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# LYONS TALES



## VJC Members talk about their XJS Jaguars



**2025 VJC CONCOURS**



**Bangers on the Barbie**

### **INSIDE THIS ISSUE:**

**President's Letter  
2025 Concours  
New VJC Member  
Spotlight on XJS**

**VIRGINIA JAGUAR CLUB  
VOLUME 24, NO. 3  
Third Quarter, 2025**

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# LYONS TALES

## LYONS' ROAR

### Plenty of VJC activities have been planned for this year

#### Dear Members:

Welcome to our 3rd Quarter edition of Lyons Tales and we have plenty of things to report in this issue.

At the beginning of June our long-standing member and past president, David Harrison and his wife Una hosted their annual garden party at their home in Chester. (See "Bangers on the Barbie" article, page 4.)

This has become an annual event enjoyed by all of us who attend and this year was no exception. Thanks David, Una and their daughter Sara for a great and entertaining afternoon.

Also in June the club held our long awaited, Jaguar Clubs of North America Concours d' Elegance, held at St. Joseph's Villa Richmond in conjunction with the Antique Automobile Clubs of America Richmond Chapter. I say long awaited, because the planning for the event has to start early in the year and seems to go on and on to get everything organized in time for the event in the summer. However, the planning paid off and the concours proved to be another rounding success this year. Thanks go to all involved but especially to our Concours Chairperson Wayne Estrada, also our Chief Judge John Larson who stepped in to help us this year and also provided our judges with the required training. Also, our thanks go to Bruce Woodson of AACARichmond who helped us tremendously with coordination between AACARichmond and VJC throughout the whole process. Please see "Concours Report by Wayne Estrada".

Talking about events, we have some upcoming events planned for you:

On Saturday, September 20th we have a visit arranged at the Aviation Museum

See Roar, p. 3



**VJC Pres. Brian Trickett**

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### SAVE THE DATES:

**Saturday, Sept. 20:  
Aviation Museum.**

See pg. 19

**Saturday, Oct. 18:  
Fall Foliage Tour.**

See pg. 3

# VJC EVENTS CALENDAR

## VJC Autumn Drive planned for October 18

By Ron Mitchell  
VJC Rallymaster

Fall is approaching and bringing its typically pleasant driving weather. So, now is a good time to mark your calendar for a fall drive through the wine country east and north of Charlottesville in your Jaguar (or any car for that matter). The route will pass by Burnley Vineyards and you will have time to stop there for wine tasting if you like.

The route will start just north of Exit 136 on I-64 (east of Charlottesville) and end in Orange Va. (on Hwy 15, about 20 miles north of the start point)

The drive will take about 1.5 hours (+ wine tasting time) and cover 65 miles of paved, lightly-travelled secondary roads, ending at a restaurant in Orange Va. for lunch. This will be an opportunity to take a leisurely, or spirited if you prefer, drive in (hopefully) beautiful fall weather and enjoy the camaraderie of like minded car people.

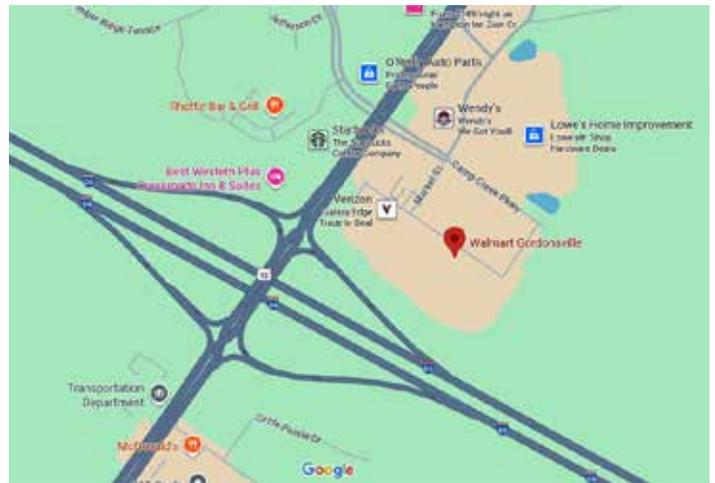
This drive is best done with a driver and navigator but it is possible to do it solo. Each vehicle will be given a set of driving instructions (mileage from start, turn directions, route names & numbers). No time or speed calculations are required. Just follow the instructions and you should arrive at the restaurant. Simple.

Come join us on Oct 18 in the parking lot of the Zion's

Crossroads Walmart near the corner of Camp Creek Pkwy and Market St. (I-64 Exit 136, 0.1 miles north of I-64, behind the Sheetz station, see attached map).

You should plan to arrive by 9:45 a.m. The first vehicle will depart at about 10 a.m.

You can find information about this and other Virginia Jaguar Club events at the website: Virginia Jaguar Club ([vajaguarclub.com](http://vajaguarclub.com))



**For Complete Registration Details, go to:  
[vajaguarclub.com](http://vajaguarclub.com)**

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## Roar

Continued from p. 2

near Virginia Beach. This is a trip not to be missed, especially if you are an aviation buff. We hope to have a good turnout for this one.

On Saturday, October 18th we have a drive created by our esteemed Rally Master, Ron Mitchell. I had the opportunity to experience the route for myself when Ron invited me to join him on a reconnaissance test drive in July. The drive will take us through the meandering countryside in the wine growing area surrounding the Gordonsville and Orange area this will be followed by a lunch. I can assure you this is a beautiful run, so come out and join us. Please see the website for more details on both of these upcoming events.

We will need to have a head count for people who wish

to attend these two events.

For the Aviation Museum visit please contact Carter Younger.

For the rally drive please contact Ron Mitchell and copy Carter Younger.

In this issue we continue with our “Me and My Jaguar” article. This time we are highlighting the XJS. This is rather fitting since the XJS celebrates it’s 50th anniversary this year. We cover the history of the model and include input and experiences from some of our members who own this particular model. Read on, I hope you enjoy.

-- Brian Trickett  
President

## VJC SOCIAL EVENT



**The Harrison E-Type enters in front of F-Type and S-Type R.**

## Annual 'Bangers on the Barbie' Garden Party

For our Virginia Jaguar Club March event we had been cordially invited to David and Una Harrison's garden party at their residence in Chester. This has become a long standing tradition in the club and always turns out to be a fun event. This year proved to be no exception.

Members get the chance to have a get together and chin wag and best of all taste the sausages (bangers) expertly prepared with appropriate delicious sources and relishes by the Harrison Family and friends. This is followed by pies, cakes, trifle, fruit and other goodies which the members bring along to share.

This year David had removed his collection of Jaguars and MG's from storage and placed them on his lawn. As we arrived, we added to his collection parking our Jags alongside.

We were treated to a rare event when David fired up his precious Austin Swallow, the oldest Jaguar in the USA, of course using the cranking starting handle. Who needs a starter motor?



**Janet Carter and Una Harrison relax in the sun. A pleasant afternoon with cars, food and fun.**

See Party, p. 5

## Virginia Jaguar Club



**Sara, Kathleen and Karen enjoy the relaxed ambience, food and drink.**

## Bangers

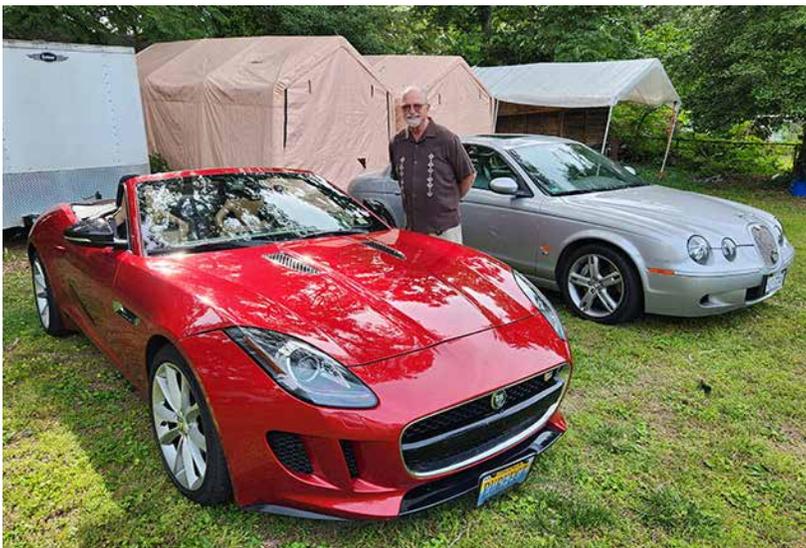
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Continued from p. 2

For those who were interested David gave us a drive splendid feast and most enjoyable afternoon. round the block in the car of our choice,. I got the chance to ride in the E Type. Nice!

Thanks go to David, Una and family for putting on a

*-- Brian Trickett,  
VJC President*



**Larry Felton with Karen's F-Type, above. At right, our genial host, David Harrison.**

## NEW MEMBER CORNER



**Chip Trieshmann in the E-Type he has owned for 23 years. Below, his 2002 XK8, 1996 XK8 and E-Type.**

## VJC welcomes new member Chip Trieshmann

I recently joined VJC and met several members at the Concours in Richmond,” said Chip Trieshmann.

“I retired from my orthopedic surgery career in 2020. Cars have always been a passion of mine and over the years I have owned several T-birds, Mustangs, Corvettes, NSXs and Jaguars. My wife Tamzen has raced her 1998 BMW M3 with great joy and success.

“My first Jaguar was a 1996 XK-8 followed by a 2002 XK-8. In 2003 I purchased my dream car, a 1965 E-type roadster. It has been a joy to restore and drive this beauty!

“Unfortunately, it has gotten increasingly difficult to enter and exit my car, which can be quite embarrassing. I am looking to sell it to another Jaguar lover so I can experience and get to love a new XF.”



## FROM THE EDITOR'S LAPTOP



The TWR Supercat injects 2025 technology into the venerable Jaguar XJS package.

# TWR Supercat keeps flame of sporting Jaguars burning bright

By Greg Glassner  
LT Editor

While Jaguar's current corporate leadership appears to have mystified car enthusiasts of all stripes with the excruciatingly long gestation period of for an all-electric lineup

of new models, turned off traditional Jaguar buyers with the Miami South Beach PR teaser campaign, and left dealers with nothing new to sell for two years, a small British firm has kept the Jaguar flame burning.

TWR (Tom Walkinshaw Racing), the same folks who kept Jaguar alive at Le Mans and other major racing circuits in the 1980s and early 1990s, another time when the company's leadership seemed to be lost in the woods, has revived the spirit of the XJS Jaguar with its limited edition TWR Supercat.

I learned about the TWR Supercat while beating the July heat and constant thunderstorms by live streaming coverage of the 2025 Goodwood Festival of speed. Though somewhat large for the narrow, haybale-lined Goodwood hillclimb course, a Supercat finished 11th in the weekend "Shootout" against competition that included a variety of vintage and modern machinery. This ranged from pre-war race cars, and a '70's Shadow Can-Am Car to modern World Rally and GT3 cars. The event was won by hillclimb specialist Roman Dumas in the fresh-from Pikes-Peak 1,000+ horse-



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

See Laptop, p. 8

# Supercat

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Continued from p. 7

power Ford SuperTruck, followed closely by ex-F-1 driver Scott Speed in Subaru's Project Midnight hillclimb special.

So what is a TWR Supercat, I wondered?

An intriguing blend of old and new, is the answer.

According to TWR, it is not a "restomod", nor is it a new car. "It is an analogue car with digital influences."

In its engine bay, the Supercat houses an updated 5.6 liter Jaguar V-12 with dry sump lubrication and a supercharger, tuned to deliver 660 bhp and 730 foot-pounds of torque, quite a bit more than when the V-12 powered the E-Type and XKS. The transmission is a manual 6-speed (old-school) and the brakes are vented steel discs with ABS (new school).

Bodywork, while resembling the XKS, is high-tech carbon fiber reinforced with tubular steel, and the undertray uses current F-1 technology to provide gobs of road-holding downforce.

As hardcore as the Supercat's stats imply, the cockpit, however is driver and passenger friendly, with high-quality materials and creature comforts, harkening back to what Jaguars of old used to offer.



**The limited production TWR Supercat's interior has the materials and comfort Jaguar owners expect.**

Because TWR plans an initial run of but 88 Supercats, it is pricey for a new Jaguar at \$280,000, but when one considers that the Jaguar brass plan to charge upwards of \$120,000 for its all-new, all-electric GT car, if it ever arrives, maybe the TWR Supercat is a bargain.



**Driver flings the TWR Supercat up the Goodwood hillclimb. (Shot from event streaming.)**

# ANNUAL VJC CONCOURS



The Virginia Jaguar Club's Concours and Display cars in a prime position as spectators enter the show.

## 2025 Concours entries a winning bunch

By Wayne Estrada  
Concours Chairman

### We Did It!

This year's Concours was a success, and much thanks to all the participants that came from far and wide as well as our Chief Judge, John Larson of the Nations Capitol Jaguar Owners Club who organized our judging team.

If you missed this year's Concours please come next year back to the beautiful and historic grounds of St. Josephs Villa on Brook Road.

As in previous years, VJC's Concours was a "show within a show." and was held in conjunction with the Richmond chapter of the Antique Automobile Club of America (RAACA). Merchandise and auto-related vendors were on-hand that offered a bit of everything for everyone, and plenty of free parking was available for spectators who attended at no charge.

The Virginia Jaguar Club has some notable cars among its membership including the oldest "Jaguar" (a 1929 SS

See XK8, p. 10



E-Type in front of Ron Gaertner's XK150.



Alice King's XJS.



**Chief Judge Wayne Estrada's Jaguar XJ12 (Display only) was a reminder of Jaguar's motto: "Grace, Pace and Space."**

## Concours

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Continued from p. 9

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' lots of great classic American, muscle cars and hot rod custom cars as well.



**David Harrison crank-starts the oldest Jaguar in North America.**

### Pre-Event Social Gathering

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

See Concours, p. 11



**John Larson's XJ6.**

## Virginia Jaguar Club



# Concours

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Continued from p. 10

The afternoon and evening before the event, we met 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.

### Participant Scores

We had 10 cars judged (unfortunately three others cancelled at the last minute) in both the JCNA “Champion” and “Driven” classes. There were four perfect scores, two in Driven and two in Championship. And, thanks in part to the variety of JCNA Classes, there were nine class winners and one second in class among the judged entrants. The

results were as follows:

**Driven** – Bill Guzek, 2006 XKR Victory Edition; 9.992; Matt Siegel, 1995 XJS V-12, 10.00; Stewart King, 1994 XJS, 9.986; Brian Trickett, 2005 S-Type R, 9.974; Mark Creech, 2016 XFR Sport, 10.00.

**Championship** – W. Ron Gaertner, 1953 XK120SE, 100.00; W. Ron Gaertner, 1960 XK150SE, 100.00; Harvery D. Ferris, 1963 E-Type Series 1, 98.870; Stephen Thomas, 1975 XJ12-C, 98.270; William Sihler, 2019 XJKL, 99.940.



## Me and MyXJS



The Jaguar XJS hardtop featured flying buttresses on the roofline.

# XJS took Jaguar's sporting heritage and put it in a 2+2 grand touring car package

By Brian Trickett  
VJC President

The XJ-S was introduced in September 1975 and superseded the E-type, the car that had become the highest selling Jaguar sports car at that time and still considered by many to be the ultimate sports car of all time.

However, as production of the E-type came to an end after 14 years, times were changing and the general thinking was that the age of the 2-seater sports car was over in favor of the concept of a 2+2 grand tourer. Other makes had already entered this niche of premium priced cars like Jensen with the Interceptor and Aston Martin with the DBS. Jaguar had to go with the change of the times.

The early design was based on the frame and underpinnings of the XJ6 of that time and can be attributed to Malcolm Sayer who had earned his stripes with the company since he was head of design of the previous E-Type. Sayer had attended Loughborough College, now Loughborough

University and studied aeronautical design. He applied these aeronautical concepts to his design of Jaguar cars. Unfortunately, he died in 1970 before the final design and never got to see the car into production. The design was radical for the time, noticeably for its "flying buttresses" that swept down the rear of the roof line, blending in to the rear wings, a styling feature that improved aerodynamics.

Power came originally from the Jaguar V12 engine. V12 powered cars were a rarity except for the Italian car makers such as Lamborghini and Ferrari. The XJ-S compared well with the Italian cars with acceleration 0-60 mph in 7.6 seconds and a top speed of 143 mph.

It is fair to say that the XJ-S certainly was not universally liked when it was launched in 1975 and it nearly did not survive its first 5 years in production. The car was launched during the world oil crises and the V12 engine was incredibly thirsty, not a good start. Most of the British

See XJS, p. 13

## XJS

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marques had merged into one company, British Leyland, as an attempt to stave off Japanese competition in the home market. This was to prove the undoing of the British motor industry in general, where poor management faced off strong unions with neither side willing to work together. This toxic environment led to worsening industrial relations which in turn led to poor build quality and lower sales and Jaguar was no exception to the rule.

However, Jaguar persisted and gradually introduced improvements over the years.

Firstly, the thirsty fuel consumption of the V12 was greatly improved upon by adopting a newly patented design for a combustion chamber by independent engineer Michael May. The dished piston crown was replaced by a flat head piston and the new cylinder head incorporated May's unique combustion chamber. As the piston rose during compression the swirl of the mixture was forced very quickly into the combustion chamber which resulted in a much more controlled burning of leaner air to fuel mixtures. A whopping increase of compression ratio to 12:1 was achieved all without detonation or "pinging" occurring. Jaguar christened the cylinder head the "fireball" and the engine the "HE" (High Efficiency) engine. Of note is also the fact that not only lower general fuel consumption was improved but also an improvement in maximum power at rated speed was realized. In 1981 the car became known as the XJ-S HE.

Other improvements followed. In 1983 Jaguar introduced their new in-line 6-cylinder engine (AJ6) long considered to



**Race versions of the XJS were campaigned in Europe by Tom Walkinshaw Racing (TWR), and in the USA by Group 44.**

be the most bullet proof engine they ever built and further improving fuel consumption.

At the same time a part solution to a convertible was made available in the form of a Targa Top roof and so the XJ-SC (Cabriolet) came to be. (see David Harrison's history of the XJ-SC).

For some time now Jaguar dealers had been informing the factory that if they had a true convertible model then they could really sell the XJ-S. However, you just can't chop the top of a car without losing the strength and integrity of the body and Jaguar needed to do their research. Realizing they were losing sales while this was happening,

See XJS, p. 14



**Two masterpieces of metalurgy and mechanical design, the venerable twin-cam Jaguar straight six, left, and the 5.3-liter V-12, right. The view under the hood of today's cars pales in comparison.**

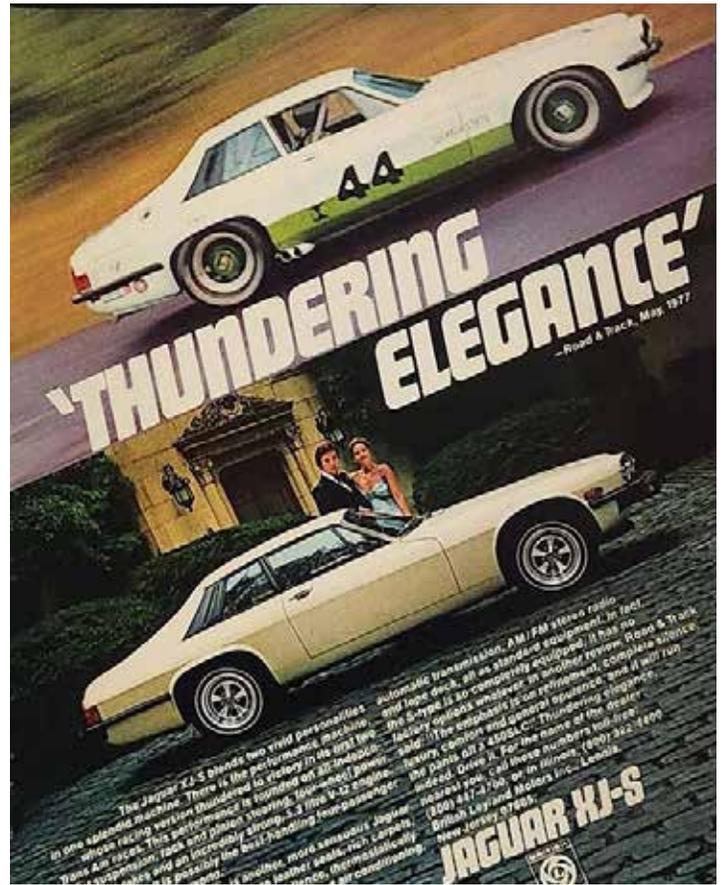
# XJS

Continued from p. 13

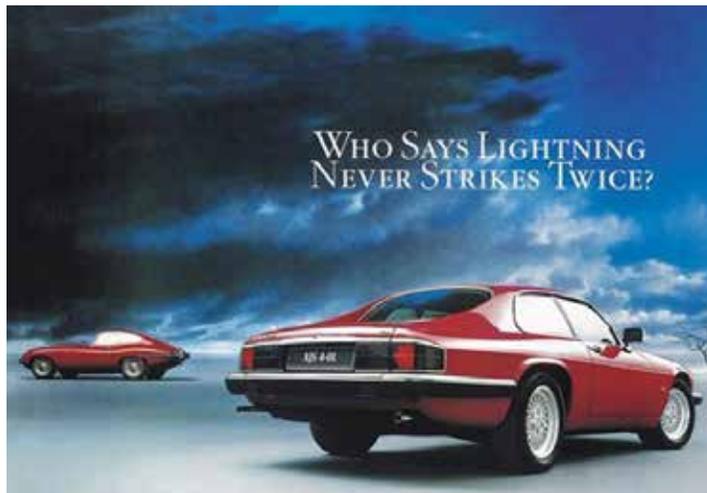
they looked around for assistance in this regard and found Hess and Eisenhardt, a coachbuilding firm located in Ohio, USA. Hess and Eisenhardt were contracted by Jaguar to build convertible modifications for the XJ-S. These H&E convertibles were produced to build up stock to satisfy demand until Jaguar had completed its own development work and put a factory built convertible into production in 1988. H&E convertibles are still highly regarded by aficionados of the XJ-S.

Now things were really beginning to "rock and roll" for Jaguar and the XJ-S and under the new ownership of Ford Motor Company they released the Facelift model, relaunching it in 1991 and dropping the model's hyphen in the name and marketing it as simply the XJS. Ford set about introducing a host of changes to both interior and exterior but the flying buttresses in the coup still remained. Designer Geoff Lawson, who we highlighted previously in the last quarter's edition dedicated to the XK8, pointed out that the buttresses were part of the car's character.

In 1992 Ford gave the green light to Jaguar to really "up the ante" introducing a new 4.0-liter version of the in-line AJ6 engine. Not satisfied with this in 1993 the V12's displacement was enlarged from 5.3 liters to a whopping 6.0 liters increasing horsepower by 10 per cent to 308 bhp at 5,350rpm and torque by 16 per cent to 355 ft/lb. at 2850 rpm. Top speed at time of launch was recorded at 161 mph.



Jaguar advertising art for the XJ-S model.



Jaguar advertising art for the XJ-S model.

New transmissions were made available to handle all this increase in torque and power.

In 1995, the final specification changes were made and the car was referred to as the Celebration model, to celebrate the 60th year of Jaguar Cars.

The XJS was discontinued in 1996. From a shaky start the car had survived an amazing 21 years with production totaling more than 115,000. It was superseded by the XK8, which continued to use a modified version of the XJS platform until 2005.

### XJS Production Figures by Engine

Total V12 production 5.3 liter and 6.0 liter	83,721
Total AJ6 3.6-liter production	9,990
Total AJ6 4.0-liter production	21,702
<b>GRAND TOTAL</b>	<b>115,413</b>

## Me and MyXJS



1996 XJS AJ16 4.0, named after Manfred Richthofen, The Red Baron

## Sihler's XJS named after German WWI Ace

By Bill Sihler  
VJC Secretary

I was looking for a red XJS that I could put a Harvard license plate frame on. We found Manfred on the internet, listed by an individual in Florida. He was reluctantly selling it because he no longer needed a car for work. He lamented this decision because he said it was the best XJS he had owned. Previous owners lived in Texas, Kansas, and Oklahoma. The car had about 85,000 miles on it when we bought it and now has about 106,000.

1996 was the last year for the XJS, and only convertibles were produced that year. Manfred has the AJ16 engine, said to be the best straight six ever built. We have had no trouble with the engine, which hums away very quietly. Sometimes, it's hard to tell it is running.

The relays associated with the top and side rear windows seem somewhat vulnerable to failing. Once the mechanic identified the problem, replacement of the relays was simple.

In 1995, Jaguar celebrated its 60<sup>th</sup> year by creating a

Celebration model of the XJS.

It looks to me as though some of the Celebration's features carried forward into Manfred. (Sir William never wasted old parts.) The description of the Celebration seats appear to match those in Manfred, and the headlight surrounds might be from the Celebration. I haven't seen a photograph of the interior woodwork to compare. But the steering wheel is definitely not Celebration.

I had a few modifications made, such as adding the Jaguar front fog lights. I also had heated pads installed into the squabs. Putting in a new radiator immediately solved the problem of overheating when running the air conditioning.

The steering wheel was badly cracked, but the effort of getting it refinished was only partly successful. It was refinished in a much darker hue than the original (again, maybe the original color was a Celebration one).

In general, Manfred has performed well and is fun to drive.

## Me and MyXJS



This XJ-SC Cabriolet was once owned by Rock & Roll legend James Brown

## Harrison XJ-SC Cabriolet has unique provenance

By David Harrison  
VJC Past President

The XJ-SC cabriolet was Jaguar's initial response to the clamor in the early '80's for an open sports Jaguar. Jaguar had always offered an open car, starting with the Austin-Swallow Sports in 1927, and had followed up with legendary cars like the SS 100, the XK 120 and the E-type. However, in June 1974 production of the Series 3 E-type OTS ended. Rag top enthusiasts were denied the pleasures of open air Jaguar motoring for ten years.

By the early eighties, the only sporting Jaguar available was the XJ-S coupe. Jaguar decided as an interim measure

to meet the demand for an open car by a low cost modification of the coupe, maintaining as much of the original shell as possible. The result was the XJ-SC cabriolet, which maintained body stiffness by a central Targa bar, with front fiberglass T-Tops a la Corvette and a choice of rigid or fold down rear tops. Extra bracing was added to the scuttle and underside. The fiberglass rear top came complete with heated rear window. The rigid tops were covered with durable polyester fabric to give a finished appearance, and the total effect was a really handsome car, much more attractive to

See XJS, p. 17

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many than the XJ-S coupe.

The setup gave a variety of open air experiences as one or both T-tops could be removed, leaving the rear top in place. To give a full convertible effect everything could be removed. The Targa support did detract a little from the open air experience, but was strong enough to act as a roll bar in case of inadvertent inversion. Removing and replacing the T-tops was a bit of a chore as they had to be stowed in a special bag in the trunk, and replacing the rear hardtop with the soft top (or vice versa) was a big job, Jaguar probably thinking this would only be done at season change. The owner had to ensure the T-tops were securely latched with the rather crude factory latches. The driver's side T-top were known to take off at highway speeds if the windows were fully lowered. This accounts for driver's side T-tops being scarce as hen's teeth, while passenger side tops can still occasionally be found on e-bay. Jaguar were aware of the cabrio's idiosyncrasies and came out with a full convertible with powered top in 1988 as soon as it could be engineered.

A total of 5012 cabrios were produced, making it quite a rare car. Five 3.6 liter prototypes were produced in 1983, and 22 more in 1984. These used the new AJ6 six cylinder engine coupled to a 5 speed Getrag gearbox, which replaced the venerable 4.2 liter XK engine. 1985 saw the start of serious production, with 459 3.6 variants and a magnificent total of 4 V-12s with automatic transmission. 1986 and 1987 were big production years with 459 of the 3.6L and 690 of the V-12s in 1986. Production peaked in 1987 with 201 of the 3.6 L and 1581 of the V-12 cars. By 1988 it was all over and Jaguar's "real" convertible replaced the cabrio. However the cabrio had served its purpose as an interim model that met a need, and gave time for Jaguar to fully engineer the XJ-S convertible.

There are about eight cabrios in the greater Richmond area. Despite their rarity they are, in my opinion undervalued and under-appreciated. The six cylinder/5 speed cars make great slalom contestants in their class as they are so much lighter and more nimble than the V-12s. Maybe their time will come, but at the moment you can buy a nice V-12 XJ-SC for well under 15 grand, with the sixes doing a little better.

My cabrio is the 700th made, and is a 3.6L/5 speed in steel metallic with biscuit trim. It was finished mechanically on Dec 12 1985, and completed on Jan 6, 1986. It

was shipped to "Fattori and Mantoni" in Vanzago, Italy on Jan 7, so they didn't waste much time. Somehow it found its way across the pond into the hands of James Brown, the entertainer, who lived in Augusta, Georgia. It is not widely known, but Mr. Brown was a Jaguar lover, and quite generous with gifting them to his entourage. He apparently found the five speed box a bit of a challenge around town, they are a little sticky when cold and the six-cylinder drivetrain needs care when starting off to avoid stalling. Maybe this is why he traded it in on a new XJ6 to the local Jaguar dealer in Augusta.

I was working on a carpet recycle project for Honeywell in Augusta and often drove by the dealer's lot. The cabrio sat there for at least six months until I finally went in and asked about the car. The battery was flat and the car was rather damp and musty, it took a while to get it started, and I ended up buying it very reasonably. I bravely drove it off the lot and back 400 miles to Chester. Some of the electrical problems fixed themselves as the car warmed up and dried out over the 400-mile trip.

I used the car to drive the weekly 800 miles, round trip, to my Honeywell project for the next year or two, the six gets about 25 mpg on the road, my only complaint being weak a/c on muggy days. I got a good suntan around town, but put the tops up at interstate speed. I got in touch with one of James Brown's band members and acquired some interesting memorabilia including JB's monogrammed pajamas.

I have displayed the car but it has never been restored to anything like concours condition. It has been in storage for too many years due to recent diversions into MGAs. The cabbie's fortieth birthday comes up next year and I may start a revival if not restoration.

## EDITOR'S NOTE:

The Third Quarter edition of Lyons Tales is a bit tardy due to unforeseen circumstances. Your humble editor fell and broke his right femur in August and is still undergoing what appears to be a lengthy rehabilitation.

A few corners have been cut to get this one out, so please bear with me.

--gkg

## Me and My XJS



When a hurricane destroyed Alice King's 1996 XJS, she and Stewart searched for a suitable replacement before finding this beautiful Signal Red 1994 XJS in Detroit.

## The path to owning a beautiful Signal Red XJS

By Stewart King  
VJC Member

Although we are seen together at gatherings of VJC or other British car events arriving in a signal red XJS, my wife Alice is the owner of the rare, black on black on red XJS.

Alice's path to it is as follows: She was driving a 1972 Pontiac Le Mans with a GTO front end in the late 1970's, which was traded in for a 1979 Triumph TR-7 in 1980. At that time, I owned a 1978 XJ6, series II, and would visit Jaguar events in the San Diego area, exposing Alice to the XJS, who by then had a goal to own one of her own.

Over the years, the goal simmered, and in 1998, she purchased a 1996 XJS, black on black on signal red with 16,000 miles recorded. We were living in Connecticut at the time. Then we moved south to a small town in North

Carolina after closing our business in Connecticut and buying a home near the water that was 8-feet above sea level, the 100-year-flood height.

Well, in 2017, a hurricane visited our area, and stayed for three days, raising the surrounding flood waters to a height to 9.5 feet, which, indeed, filled the XJS with about a foot of water, totally destroying the car.

Fortunately, a search for a replacement found a black-on-black, Signal Red 1994 XJS for sale in Detroit, so, we flew up to view it, bought it, and drove it to its new home in the small town in N.C.

There is something special, when driving on a good day with the top down and having drivers toot their horns and give us a "thumbs up" salute, that tells of the beauty of a black-on-black, Signal Red 1994 XJS.

## Me and My XJS



The Lyerlys' beautiful burgandy 1996 XJS

# Triumph owner became a Jaguar XJS convert

By Maurice Lyerly  
VJC Member

Maurice and Ree (Marie) Lyerly bought their '96 Celebration XJS in October, 2022.

Maurice owned three Triumphs many years ago and began to get the British Car "Bug" again. But restored TR 6's were fairly pricey so he began to focus on the Jaguar XJS.

He found this one, a California car, and the former owner seemed to have taken exquisite care of it.

"It's a blast to drive with the top down and we take it to the beach every summer, a round trip of approximately 500 miles," Maurice reported.

"We didn't buy it to get compliments but we can't take it out of the driveway without getting thumbs ups."

### VJC EVENTS CALENDAR

#### Saturday, September 20

Visit to the Military Aviation Museum in Virginia Beach  
Join fellow Jaguarians at this remarkable aviation museum for a look at classic airplanes from World War I and World War II. Most of these historic aircraft still fly, and we hope to see some fly while we are visiting.

You can see the aircraft the "Few" of the Royal Air Force flew to win the Battle of Britain - Hurricane and Spitfire – as well as their Nazi adversaries, the Messerschmitt BF 109 and the Focke-Wulf FW 190. WW I aircraft include the Royal Flying Corps' S.E. 5A and Sopwith fighters and the Kaiser's Fokkers and Albatross. There are many other aircraft from

the USA, Russia, France and other combatant nations as well. Weather permitting, we will be able to see some of the warbirds take off and land on the grass runway adjacent to the Museum hangars.

We will enjoy guided tours and lunch, as well as seeing our fellow Club members and the Jaguars they bring to the event.

The Museum is located at 1341 Princess Anne Road, Virginia Beach, 23457. Admission is \$17 for adults, \$15 for seniors 65+, youth 5 – 13 \$10, children 4 and under are free. Please plan to meet at the Museum at 10 AM. So that we know how many to expect, please RSVP to [wcarteryounger@gmail.com](mailto:wcarteryounger@gmail.com) with the number of people in your group and whether you plan to have lunch at the Museum. We will provide more details about lunch options to everyone who RSVPs. For more information, the Museum's number is (757) 721-7767.

## OPINION



**Jaguar**



**Mercury**

# Jaguar vs. Ford, a comparison

By David Harrison  
VJC Past President

The merger of Ford and Jaguar was like many marriages, it started with good intentions, did not last forever and a bit of DNA was swapped.

I compared several years ownership of my 2004 Jaguar XJ 8 versus my “Ford,” a 2007 Mercury Grand Marquis, a Ford with extra trim. I bought both used, the XJ8 with about 70K miles on the clock, the Mercury with about 40K. Both are classed as luxury vehicles, they both cost me about \$7,500, they both now have about 110K on the clock. Current KBB values for both are about \$4000.

So overall depreciation costs have been about the same, but depreciation costs per mile are double for the Jaguar. So Ford wins this lap.

Maintenance costs for the Mercury have been very low other than routine tire, oil changes etc. It has been a most reliable vehicle. The Jaguar has run up some significant costs, I replaced the air suspension system with coil over shocks at a cost of \$2,500 after spending a lot on the original system. A new headliner cost \$600, a new thermostat housing cost \$500, a new TPS cost \$250, there were brake issues, in total I may have spent about \$8K on the Jaguar. Ford wins this lap too.

Money isn't everything, or we would all be driving Mercurys, so let's compare the driving experience. The

Mercury is powered by a lazy 4.6 litre V8 producing 224 HP, the car is quite heavy at 4130 lb, so 0-60 takes 8.5 seconds. The Jaguar is powered by a 4.2 litre V8 producing 294 HO, it is lighter (and smaller) at 3,800 lb so it is nippier, taking a respectable 6.3 seconds. The Jaguar has better roadholding, though I have to say the 2007 Mercury handles much better than previous years, perhaps benefiting from Jaguar tech. Both cars average about 20 mpg, improving to about 25 mpg on a long run. So the Jaguar wins the performance lap.

Let's look at comfort next. The Mercury drives and feels like a big armchair, old fashioned but comfy, easy to get into and out of. You could drive to the West coast in comfort.

The Jaguar is much more sporty and compact, the bucket seats are firm. Una finds it difficult to enter and exit. It's not as comfortable, though I like it that way.

The Mercury probably wins the popular vote and this lap. Beauty, they say, is in the eye of the beholder.

The Mercury styling is not ugly, but not beautiful either, sort of middle of the road. By comparison, the Jaguar with its traditional Lyons styling has a timeless grace. You can feel proud taking it to a car show or the country club.

I think this last lap is the one that crosses the finishing line.

Jaguar wins.

# 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](http://www.vajaguarclub.com) and

[www.jcna.com](http://www.jcna.com)

Yes, all of the above for just \$75 per year.

Please note that Jaguar Clubs of North America have raised their dues by \$10 for 2025. However, we are not passing all this on to our club members, 2024 dues were \$70, so we are raising 2025 dues to only \$75.

To continue your membership uninterrupted through December 2025, payment is required. Please go to the Virginia Jaguar Club website for payment options

Just go to [vajaguarclub.com/join.php](http://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](mailto:Mark_Creech@hotmail.com)

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

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

Visit us online at: [www.vajaguarclub.com](http://www.vajaguarclub.com)  
Facebook: <https://www.facebook.com/groups/904051982964621/>

The Virginia Jaguar Club is affiliated with The Jaguar Clubs of North America

## Submissions

We encourage our members to submit articles, stories and pictures for publication in Lyons Tales. We kindly ask you follow the specifications listed below. To submit an article, please send to:

**LyonsTales@yahoo.com**

(Alternate: [glassgreg@hotmail.com](mailto:glassgreg@hotmail.com)).

Make sure you reference

Lyons Tales or VJC somewhere in the subject line.

### SUBMISSION DEADLINE

**10th of the month preceding the issue date.**

### SUBMISSION SPECIFICATIONS

Any regular font like Arial or New Times Roman

Format: Word or Text file

# CLUB OFFICERS & COMMITTEE CHAIRS

## VJC Officer/Board List (Effective January 2025)

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# MEMBERSHIP INFORMATION



## Virginia Jaguar Club - Membership Form

You do not have to own a Jaguar to be a member of the Virginia Jaguar Club

Check One:  New  Renewal Date: \_\_\_\_\_

Name: \_\_\_\_\_

Spouse or Significant Other Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: Home (\_\_\_\_\_) \_\_\_\_\_ Cell (\_\_\_\_\_) \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

Jaguar #1: Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_

Jaguar #2: Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_

Jaguar #3: Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_

I am interested and/or are willing to assist with (check all that apply):

Car Shows  Rallies  Racing  Club Administration  Newsletter  Web Site  Organize Social Activities

Type of Membership (check one):

Annual Membership (January – December): \$75 .00

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

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

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

Club Membership for Active JCNA Member (Club Membership Only): \$25.00

\* Includes JCNA Membership

(Memberships Include Spouse/S.O., All Memberships Expire on December 31st)

Payment Options:

1. Paying by Check - Please, make checks payable to “Virginia Jaguar Club” and mail with a copy of this form to: Virginia Jaguar Club, c/o Mark Creech, PO Box 173, Prince George, VA 23875

2. Paying by Credit Card - Email the form to the Membership Chairman: VJCMembership@Gmail.com or send it to the address above indicating you want to pay by credit card and we’ll email you an invoice via Square (membership active upon payment). Please note that there is a \$2.15 convenience fee for credit card payments.

## THE BACK PAGE



**Looking a little like Fiat X/19 crossed with a Triumph TR8, this interesting modified is actually a Jaguar XJS that has been shortened by a foot or two. Interesting autocrosser, maybe?**

## ANY ROAD TRAVELED

Disclaimer: Lyons Tales' purpose is to disseminate news, technical information and superfluous minutiae related to Jaguar automobiles.

Any maintenance technique, modification or bodge published in Lyons Tales should be weighed against conventional, traditional, and generally archaic maintenance practices and procedures established by The Knights Templar. LT is not the authority on maintaining or improving Jaguar automobiles.

The views expressed are those of the author of the article or person quoted and not necessarily that of the Editor, VJC, JCNA or JLR-NA or any of its parent organizations (although maybe they should be). Owners should consider possible techniques or modifications in light of common sense and compromises among economy, longevity, performance, reliability, drivability, legality, and resale value not to mention the affect on one's virtue, morality, integrity, dignity, honor, respectability, nobility, purity, ethics and good character.

Any modifications possibly affecting emissions or safety are just silly and should not be attempted.

Neither this publication nor this organization, editor or his minions will assume any liability for ensuing consequences for your inept application of those techniques described herein. So there.

*P.S. If you don't know where you are going, any road will take you there.*

*-- The Editor*

