83 mm x 106 mm	Triple SU HD8	250 bhp (186 kW; 253 PS) @ 5500 rpm
XK 150 3.8 SE	1959– 1960	3781 cc	DOHC Straight-6	87 mm x 106 mm	Double SU HD6	220 bhp (164 kW; 223 PS) @ 5500 rpm

ME AND MY JAGUAR



Parker Family's XK120

The Continuing Saga of 'Old Blue'

By George Parker
VJC Member

In the mid 1950's, my Dad (the "other" George Parker) had a friend with a pastel blue Jaguar XK-120SE OTS ("SE" for "Special Equipment", and "OTS" for "Open Two Seater", or "roadster"), which Dad loved. One day this friend rolled up in a car they had never seen before, whose doors opened upwards – a 300SL! Dad raced down to the Mercedes dealer to buy his friend's old Jag, but alas, could not afford it. So instead he bought an older, more standard, model of XK-120. But still a roadster (OTS).

Fast forward a quarter of a century and Dad was getting the itch to restore a car. And he really wanted a Jag. He found one in Pittsfield, MA, near where we lived at the time. The car had been parked since the early 70's and showed

signed of hard use. Hard race-track use to be specific. But despite the bangs and dents, it was solid, rust free and mostly all there.

He bought the car with plans to do a "rolling restoration" – until he found that most everything on the car was worse than expected, like a crack in the engine block's water jacket. So disassembly began.

About that time (1981), Dad's job moved us from western Mass. to Syracuse NY, and a year and a half or so was lost to the move. Well, the move and then setting up a new workshop suitable for car restoration.

The restoration progressed over the years, finally being completed and road worthy in 1991. In the middle of this process, I bought my first "fun" car, a Triumph Spitfire. At

See OLD BLUE, p. 15

Old Blue

Continued from p. 14

times, my car was right beside Dad's "project", and he was always available for help and advice. In return, I helped him as much as I could – but I think we both knew that it was actually me who was getting the "help". Because of the time spent restoring this car, Dad always (still) chuckles when cars are touted as having undergone "a 3 year!" restoration.

Dad drove and showed the car over the next 20 some years with great success. The car brought home many trophies, some I still have, some sadly lost (keep reading). Finally, in 2013, Dad decided that he'd had all the fun he expected to have with that car and asked if I'd like to have it. Gee, let me think – OK!

In 2013/14, I did some minor work – flushed the radiator and engine block, rebuilt the generator and distributor, serviced the wire wheels and installed new tires, and a few other odds and ends. This work resulted in such improvements that I told Dad he could no longer drive it – because he'd want it back!

On Sunday morning, May 17, 2015, our world changed forever. We woke up and fed the dogs, and as we were about to fix our breakfast, we heard a loud "THUNK!" from downstairs. I went down to investigate and when I opened the garage door, the entire three-car garage was solid smoke down to about 3 feet off the floor. Oh my *** ** *!! (sorry, my real words are unpublishable....)

I had to manually release the garage doors from the overhead openers because they no longer functioned, and as I ran across the garage to open a side door, I saw (and heard!) the flames pouring out from under the dash of my Spitfire (thus truly living up to its name!). Of course, opening the doors only fanned the flames, but I jumped into the Jag, fired her up, slammed it in reverse and dumped the clutch. I could hear the tires squealing on the concrete floor. But it was out of the garage and safe (mostly). Without dwelling too much on that big event, we lost the Spitfire (obviously), our Mazda Miata (sad – that was a GREAT car! But now replaced with a carbon copy in 2023!), and my daily driver VW Jetta wagon (parked beside the garage – flames came out the door and caught the car as they went up the side of the house).

The Jag was moved to a neighbor's lawn to make room for fire trucks, and, with photos hitting social media with lightning speed, the light blue of the Jag was spotted and a truck was dispatched, not knowing if they'd even be able



Old Blue, left, anchors a gaggle of Jaguar Xk120, XK140 and XK150 classics at a recent VJC/AACA gathering.

to get the car.

I was told later that getting the car was like breaking it out of Fort Knox. When my wife determined that Bruce Woodson had sent the truck (I was long gone in an ambulance by that time), she knew it would be in good hands. But even at that, all the neighbors were taking photos of the truck driver, the truck, his license plates, etc etc. It's nice to have good neighbors.

Thankfully, although the car looked ugly, all the damage was cosmetic. The refurbishment was begun at Bruce's (car stripped), continued at Paint by Dillon in Ashland (bodywork and paint), and completed (rewiring and reassembly) at Gassman Automotive in Waynesboro. It made it back to our new house garage in early 2018.

Since then, I've replaced the pair of wet cell 6V batteries with a sealed 12V battery, replaced the gas tank (which itself was a replacement, installed in the late 1980's), and just had brake hydraulics replaced at Mercer & Woodson.

The car is great fun to drive and gets compliments everywhere it goes (even if some folks don't really know exactly what it is). I was once turning right onto a side street, and the passenger of a late model Camaro on that street, crawled right over her driver and half way out the driver's window to get a better look at "Old Blue". Another time, I was parked next to Ron G's two 100-point Jags at a show and got as many comments and compliments, mostly because of the gorgeous and unique color (Ron's cars being British Racing Green and red). And even here in our little town, when I park it on Main Street for the Fall Harvest Fest car show, even folks who don't stop to talk about the car usu-

See OLD BLUE, p. 16

Old Blue

Continued from p. 14

ally comment on the color. Almost all of them.

Although I did try to sell the car a few years back (hoping to buy back Dad's former E-Type), in a sense, I'm glad it did not sell. The car is a family heirloom, and I'm lucky to still be able to call Dad with questions about the car (he's 94 now, but you'd never know it!). Someday that will no longer be possible, so having that car in the garage will be like still having Dad with me. And since the buyer of Dad's E-Type decided he did not want to sell it (even back to me), just "any old Jag" was not going to offer what this one does – all those memories.

So, if you've read this far, here are more specifics on the car itself:

1954 Jaguar XK-120SE OTS

Originally white with red interior (the blue was chosen to replicate Dad's old friend's car which he couldn't afford to buy back in the 50's)

Inline DOHC 6 displacing 3.4L

~180hp

4-speed manual transmission

4-wheel drum brakes

Nothing power (except the engine) and nothing automatic, except the turn signal cancellation – and even that only sometimes.

Interesting Provenance

Original owner was a woman in Pittsfield, MA

Second owner was a former WWII German Luftwaffe pilot (flew ME-109s)



A day on the coast for Old Blue.

Dad was the third owner; I am the fourth owner.

The German pilot is an interesting twist in the story, but it becomes even more interesting when considering the next Jag which Dad restored. A '65 E-Type (sadly sold in 2016) whose original owner was a WWII P-40 Flying Tiger pilot! (That pilot, Charles H. Older, went on to use his GI Bill to become an attorney, then was appointed to LA Circuit Court bench, then was appointed to be the judge for the Charles Manson trial!) So two Jags, two WWII pilot previous owners, but from opposite sides of the war!

So that's the story of "Old Blue". Still great fun to drive and I often think that I shouldn't worry too much about where I park it – the entire car is its own anti-theft device!

Now 72 years old, she's looking and running better than ever.



EVENTS CALENDAR

The car show season gets underway

Greetings, Jaguarrians,
Now that February and its snow and ice are behind us, we are looking forward to getting back on the road with our Jaguars. Our events bloke has been hard at work as usual and I hope you will join your VJC friends at our upcoming events.

Tavern Luncheon

Our initial Spring event was a really interesting one where we met and had lunch on March 21 at the historic Hanover Tavern, 13181 Hanover Courthouse Road, Hanover, Virginia 23069. (Full report in next Lions Tales issue.)

Upcoming Events:

In addition to Hanover Tavern, please note the following opportunities on your calendars:

Britain on the Green

April 26 (Sunday) – 9 a.m. – 3 p.m.: NCJOC Concours, “Britain on the Green”, at Gunston Hall. 10709 Gunston Road, Lorton, VA 22079.

(Colonial Home of George Mason, overlooking the Potomac River www.britainonthegreen.org

Williamsburg Show

May 2, 10 a.m. – 2 p.m. – Williamsburg British Car Show, featuring Jaguar this year. Now located at Williamsburg Premium Outlets, 5715 Richmond Road, Williamsburg VA, 23188. Register online at www.wmbgbrit.com

Bangers on the Barbie

May 16, 3 p.m. – David Harrison’s “Bangers on the Barbie” Garden Party. 117 Elmwood Lane Chester VA 23831. RSVP to David at davidmharrison2003@yahoo.com (804) 921-1933.

Annual VJC Concours & AACA Car Show

June 13 – 8 a.m. – 3 p.m. Richmond Collector Car Show and Jaguar Concours. St. Joseph’s Villa, Richmond, 1135 E. Parham Road Henrico VA 23228 www.richmondcarshow.com

-- Brian Trickett

SERVICE DIRECTORY

Let us know where you get your Jaguar worked on

An increasing number of members are asking where they can have their classic cars and older Jags repaired and serviced.

Jaguar dealers are reluctant or not even willing to consider working on your older car.

There are several reasons for this, examples are:

They want to concentrate on vehicles they have sold and want the warranty work. but Jaguar are not building cars at this time.

The last car with an IC engine (an F-Pace) rolled off the assembly line December last year and they are not building any more cars until the new all electric model supercar is ready for sale towards the end of 2026.

Jaguar dealerships are disappearing and those that

remain will not make enough money out of working on your older car.

The mechanics and technicians at the dealerships do not have the experience of older cars (think carburettors/coil and distributor ignition systems) and troubleshooting those systems.

So with the above in mind we at the VJC are going to conduct a survey to create a “Directory of Service” for our older Jags which we can then publish to you. We are asking our members to submit their experiences with service/repair shops they have used and would recommend. Please send any input and information to myself here at VJC.

-- Brian Trickett



26th ANNUAL WILLIAMSBURG BRITISH & IMPORT CAR SHOW



MAY 2, 2026 10 AM - 2 PM

**WILLIAMSBURG PREMIUM OUTLETS
WILLIAMSBURG, VIRGINIA**



Register online at www.wmbgbrit.com

Williamsburg British and Import Car Club



FEATURE



Matt holds up the Holy Grail emblem. At right, it started with a Dodge Ram Turbo Diesel.

A different interpretation of a ‘Jaguar Hybrid’

By George Parker
VJC Liaison to AACA

This is Matt and the story of his “Holy Grail” off-roading project. Matt lives in eastern Tennessee and I got to meet him just after Christmas when we visited family there. (The panel Matt is holding is mounted to the rear differential of the finished vehicle and is the exact same typeface from the Monty Python movie of the same name.)

Matt is an avid off-roader and has made a business, “BleepinJeep”, of building extreme off-road vehicles, aka “rock crawlers”. He has a small inventory of specialized parts which he sells through his website (www.bleepinjeep.com) as well as through his extensive youtube content. Matt has over 600K followers on youtube and is well known in the off-roading community as a Jeep expert, with broad experience with the Jeep XJ models. Most of us know this Jeep as the “Cherokee”, one of the first vehicles now known as SUVs.

Matt had this old Dodge Ram truck which had the first generation (aka “12 Valve”) Cummins Turbo Diesel engine in it. He had always wanted to build an extreme off-roading car with that engine. As a regular participant in the “OnX Off-Road Build Challenge”, he decided that this would be his 2024 build project. But then came the question of what kind of car to mate to this truck chassis and engine combination?

The “OnX Off-Road Build Challenge” project includes

a maximum budget limit, so with that in mind, he needed to find a very inexpensive car - \$1200 or less – but with a long enough hood to accommodate the big diesel engine.

Ironically, Matt stumbled upon an XJ of a different flavor which fit the bill – the 1985 Jaguar XJ6! If they could mate this car body to the Dodge truck chassis, and then heavily modify it for extreme off-road capabilities, as well as utility, they’d really have something.

All told, it took Matt and his business partner Josh about 6 months of cutting, grinding, welding, painting, wiring,

See XJL, p. 20



Matt and his business partner Josh with the two donor vehicles.



The commanding view from the Holy Grail's cab. At right, the well-finished project.

Grail

Continued from p. 19

fitting – and then doing it all over again when something didn't work out exactly as planned – to complete what is now known as “The Holy Grail”. And here it is:

So for all of your Jaguar off-roading needs, please reach out to Matt at BleepinJeep.com!

The Cummins Turbo Diesel is completely unmuffled, with the exhaust stack coming straight off the engine, and is mated to a Getrag 5-speed gearbox. It also has a twin-stick transfer case, allowing for driving in FWD, RWD, or AWD. The wrecker boom on the back is fully functional and has been pressed into service to lift some very heavy vehicles out of harm's way. The rear half of the truck's frame, supporting this boom, is completely custom. One of the goals was to

keep the Jag interior as original as possible, though some modifications were necessary – replacement seats (heated AND cooled!) with heavy 4-point harnesses for safety, the Cummins engine status panel, and some instrumentation and switchgear changes were necessary. But the Jag's power sunroof is still fully functional!

In May 2025, Matt and his Dad took The Holy Grail to an all-British car show near Gatlinburg, TN. He wasn't sure if they'd let him in, and wasn't even sure how to answer their question “Is your Jaguar open or closed?” But it was incredibly well-received (the folks there loved it!) and he took home two awards.

So for all of your Jaguar off-roading needs, please reach out to Matt at BleepinJeep.com!



MEMBERSHIP RENEWAL

Did you forget to renew your VJC/JCNA membership?

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 \$80 per year.

To continue your membership uninterrupted through December 2026, payment is required. 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 two 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

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 23.

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

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Open

MEMBERSHIP INFORMATION

2026 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): \$80 .00 *

New Member 15 Month Membership (October – December Following Year): \$100 .00 *

Annual Young Enthusiast (25 years or less) Membership (January – December): \$45 .00 *

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

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

* Includes JONA 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: VJClubmembership@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.

THE BACK PAGE



Tullius posed with six of his racing Jaguars, which were based in Falls Church, Virginia.

RIP: Bob Tullius

Robert Charles “Bob” Tullius, a pioneering American racing driver and influential team owner, passed away on March 16, 2026, at the age of 95 in Port Orange, Florida. Born on December 7, 1930, in Rochester, New York, Tullius left an indelible mark on motorsports, particularly through his formidable Group 44 Inc. racing team and his enduring association with British sports cars. His career, spanning over three decades, was characterized by a relentless pursuit of excellence and a keen understanding of both driving and team management.

Tullius’s journey into racing began in 1961, almost by chance, when he took his wife’s Triumph TR3 to driving school. He quickly demonstrated a natural talent, winning his first race and subsequently securing a points championship in his inaugural year. This early success propelled him to leave his sales job at Kodak and dedicate himself fully to the burgeoning world of professional motorsports.

In 1965, Tullius founded Group 44 Inc. in Falls Church, Virginia, an organization that would become synonymous with immaculate preparation and consistent victories. The team quickly made history, with Tullius himself winning the first-ever Trans-Am race at Sebring in 1966, driving a factory-backed Dodge Dart. Group 44’s distinctive green and white livery became a familiar sight in victory circles across various racing series, including SCCA Club Racing, Trans-Am, and IMSA GTP.

Throughout the 1970s and 80s, Tullius achieved significant success, particularly with Jaguar. He clinched the SCCA B

Production Championship in 1975 with a Jaguar V12 XKE. His prowess continued in the Trans-Am Series, where he secured back-to-back Drivers Championships in 1977 and 1978 in a Jaguar XJS, also earning Jaguar its first-ever manufacturer’s championship in 1978.

Acrowning achievement of his career was leading Jaguar’s return to the 24 Hours of Le Mans after a 27-year hiatus. In 1985, driving the innovative Jaguar XJR-5, Tullius and his co-drivers secured a class victory, further cementing his legacy as a transformative figure in sports car racing. He retired from active driving in 1986, concluding his remarkable career with a victory at the Daytona three-hour race in a Jaguar XJR-7.

Beyond his driving accomplishments, Tullius was a visionary in team management and sponsorship, setting a template for professionalism that influenced generations of racers and teams. His contributions to motorsports have been widely recognized through numerous inductions into prestigious institutions, including the Sebring Hall of Fame in 2014, the SCCA Hall of Fame in 2015, the British Sports Car Hall of Fame in 2017, the Motorsports Hall of Fame of America in 2018, and the Trans-Am Series Hall of Fame in 2025. Bob Tullius will be remembered not only for his victories but also for his unwavering dedication to the sport and his pioneering spirit.

(Several of our VJC members got to meet Bob at Moss Motors in Petersburg at the British Sports Car Hall of Fame Induction in 2017.).