
LYONS TALES



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VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR

Annual Concours, VJC August Outing & family travels abroad

Hello all you Jaguarians and welcome to our 3rdrd. Quarter edition of Lyons Tales for 2026.

Since our last edition of Lyons Tales we have had some interesting events on our calendar.

Our main event of the year, of course, is our JCNA sanctioned concours which we held in conjunction with the Antique Automobile Clubs of America Richmond Chapter. As in past years the expectations were high and the show did not disappoint with a reported three hundred and fifty antique, classic, sports and modified cars, trucks, motorcycles and race cars participating in this, the 57th annual show. Our Jaguars, as usual attracted a great deal of attention from visitors. See David Harrison's full report in this issue.

Kathy and I travelled across the pond in June to see relatives and friends in England. I had planned for a long time now to go and see the British Motor Museum. The museum tells the story of British motor cars and the industry that grew up to produce them from the 1890's to the present. The publicly accessible Collections Center houses the car collections of the British Motor Industry Heritage Trust and the Jaguar Daimler Heritage Trust making in total one of the largest collections of British cars in the world. I happily wondered round this awe-inspiring museum of British motoring metal until my feet felt they were dropping off. What a great day!

Thanks to Karen Asaro and Larry Felton we enjoyed a wonderful luncheon at their lovely waterfront home near Heathsville in the Northern Neck of Virginia, on Saturday August 1st. We were treated to warm hospitality, delicious food and wonderful company by our hosts with 18 members attending. In addition, we had the chance to inspect Karen and Larry's collection of exotic cars and motorcycles as well as the guests' variety of Jaguars. It was great

See Roar, p. 3



VJC Pres. Brian Trickett

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SAVE THE DATE:

Oct. 10-- Nation's Capitol Jaguar Owner's Club, JCNA Sanctioned Slalom at 8 a.m., Saturday, Oct. 10, in Manassas, VA.

Roar

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to see everyone there. See article by our esteemed editor Greg Glassner.

Chris Harris Evans and Fara who are relatively new members to the Virginia Jaguar Club journeyed all the way from Norfolk to attend Larry and Karen's lunch event. They are the proud owners of a 1948 Jaguar MK IV. Please see Chris' very interesting "New Member" article in this edition. Thankyou Chris for your input.

By the time we come out with our next and final edition of Lyons Tales for this year we will all have been able to see the long, awaited Jaguar 01. Finally, the car is to be shown to the public for the first time at the New York Motor Show scheduled to open on October 26th. The car is being touted as an ultra-luxury all-electric four door Grand Tourer (GT) and expected first arrivals in the USA are in late 2026 and first deliveries to customers in the first half of 2027.

Key specifications are:

Performance: Around 1,000 horsepower with a 3-motor setup

Battery and Range: Roughly 120kWh battery targeting over 400 miles of range.

Price: Expected around \$130,000 to \$150,000

With so much hinging on the 01 for Jaguar for the future

of the brand it's going to be nerve racking to see if Jaguars rebranding works or not. We'll see.

Meanwhile, read on and enjoy.

--- Brian Trickett



Our globe-trotting VJC President with D-Type.

COMING EVENTS

Sept. 19 -- European Classic Car Show in Fairfax, VA, (See Poster at right)

Oct. 10 -- Nation's Capitol Jaguar Owner's Club, JCNA Sanctioned Slalom at 8 a.m., Saturday, Oct. 10. Located at Unity Reed High School, 8820 Rixlew Lane, Manassas, VA 20109. See ncjoc.net/slalom (*The VJC used to hold these slaloms and they are similar to an autocross, but with a standard-measure course so times can be compared nationwide*)

Nov. 1 -- Hilton Head Island Concours de Elegance at Port Royal Golf Club, on Hilton Head Island, S.C. **The Featured Marque this year is Jaguar!** (*Editor's Note: I have attended a number of these HHI Concours over the years and they have made impressive strides.*)



VJC EVENT REPORT



Well fed VJC members pose for a group photo at the home of Larry Felton and Karen Asaro.

Potomac outing an enjoyable afternoon

By Greg Glassner
LT Editor

From little acorns, giant oaks grow, or so the saying goes.

That was never more apparent to me than with our recent, very enjoyable Virginia Jaguar Club visit to the home and combined car collection of VJC members Larry Felton and Karen Asaro near Heathsville on the quite scenic Potomac River.

You see, I had the pleasure of sitting directly across the table from Larry and Karen during our VJC luncheon at Hanover Tavern in the spring. Our table talk started with cars, (of course!) and I was interested to learn that they shared my passion for Italian as well as British marques. So we traded notes on Italian cars we have owned, or still own.

Then Karen mentioned, in an aside, that she loved to cook and wouldn't bit be wonderful if we, as a club, visited their home to sample both their cars and her cuisine.

As one who is equally enthusiastic about European sports cars and eating, I filed that bit of information away and

handed it off to VJC President Brian Trickett in one of our periodic communications. Brian passed this tidbit to Events Bloke Carter Younger, who is always on the prowl for ideas about club outings and the rest is history.



VJC President Brian Trickett talks to the throng as hostess Karen Asaro, right, gets set to impress us with her culinary skills.



“Scuderia Felton includes Karen Asaro’s MGTD, Alfa Romeo 4C and Jaguar F-Type, and Larry’s Maserati, Lancia and 1967 Plymouth.

Potomac

Continued from p. 2

So, on the first day of August, a small and scattered squadron of Jaguars and other machinery converged, from various starting points, on the Northern Neck Hamlet of Heathsville, Virginia and Larry and Karen’s attractive home on a tributary of the Chesapeake Bay.

I found out later that Larry calls their collection of cars and motorcycles “Scuderia Felton,” as a tribute to “il Comendatore,” and that by coincidence, I have long referred to my own, much more modest assemblies of machinery as “Scuderia Glassnerini.”

Included in Scuderia Felton (and “Karen’s Kars” if you will) are a 1951 MGTD, 2016 Alfa Romeo 4C Spider, 2012 Maserati Gran Turismo, 2014 Jaguar F-Type S, 1982 Lancia Zagato, 1967 Plymouth Belvedere 440, 2013 Triumph Bonneville SE, 1981 Ducati SD900 Darmah, 2013 Moto Guzzi V7 Racer, and 2022 Jaguar I-Pace EV.

Whew! That’s quite a collection.

Larry and Karen put their carts and motorcycles out on display prior to our arrival and they were joined on the lawn by several Jaguars belonging to visiting VJC members.



2013 Moto Guzzi Cafe Racer, 2013 Triumph Bonneville SE and 1981 Ducati SD900 Darmah, with Felton’s Jaguar I-Pace EV in background.



Three VJC members' Jaguars joined "Scuderia Felton on the driveway leadng up to our gracious hosts' jhome on the Potomac River

Potomac

Continued from p. 5

This fine lineup was admired at leisure by the visiting VJC delegation before and after an enjoyable social gathering featuring liquid refreshment and a lavish display of Karen's culinary skills. (And cook, she can, indeed.)

After a pleasant repast and animated conversation, the well-sated group trooped outside and posed for the obligatory photo op.

The moral of this tale is that a delightful club excursion

can spring from a stray comment or two. And not all of us have as fine a car collection as Larry and Karen, nor possess Karen's culinary skills, but many of us, if we challenge ourselves, know of a few twisty bits of scenic highway with perhaps a pleasant restaurant or winery along the way.

So give it some thought and notify Brian or Carter of that fact. Another great VJC activity could result from it.



Karen wowed the visiting VJC members with her tasty surf and turf smorgasbord.

FROM THE EDITOR'S LAPTOP

Jaguar continues to tease new Type 01

By Greg Glassner
LT Editor

I closed my Editor's Laptop column in the previous edition of Lyons Tales by announcing yet another delay in the official introduction of the all-new, all-electric Jaguar Type 01. I noted that the introduction had been pushed to August, 2026. I closed by commenting, "don't hold your breath."

I am not clairvoyant, just cynical.

Well... the latest announcement is that it now will be unveiled for all to see in October in New York City. (No Trick or Treat jokes, please.)

In an attempt to keep the hype going, the functional prototype that did a few laps in camouflage guise at the Monaco Formula e race weekend in mid-May appeared in a new disguise at the Goodwood Festival of Speed in July. And then, in August, sporting yet another new "wrap," the same (or another) prototype was shown at the Pebble Beach Concours de Elegance in California.

Figuring, with justification, that the motoring media and general public was getting a bit weary of this routine, Jaguar released a few quite scenic "teaser" views of the Type 01, including one of the car's somewhat stark interior with a classic Jaguar D-type as a backdrop.

I'm going to climb out on an admittedly shaky limb and predict that Jaguar/Land Rover will finally make good on the October reveal of a complete, undisguised car. My basis



We get a glimpse of the new electric Jaguar's ultra-modern "less is more" interior in this shot staged at Pebble Beach. The D-Type in background may be there to demonstrate that even the most curvaceous designs in Jaguar's past had a few straight lines on them.

for this statement is that they surely must have run out of Polymeric (PVC) "wraps" back at the design studio by now.

What is too much power?

An additional observation: one member of the automotive media lucky enough to drive one of the 150-some prototypes of the new car in winter testing commented that the Type 01 will boast nearly 1,000 horsepower and a stunning zero-60 mph time in the low 3-second range. The new car is potentially so fast, in fact, that Jaguar is limiting top

See Laptop, p. 7



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

Laptop

Continued from p. 7

speed to 155 mph and is retarding its potential acceleration so buyers don't lose control leaving the dealerships. (My interpretation.)

As you can imagine, I've been mulling over this information for a few months now and my humble observation is this: if you have to limit top speed and rate of acceleration, why not just engineer the car to produce, say, 700 or 800 horsepower and save some battery weight in the process?

And how long will it take for some buyers of the Type 01 to take their cars to the local speed shop and remove the built-in governors?

Too much Hype?

Looking back at the long gestation period of the all-electric Jaguar 4-door GT, I am reminded when, as a 7th or 8th grader, I attended the homecoming football game of the Davenport (Iowa) Blue Devils. A local dealer had managed to round up enough brand new Edsel convertibles to ferry the homecoming queen and her court around the stadium. The announcer enthusiastically read a prepared statement praising this all-new auto brand with its quite distinct styling.

I recall that someone at Dearborn spotted "a gap" in the company's lineup between Ford and Mercury (or was it between Mercury and Lincoln?) and the Edsel was launched, amid much fanfare, to plug this perceived marketing gap.

After a three-year model run, from 1958-1960, Ford quietly pulled the plug on the Edsel. It became somewhat of a joke,

its distinct upright grille being described as someone sucking on a lemon, or as a rather unattractive species of fish.

Let's hope Jaguar's gamble on an all-electric lineup and bold monolithic styling fares better.

New Range Rover

In a related item, Land Rover has announced it is bringing out a fifth vehicle in its lineup, the Range Rover GT, a luxurious, all-electric grand touring sedan featuring "the brand's iconic minimalist design language."

The company press release promises "long-haul comfort, effortless performance, both in the cabin and behind the wheel."

Sound familiar?

Several unofficial images of the new Range Rover GT have been circulated and they manage to look like a more restrained version of Jaguar's Type 01.

There is speculation that the Range Rover GT will eventually be offered with a hybrid power train, since Land Rover (unlike Jaguar) has not ruled out that sort of compromise.

If so, would a Range Rover GT hybrid appeal to Jaguar loyalists who are not all that keen on all-electric power?

They could always bolt a leaper to the hood.

J/LR Layoffs

As this issue of the Lyons Tales was nearing completion, comes word that Jaguar/Land Rover was eliminating about 4,000 of its 20,000 person workforce, due to slumping sales and declining revenue.

What else could go wrong?

VJC newsletter editor 'retires'

This is the penultimate edition of the Lyons Tales under my stewardship. I have been slapping together the Virginia Jaguar Club's newsletter for 11 years now (Yup, I checked! My first was the January, 2015 edition.)

While I admit I get some satisfaction upon completion of each, now quarterly issue, it is a lot of work of a very similar nature to what I did during a four-decade newspaper career.

Like me, my aging chromebook and laptop are well past their sell-by dates and I've had to use manual "work-arounds" to deal with the quarterly avalanche of photos and stories, which is increasingly time consuming.

And so, enough is enough.

I hope, especially with the new blood we have in the club, that my successor is waiting in the wings. I offer my services to assist in the transition, and will continue to write stories, which I always get a bigger creative kick out of than the photo resizing, layout and editing.

So who will step up to the plate?

-- Greg Glassner
LT Editor

NEW MEMBER

Chris and Fara Harris-Evans and their Mk IV

By Chris Harris-Evans

I grew up in Leicestershire in the Midlands region of England, initially in the country before moving into the City.

My introduction to cars started when I was given a 1933 Morris convertible by a friend who was losing his storage. I learned to drive in the Morris with a crash gearbox and ineffectual brakes. Luckily its top speed was only 40 mph.

I came to the United States with my wife and two children, 10 and 12, in January 1983. I was working for the UK industrial control company, Eurotherm, in their drives division which made electronic controls for motors powering industrial machinery. The Temperature control division was already established in Reston in Northern Virginia and we joined them in a business park. My job was to set up manufacturing of custom control systems using the UK power modules, for customers in the US.

In Northern Virginia and Washington I was fascinated by the number of interesting older cars on the road. I decided that "When in Rome, do as the Romans do" and looked for an American car.

My first car was a 1969 Corvette with T tops which was totally different from anything I had driven in England. Then I visited a local Car Show and discovered the 1959 Cadillac, resulting in decades of Cadillac fascination. My first Cadillac was a scruffy 1963 Convertible that I enjoyed for many years until we moved the company to Charlotte, North Carolina, where I bought a pink 1959 Sedan de Ville. Fabulous as this was it was really too outrageous to drive regularly so I moved on with a 64 Fleetwood, 68 Eldorado Coupe and a beautiful 63 Eldorado convertible. These cars are totally different from the English cars of the same era with their vast engines, automatic transmissions, power everything, and air conditioning.

In Charlotte I had a basement garage with space to store and work on the cars. I do all my own maintenance and restoration including rebuilding engines and transmissions. I was an active member of the Cadillac & LaSalle club, and attended the Grand Nationals each year, from Denver to California and Florida to Boston to name just a few.

When I retired and moved to Norfolk I came with just the 63 Eldorado and decided that I should get an older Cadillac and join the Classic Car Club of America, whose Colonial



Chris and Fara Harris-Evans with their immaculate Jaguar Mk. IV.

region arranged tours in the spring and fall. I purchased a 1927 Cadillac Tourer but realized it would take years of restoration to be ready so I also bought a 1941 Cadillac Fleetwood 60 Special, a perfect tour car with its hydramatic transmission.

After my wife of 49 years, died from cancer I met Fara, also widowed, and I knew as soon as I saw her convertible BMW that she would love old cars and we have been having a great time touring ever since.

I decided it was time to go back to an English car that would qualify as a CCCA Classic and the 1948 Jaguar MKIV is more reasonably attainable than a Bentley, Rolls

See Harris-Evans, p. 10



The stately Mk. IV is not Chris Harris-Evans' first Jaguar. He shipped this 1960 Jaguar 3.4 Mk. 2 to Africa when he lived and worked in Zambia. It shows the red mud from driving 500 miles on unpaved roads!

Harris-Evans

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Royce or Lagonda. Mine came from Maryland, cosmetically very clean but with numerous mechanical issues that have kept me busy fixing. The only information I have on the history of the car before it was acquired by the business in Maryland is the invoices from British Auto USA in Manchester NH for work performed for Stephen Wolf of Middleburg VA in 1995. Maybe a longtime member of VJC will recognize the name.

As a result of now owning a Jaguar, I have joined the Jaguar Club of North America and enjoy events with the Virginia Jaguar Club.

Interestingly I previously owned a 1960 Jaguar 3.4 MK2 as a regular driver which we took to Zambia in 1967 during my job with the Victoria Falls Electricity Board. We sailed to Cape Town on a freighter and then drove up through South Africa and Rhodesia to Livingston in Zambia.

I had relatives living on the Copper Belt about 500 miles north but the Jaguar could cruise at 90 mph on the empty roads. A rather muddy Jaguar in the wet season in Zambia.



The Harris-Evans Jaguar Mk. IV with David Harrison's MG lineup at VJC's Banger on the Barbie gathering this Spring.

MEMBER TRAVELS



VJC President Brian Trickett with XJS race car at the Jaguar Daimler Heritage Trust, which is part of the British Motor Museum in Warwickshire.

Jaguar Daimler Heritage Trust visit

By Brian Trickett
VJC President

Kathy and I were looking forward to our visit to England to see relatives and friends, especially our daughter Sally and son-in-law Steve who live in Peterborough in the county of Cambridgeshire. I had previously indicated my wish to visit the British Motor Museum at Gaydon in the county of Warwickshire and to my great surprise they advised upon arrival that everything had been arranged.

The British Motor Museum not only tells the story of British motor cars and the industry that grew up to produce them from the 1890's to the present but also incorporates

the Jaguar Daimler Heritage Trust.

The JDHT holds much of Jaguar's extensive archives and a significant and historical vehicle collection. Each vehicle on display is a true icon of a bygone era and symbolizes a significant milestone in the continual development and growth of Jaguar.

If you are ever visiting England and want to see all things Jaguar then I suggest you visit the Jaguar Daimler Heritage Trust, you will find it interesting and well worthwhile, I know I did.

See Trust p. 12

Trust

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Jaguar Formula 1 race car was fitted with a Cosworth V10 engine. Ford Motor Co. bought the former Stewart Grand Prix team in 1999 and competed until 2004 in the FIA F-1 series, with drivers Mark Webber and Eddie Irvine. The Jaguar Team had modest results, due to reliability issues and corporate interference. Highlights were Irvine's third-place finishes in the 2001 Monaco Grand Prix and 2002 Italian Grand Prix. The team finished 7th in the standings in 2002, 2003 and 2004. Ford sold the team for \$1 to Red Bull Racing of Austria, which eventually became a dominant force in F-1.

The #2 Silk Cut sponsored TWR Jaguar XJ9 won the 24-hour of Le Mans race in 1988, completing 394 laps and covering 3,313.64 miles at an average speed of 138 mph, finishing just 100 seconds ahead of the second place Porsche 962. The victorious drivers were Jan Lammers, Andy Wallace and Johnny Dumfries. It was Jaguar's 7th win in the legendary French endurance race. Factory C-types won in 1951 and 1953. A Factory D-type was victorious in 1955. In 1956 and 1957, the privately entered Ecurie Ecosse D-types were victorious.



CONCOURS



Dr. Ron Gaertner's crimson Jaguar XK150 again wowed the judges and came away with a perfect 100 score. In the background, George Parker's XK120. (Car photos by Larry Felton.)

Jaguars dazzle in annual concours

By David Harrison
VJC Member

Our 2026 JCNA-Sanctioned Concours was a great success. This is important since in my opinion, of all the activities of a Jaguar club, a JCNA sanctioned Concours is the most consequential, followed by its newsletter and activities program. The Concours is a celebration of the perfection of a classic Jaguar, its Grace, Pace and Space.

Our Concours was held on June 13 and hosted (thank you, folks) by the RAAACA/CVBCC team, with a 500 car celebration of automotive antiquity at St. Joseph's Villa, featuring race cars at this year's theme.

Our tree-shaded VJC area helped cool our intrepid Judges team led by visiting Chief Judge Steve Thomas. The VJC Championship class consisted of Ron Gaertner's well known XK120 Coupe and XK 150 OTS, plus Steve Thomas' XJ-SC V-12 and Bill Sihler's XF, complemented by seven Driven class cars.

Personally, I was wearing two hats, trailering my 1933 MG Magna race car for display on the Race Car Field in

addition to VJC logistics and judging responsibilities. There were a few no-shows. I particularly missed Chris Harris-Evans beautiful Mk IV, so my judging duty was thankfully light. Did I mention the day was hot.

See Concours p. 14



Presenting a quite graceful derriere, VJC Past President Bill Sihler's 2019 XJL received a near-perfect score of 99.940



Bill Guzek's 2006 XKR Victory Edition.

Concours

Continued from p. 13

Judging and computation was over early and we had awards on our VJC field rather than at the RAAACA command post as in past years. I took pics of most of the award handouts, which I hope will accompany this report.

Most importantly, our Concours scores have now been confirmed by JCNA, they can be seen in detail on the JCNA website.

So, congrats to Chief Judge Steve Thomas and Concours

Chair Wayne Estrada and all entrants and participants.

Thanks also to our judges Jeffrey Fausak, Bill Guzek, David Harrison, Matt Siegel and Steve Thomas, and scorer Leland Miller.

And a major thank you to the RRAACA and CVBCC teams who put on a most professionally run and enjoyable event.

Here's to an equally successful 2027 VJC Concours.

See Concours p. 15



Steve Thomas' 1988 XJSC Cabriolet.

Concours

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Steve Thomas' 1988 XJSC Cabriolet.



Charles Baskerville's 2006 S-Type R.



Preston Garner's F-Type Coupe.

See Concours p. 16

Concours

Continued from p. 15



Matt Siegel's 1995 XJS V-12, Convertible.



Greg Bull's 2001 XK8 Silverstone coupe.



Larry Felton's Jaguar I-Pace (Display Only)



Bruce Woodson's E-Type. (Display Only)

See Concours p. 17

Concours

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Winners' Circle

(Not pictured: Bill Sihler & Mark Creech)



Matt Siegel, receives award from Chief Judge Steve Thomas. (Photos by David Harrison)



Charles Baskerville



Ron Gaertner



Preston Garner



Bill Guzek



Greg Bull, D-10, 2001 Jaguar XK8 Silverstone.

Concours

Continued from p. 17

DRIVEN CLASS:							
ENTRANT	CLASS	YEAR	DESCRIPTION	ON FIELD	COLOR	JUDGED	SCORE
Matt Siegel	D-09	1995	XJS V12 6.0 L 2+2 Conv.	✓	Green	1	10.000
Bill Guzek	D-10	2006	XKR Victory Edition	✓	Black	1	9.990
Charles Baskerville	D-13	2005	S-Type R	✓	Grey	1	9.990
Mark Sterling Creech	D-14	2016	XF R-Sport	✓	Black	1	9.994
Preston Gamer	D-15	2016	F-Type	✓	Grey	1	9.990

CHAMPION CLASS:							
ENTRANT	CLASS	YEAR	DESCRIPTION	ON FIELD	COLOR	JUDGED	SCORE
W. Ronald Gaertner SE12-36896	C-02	1953	XK 120 DHC SE	✓	Green	1	100.00
W. Ronald Gaertner	C-04	1960	XK 150 DHC SE	✓	Red	1	99.780
Steve Thomas	C-12	1988	XJ-SC CABRIOLET	✓	Silver	1	99.000
William Sihler	C-19	2019	XJL	✓	Green	1	99.940

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

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

The mechanics and technicians at the dealerships do not have the experience of older cars (think carburetors/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

JAGUAR FOR SALE



Jaguar 2005 S Type R for Sale

My Jaguar STR is up for sale. So, in addition to the F-Pace, I am buying another one and that will make three Jags. Unfortunately, we only have garage space for two and the STR is definitely not staying out so reluctantly she has to go, hopefully to someone who can continue to take care of it and preserve it.

I bought the car from a VJC member in 2016 and became a member myself so the jag has been registered in the JCNA for some 14 years in total. Over the years the car has garnered concours awards in both Driven and Championship class the last one being First in Driven in 2025. Since purchasing the car, I have put 16,000 miles on it, driving it on a weekly basis.

The car has 120,000 miles and has been extremely well maintained with most of the work performed by the Jaguar Richmond dealership and usual maintenance/oil changes done by myself.

No expense spared to keep this fast cat on the road and running as it should. I have a record of all work and maintenance performed since I bought the car, the latest being a new battery installed and new tires installed and balanced in recent months.

Exterior – excellent. Has original paint-no rust or corrosion whatever.

Interior – excellent

Engine oil and filter changed each year regardless of mileage.

Electrical all working as should. Has touch screen navigation but needs software update. According to Jaguar there is no update after 2012. I use it though sometimes and works fine however I bought a Garmin which brings everything up to date. (note-Garmin not included in sale)

Specifications:

Year 2005

Model S Type R Sports Sedan

Price new \$63,072.00

Build quantity 8,043

Engine Supercharged Double overhead cam V8. 4.2liter

Horsepower 400bhp @ 6100rpm

Torque 405 ft.lb @ 3500rpm

Acceleration 0-60mph in 5.15 seconds

Max. speed 156mph governed

Asking \$8,500 obo If interested contact me at briantrickett1@gmail.com or telephone 954-303-2012.

-- Brian Trickett, VJC President

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:

glasssgreg@hotmail.com

Make sure you reference

Lyons Tales or VJC somewhere in the subject line.

SUBMISSION DEADLINE

20th 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 (Effective January 2026)

Mark Creech, Membership Chair

Prince George, VA 23875540-207-3803

mark_creech@hotmail.com

Wayne Estrada, Concours Chair

Chattanooga, TN 37405

202-716-9790

wayne@smartriangles.com

Ron Gaertner, Member-at-large

Manakin Sabot, VA 23103

804-784-6718

wrg hog@aol.com

George Parker, Co-Clubs Coordinator

Bowling Green, VA 22427

804-448-8368

george@cantstopthinkingbig.com

Greg Glassner, Newsletter Editor

Ruther Glen, VA 22546

804-349-6750

glassgreg@hotmail.com

LyonsTales@yahoo.com

Leland Miller, Treasurer

Bumpass, VA 23024

540-972-8050

leeandjulie@gmail.com

Bill Sihler, Secretary

Charlottesville, VA 22911

434-972-3004

sihlerww@embarqmail.com

W. Carter Younger, "Events Bloke"

804-347-2168

wcarteryounger@gmail.com

Wayne Estrada, Website

Chattanooga, TN 37405

202-716-9790

wayne@smartriangles.com

Brian Trickett, President

Moseley, VA 23120

954-303-2012

briantrickett@gmail.com

Vice President

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 JCNA Member (Club Membership Only): \$30.00

*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: VAJCLmembership@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.

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Our VJC Concours was part of the annual Richmond Region, Antique Automobile Club of America Car Show. Race cars were featured, including a pair of ex-Richard Petty NASCAR race cars and their hauler.



A Ford GT40 and a Lola T-70.



VJC Member David Harrison's 1933 MG Magna.