
LYONS TALES



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VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR

AGM and holiday social topped off our year 2024

Dear Member:

First and foremost, let me wish you all a happy new year.

At this time our new events chairman, Carter Younger, is preparing some very interesting events and outings for 2025. Keep an eye open for upcoming news as more details and information become published on the VJC website, emails and future issues of Lyons Tales.

The 2024 Annual General Meeting and Christmas Social event held in the 4th quarter was held at the Tractor Museum at Colonial Heights and was a tremendous success. This is the first time we have used the Tractor Museum for an event and all members who attended were impressed, so much so that Carter Younger has already booked it for our 2025 AGM. See article on AGM and Tractor Museum in this issue.

Membership Drive

Recently we have placed emphasis on attracting new members to our club. With that in mind we have created cards advertising Virginia Jaguar Club. The idea is to keep these cards in the glove compartment of your car and when you see a Jaguar parked while you are out and about then you can slip one of these cards under the windshield wiper or side window with the intention to introduce the owner to VJC. If you see the owner at the same time, it would be a useful tool to introduce yourself and explain the benefits of joining VJC. These cards were handed out to attendees at the AGM and will be made available to all members soon.



VJC Pres. Brian Trickett

See Roar, p. 3

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SAVE THE DATE:

**Saturday
June 14:
VJC Annual
Concours
in Richmond**



Virginia Jaguar Club



Front, left, and back, right, of new member recruitment card.

Roar

Continued from p. 2

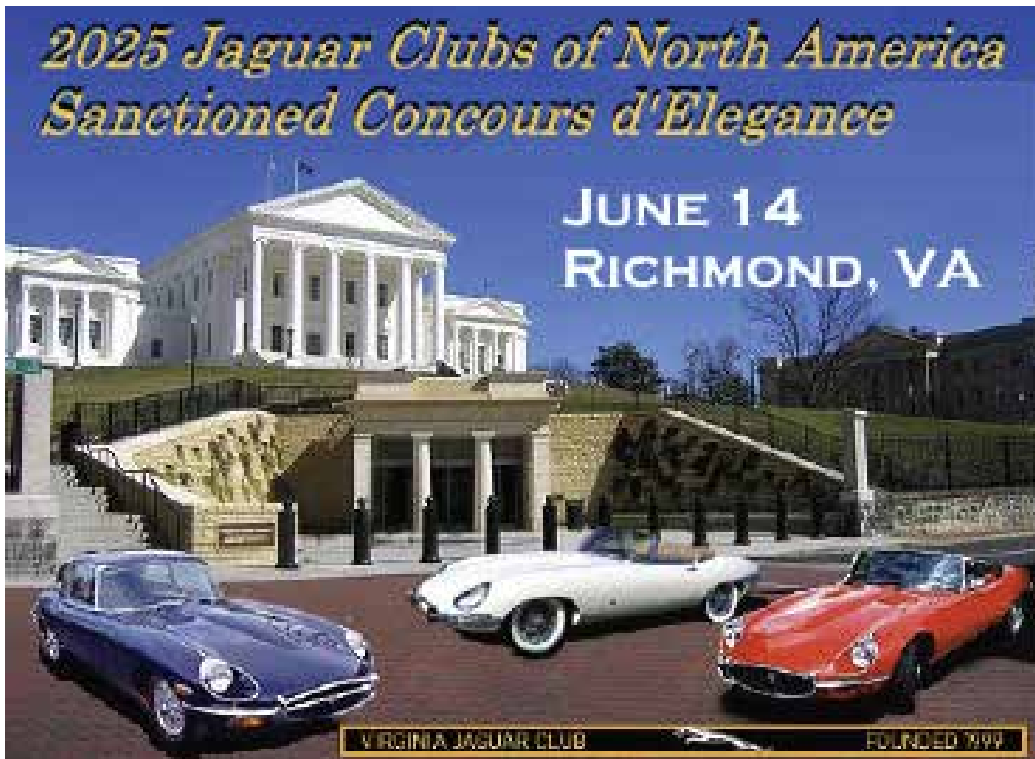
Please do not chase any Jaguar with the intention of using this card as an introduction. Just in case you had that in mind. It could be tricky trying to slip the card under the windshield at speed.

MEMBERSHIP RENEWAL

This is a friendly reminder that club membership runs for one year and expired on December 31st, 2024. For those members who have already renewed through 31st, December 2025 or are new members, thank you for your continued interest and support for Virginia Jaguar Club and Jaguar Clubs of North America. You will continue to

VJC EVENTS CALENDAR

Virginia Jaguar Club Concours slated for June 14



ANNUAL GENERAL MEETING REPORT

Minutes of the Virginia Jaguar Club Annual General Meeting

December 7, 2024
at the
Keystone Tractor Museum
Colonial Heights, Virginia

The meeting was called to order at 12:15 p.m. by President Brian Trickett. Those attending were: Larry Felton and Karen Asaro, Greg Glassner, David and Una Harrison, Stewart and Alice King, Leland and Julie Miller, Brian and Kathy Trickett, Carter and Janet Younger, William Sihler, and Mark Creech

The minutes of the October 2024 meeting were approved.

The proposed change in the by laws was moved, seconded, and approved unanimously.

2024 Review

A review of the Club's 2024 activities was presented by Vice President and Events Chair David Harrison.

In March there was a meeting at the Williamsburg Winery, where the owner spoke on his experiences managing the auto racing team for Marlboro Cigarettes.

May was a Garden Party courtesy of David and Una Harrison.

The Club's concours was held in June in conjunction with the AACA annual show in Richmond.

A scenic Rally, organized by Ron Mitchell, was held in October. Other car club members joined in this event, which enjoyed excellent weather. Finally, today's event is the Annual General Meeting.

The financial report was presented by Treasurer, Leland Miller and accepted.

Membership

Membership Chair, Mark Creech, reported the Club has 32 members. Mr. Trickett emphasized the importance of attracting new members. He distributed "windshield cards" that identified VJC and provided contact information. He encouraged members to keep some in the glove compartment to place under the windshield wipers of any Jaguar they happened to note parked.

Election of Officers

The election of Officers was conducted by the Secretary, Bill Sihler. The following had agreed to serve if elected:

President: Brian Trickett

Events Chair: Carter Younger

Treasurer: Leland Miller

Secretary: Bill Sihler

Lyons Tales Editor: Greg Glassner

Membership Chair: Mark Creech

Webmaster: Wayne Estrada

Concours Chair: Wayne Estrada

There being no further nominations, there was a unanimous vote to approve the list of nominations.

2025 Events

A discussion followed about 2025 Events, and especially about the Concours. The VJC's chief judge for many years has been Sherman Taffel. After the 2024 Concours, he decided not to continue in that position. Brian Trickett had discussed taking on the Chief Judge position with Wayne Estrada, who had reservations about the problems of distance from Richmond.

Mr. Trickett said he had also approached Ron Gaertner, who is considering the idea. (Ron later reported he would be happy to be a judge but not a chief judge.)

Scam Alert

President Trickett took the opportunity to remind members that because the identification of JCNA officers is public information, scammers frequently will send out request in an officer's name (such as please send gift cards, take a look at these pictures, do you know the people in these photos). Do not, do not respond or click on any link.

Lunch & Quiz

A fine buffet lunch was served at 1:30.

After lunch, there was a motoring trivia quiz and a raffle for unused gifts from the Concours.

The meeting was adjourned at 2:15 so that members could enjoy the Tractor Museum's exhibits.

-- Respectfully submitted by Bill Sihler, Secretary.

VJC SOCIAL EVENT



Our jolly Virginia Jaguar Club group at the Keystone Antique Truck and Tractor Museum.

Jaguar enthusiasts enjoy tractor museum

By Brian Trickett
VJC President

After the Annual General Meeting, the group had the chance to explore the museum and see all the exhibit.

Keystone Antique Truck and Tractor Museum is located just 30 minutes south of Richmond. I had seen the outside of the building several times as I had driven by it heading south on I-95 but never felt the need to go and look at it. What a treat I had missed over the years but after our AGM I had the chance to see what it was all about.

The museum houses an amazing collection of antique agricultural tractors and related farm equipment. That's not the least of it, since they have a huge collection of antique trucks, classic cars and all kinds of related garage and associated equipment like gas pumps, oil cans, tools, automotive signs, advertising material from yesteryear and much more than can be mentioned here.

I worked for Cummins Diesel and many of the names of the equipment were familiar to me since Cummins supplied the engines to some of these OEM's (Original Equipment

Manufacturers). When I started to work for Cummins in 1979 some of these were already out of business or had been bought out by other companies. Examples are Allis
See Museum, p. 4



As a retired Service and Customer Support Manager for Cummins High Horsepower Engines, Brian Trickett homed right in on this Cummins ISX.



VJC 'First Lady' Cathy Trickett in the hall of big trucks.

Museum

Continued from p. 5

Chalmers became Fiat Allis, Massy Harris became Massy Ferguson etc. On the truck side Diamond T merged with White Trucks who in turn were bought out by Volvo and marketed their trucks as Volvo GMC. Volvo soon dropped the GMC part of the logo and marketed the trucks as Volvo Trucks North America. Freightliner trucks were acquired by Daimler Benz. Wow, how things change.

However, there was one exhibit in the museum which was definitely not antique. I am not sure how this ended up in an antique tractor display but the beautifully cross sectioned Cummins ISX engine on display is modern state of the art diesel power. This 6 cylinder, 15 liter engine is used mainly for modern class 8 heavy duty highway trucks but also has other applications such as electric power generating sets, construction, marine etc. The ISX has a horsepower range between 525-600 brake horsepower and a maximum torque of 1850 lb.ft. Looking at those old Mack trucks in the museum they could have well benefited from a repower with the ISX.

Our coordinator and guide Anne, on behalf of the museum was very helpful and informative with the arrangements for the AGM and gave us all the time we wanted to explore this 125,000 square foot, very unique museum. Thanks also go to David Harrison for coordinating the event. Altogether, our group had a great time.



An antique gas pump (or "petrol pump," as the Brits say).

FROM THE EDITOR'S LAPTOP



An impressive array of J.I. Case tractors from the 1940s and '50s. The model at right is not streamlined for top speed on the Mulsanne Straight, as one might think, but to pass between rows of crops without damaging them.

Tractor Museum brings back memories

By Greg Glassner
LT Editor

After we concluded our Dec. 7 Annual General Meeting business and enjoyed the buffet luncheon, I was eager to renew my acquaintance with the host Keystone Truck and Tractor Museum, which I first visited 8-10 years ago.

I immediately made a beeline for the neon sign featuring "Old Abe" that that looked over the small but significant

collection of Case Tractors.

My father, Kurt Glassner, was an engineer for J.I. Case for about a dozen years when I was growing up. He had worked for Fairbanks-Morse, Co. in Beloit, Wisconsin, (where I was born) during World War II, producing diesel engines for submarines. Before my second birthday Dad took a job with Case and we moved to Racine.

After the sixth grade, Case transferred him to their tractor plant in Iowa and we lived in Davenport for two years. This was a major tractor manufacturing area, with John Deere and Minneapolis-Moline plants on the Illinois side of the Mississippi River and J.I. Case in Bettendorf, Iowa on the western bank.

During the Racine years, my father would sometimes go into the plant on Saturdays to finish jobs in the engineering offices and I'd tag along. I was cut loose in the small factory museum. It was great fun to learn about the company history and climb all over the tractors and other farm equipment on display.

Jerome Increase Case began making farm machinery in 1842. He adopted the eagle symbol in 1865, having been impressed by "Old Abe" after the bird served as the mascot for the 8th Wisconsin Regiment during the Civil War.

In addition to the neon sign, the Keystone Museum also has a cast iron sculpture with the Eagle perched on a globe,

See Laptop, p. 8



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

Laptop

Continued from p. 7

the Case emblem.

The Keystone Collection has a nice array of early Case tractors as well as tractors from the late 1940s to 1959, the years my dad worked for the company. The earlier ones sport the old all-orange paint and later models have more modern styling and the “Desert Sand and Flambeau Red” livery, mimicking the two-tone livery of cars in the 1950s.

I remember when Case introduced the the two-tone scheme because Dad brought home surplus paint samples. He built a mechanical rocking horse for my sister and painted it in Desert Sand and Flambeau Red. Some years later, when I took apart a WWII-era Harley-Davidson 45 motorcycle I brush painted the frame and fenders in discarded J.I. Case “plow green” from a half-full can I found in our basement.

So the Keystone Museum collection brought back a flood of old memories for me.

Of perhaps more interest to VJC members, the J.I. Case factory museum of my youth also held at least one example of the Case automobile, which the company produced from 1911-26, before reverting back to agricultural and construction equipment. (Trivia tidbit: A team of lightly modified J.I. Case production cars competed in three Indianapolis 500s from 1911-1913, capturing a pole position and a top finish of 8th place.)

Speaking of cars, the Keystone Museum has a large hall full of them, including an Austin-Healey and MGTD. It



Your humble scribe with a 1959 Case tractor, the last model year that my father would have worked on as an engineer before leaving the company. It sports the distinct two-tone Flambeau Red and Desert Sand paint job that the firm went to in the 1950s.

also has a room of non-American tractors, including an array of Canadian Cockshutt tractors and a Porsche and Lamborghini tractor.

Several VJC members I spoke to were impressed with the high level of restoration of the many tractors, trucks and cars in the museum.



Cars? Did you say cars? The Keystone Museum has those as well.

MEMBER OBSERVATION

Cars have a lot in common with tractors

By Greg Glassner
LT Editor

I wonder if all who attended our Virginia Jaguar Club AGM and Holiday Soiree at the Keystone Truck and Tractor Museum managed to see the Lamborghini and Porsche tucked away in the nether recesses of the facility.

They were there, in the display of European and Canadian tractors.

You see, Lamborghini and Porsche are among a number of companies that built both tractors and automobiles. In fact, that club also includes Ford, Case, Fiat and Aston Martin.

When you think about it, cars and tractors have a lot in common. They both have engines, transmissions, wheels and tires, and can carry one or more people. And there is considerable overlap between the two industries.

As I mention in my editor's column, the J.I. Case Company also built automobiles in the early years of the 20th Century and even competed in the Indy 500.

Ford, of course, was the best known of the builders of both cars and tractors and many light gray or blue Ford or Fordson tractors can be found, still in use today, on farms around Central Virginia. Henry Ford & Sons, built the first tractor in 1917, and the company continued to manufacture in plants around the world up to 1986, when Ford bought New Holland and the brand became Ford-New Holland. Then in 1991, Fiat of Italy, which started making tractors in 1919, bought the combined company and in 1999, Ford was dropped and the familiar blue tractors continued under the New Holland brand.

Lamborghini Trattori was founded in 1948 by Ferruccio Lamborghini, who also enjoyed driving fast cars on Italy's back roads and Autostradas. It is widely rumored that Lamborghini was unhappy with one of his Ferraris and expressed his discontent to Enzo Ferrari, who retorted:

"If you no like 'a my car, why don you build 'a you own car?" or words to that effect. (Inexact translation.)

And so Ferruccio did, establishing Automobili Lamborghini in 1963.

The reason Aston Martin's famous sports cars were dubbed DB Mark III, DB4, DB5, DB6, etc. all the way up to the new DBX, is that David Brown of David Brown Ltd. a tractor maker, bought Aston Martin and Lagonda in 1947 and ran the company until 1972, a period that included a



A Porsche Tractor (red with yellow wheels) is back-to-back with a Lamborghini tractor (orange and blue) at the Keystone Truck and Tractor Museum's display of European and Canadian tractors.

1959 Le Mans win and the beginning of the James Bond movie series.

Porsche-Diesel made tractors from 1956 to 1963, producing 125,000 of them, many of which are now working collector items. But the idea originated before WWII when Ferdinand Porsche was tasked with developing a People's Car, eventually the Volkswagen, and a People's Tractor (along with the Wehrmacht's Jeep-like Kubelwagen and assorted tanks). Porsche licensed the designs to other companies immediately after the war. Later, the company Porsche's family founded made them as well.

Last, but probably not least, there are also Ferrari Tractors, which started production in 1957 and continue to be marketed today. You can purchase a used Ferrari tractor from the 1970s or 1980s for as little as \$7,000, which might get you bragging rights at your local feed store. Ferrari is a common name in Italy and the two companies are not related, as far as I can determine.

Oh, and did I mention that Tata Motors, which owns Jaguar, is also in the tractor business in India?

IDLE SPECULATION



Gerry McGovern, Chief Creative Director for Jaguar/Land Rover introduces the Type 00 Concept Car at Miami Art Week in December.

Is Jaguar on right track, or lost in the woods?

By Greg Glassner
LT Editor

The as yet to be introduced to the public, all new, all-electric Jaguar lineup has become somewhat of an obsession with me. Am I the only one to be baffled by Jaguar-Land Rover Corporate reticence on the subject?

Purveyors of Artificial Intelligence and amateur photoshop artists have flooded the internet with their ideas of what the new Jag will look like, which only adds to the confusion.

I have been wondering of late if the folks at Coventry and the overlords at Tata in India have completely retreated and are busily doing a redesign in wake of the public (and motoring press) reaction to the released “spy photos,” whacky teaser ad on TV and Miami’s Type 00 “concept cars.”

Zig-zag camouflage cladding can only hide so much of the overall shape and the Miami concept cars, while better, don’t offer much encouragement that we shall all be in awe of the actual product when it hits dealerships sometime this year or early next year. I’ve seen a lot of concept cars that wowed

me on the stands at auto shows and then, like Cinderella’s elegant carriage, turned into pumpkins in production.

Some of this reminds me of the time I covered the introduction of Chrysler’s new models in the mid 1970s. I was one of only a handful of “car guys” at the Norfolk (Virginia) Ledger-Star when given the opportunity to fly to Kansas-City and get wined and dined on Chrysler’s tab.

I was subbing for our Business Editor who was tied up with his daughter’s nuptials in Texas. His modus operandi at these lavish annual unveilings by Detroit’s Big Three, I found out later, was to enjoy the hospitality, glance at the cars and put his name on the press releases handed him by the carmaker’s P.R. staff.

While not above drinking my share in the hospitality suite and stuffing my face at the groaning board, I took my role much more seriously. I attended as many of the briefings as I could, drove the new models with vigor over a makeshift autocross course, and actually wrote down and analysed

See New Jag, p. 11



Jaguar’s November 18 teaser ad for the Miami Art Week “reveal” ruffled a few feathers among the tweed jacket with leather elbow patches traditionalists. The South Beach crowd probably loved it.

New Jag

Continued from p. 9

what the company officials and engineers were saying.

The main theme that year was a revamp of Chrysler’s largest behemoths featuring massive chrome “waterfall grilles.”

On the ride out to a pre-season NFL game (in a double-deck London bus, no less) I sat next to an engineer who had transferred to Detroit from Chrysler’s British subsidiary. (Remember the old Rootes Group?)

I opined that placing emphasis on the company’s gas-guzzlers during what is known now as “The First Arab Oil Crisis” seemed a misstep to me.

After glancing about to see who was in earshot, he pretty much agreed.

I had driven the smaller line of Dodge Darts and Plymouth Valiants that day, and thought they could slap on a faux-Mercedes grill, beef up the handling and have the kind of gas-sipping car Americans could embrace. I mentioned that I had a Dodge Colt at home, which was a rebadged

Mitsubishi product, and asked why Chrysler couldn’t build something like that in Detroit?

Anyway, I don’t know if any of my suggestions ever made it up the chain. It took Chrysler’s first near-bankruptcy and Lee Iacocca to bring some sensible-sized cars to market, as well as the Minivan, which proved a Chrysler game changer for nearly five decades.

Anyway, when I returned to Norfolk, I discovered to my chagrin that the City Editor had cut out anything in my dispatches that was even mildly critical. He explained that the newspaper didn’t want to offend any Chrysler dealers that were loyal advertisers.

Anyway, I offer this story as a space filler, since nothing new of use has emanated of late from Jaguar Corporate’s PR mongers.

I just hope Jaguar and Tata are not making as big a blunder as Chrysler’s upper management in the 1970s.



If a 2004 Chrysler 300 mated with the 1930 Bentley Blue Train Special, would the baby look like the Jaguar Type 00 Concept Car?

NEW MEMBER CORNER

VJC welcomes new member Jay Lander

Jay Lander is from Jacksonville, Florida but has roots in Virginia. And, while serving as our recently elected JCNA SE Regional Director, he is taking a special interest in the Virginia Jaguar Club by becoming one of our newest VJC members.

Jay has owned many Jaguars over several decades and currently delights in motoring in his 2017 BRG F-Type R convertible. He loves the looks, speed, handling and open air ride of the destined to be iconic Jaguar F-Type.

Jay, who grew up in Arlington, Virginia, has lengthy Jaguar judging experience and thoroughly enjoys participat-



New VJC member Jay Lander soaking up the sun in his 2017 F-Type R.



Jay Lander also owns an F-Type coupe.

ing in many JCNA sanctioned concours events throughout the United States.

Most recently he judged at the Suncoast Jaguar Concours in January 2025 and has been a member of the judging teams at several International Jaguar Festival events, and in numerous JCNA concours throughout the Southeast.

Please welcome Jay to our Virginia Jaguar Club family and we look forward to seeing him at various club and social events throughout the coming year.

-- Brian Trickett President

2025 Dues (Includes VJC and JCNA membership)

Annual membership (Jan-Dec) \$75.00

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

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

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

AUCTION REPORT



Although it never scored that “big win,” this 1954 Jaguar D-Type has a most interesting history. (Photos and history courtesy Broad Arrow Auctions)

Significant D-Type hits Amelia auction block

If you just won the lottery or rediscovered that stash of bitcoins you bought years ago and have been looking for, you still have time to dash down to Florida for the Broad Arrow Auctions at the Amelia, March 8, and bid on one of, the most desirable Jaguar D-Types in existence.

Bidding on this “no reserve” 1954 Jaguar is expected to top \$6 million when the hammer falls.

Factory Works Jaguar D-Type “OKV 2” was driven by Stirling Moss and Peter Walker as the lead car for Jaguar’s assault on the 1954 24 Hours of Le Mans, setting the fastest lap. Arguably the most raced Works D-Type, it was campaigned in top-level European races every year between 1954 and 1958

Retained by Jaguar Works, this D-Type was also raced and tested by legends Tony Rolt, Peter Whitehead, Mike Hawthorne, Ivor Bueb, Ninian Sanderson, and Norman Dewis. It was restored by Lynx Engineering in the late 1970s, and has more recently raced at the Goodwood Revival, Classic Le Mans, and Monterey Historics, as well as driven on the Colorado Grand, California Mille, and numerous C- and D-Type tours.

Jaguar’s C-Type, built expressly for demands of the 24

Hours of Le Mans, marked the start of Jaguar’s dominance at Circuit de la Sarthe in the 1950s, winning in 1951 and

See D-Type, p. 14



Stirling Moss, left, sprints for his car (#12) at start of 1964 Le Mans race. The traditional footrace and standing start was eventually shelved for safety concerns.

D-Type

Continued from p. 13

1953. Its lightweight space frame, powerful and reliable 3.4-liter XK engine, and pioneering Dunlop disc brakes marked Jaguar as a race-winning innovator, but it was the D-Type, designed by Bill Heynes and Malcolm Sayer, that revolutionized sports car design—even if their competitors didn't know it at the time.

Inspired by aircraft engineering, the D-Type combined a monocoque central “tub” for rigidity with square tube subframes, creating an exceptionally strong, lightweight structure. It didn't hurt that the D-Type was achingly gorgeous with its aerodynamics contoured for new top speed records that Jaguar seemed to set year after year. This advanced design gave the D-Type a cutting-edge advantage, helping it achieve a hat trick of Le Mans victories.

The earliest D-Types were constructed for use solely by the Works competition department, prefixed XKC, as the designation “D” had not yet been decided upon. As part of this group of special cars, this Jaguar D-Type, first designated as XKC 403, was constructed in the first group of three that included 402 and 404 for Jaguar's all-out assault on the 1954 24 Hours of Le Mans. The first D-Type chassis, XKC 401, was brought as a backup for the 24-hour event—already considered the world's most important endurance race. In fact, Jaguar was so focused on the success of the D-Type at Le Mans that they never pursued maximizing points with the design at other sports car races. All three D-Types were fitted with the iconic aerodynamic “tail fin.” Victory at Le Mans meant everything to Coventry.

On account of their two previous overall victories in 1951 and 1953, the Jaguar Works team had their pick of the finest international driving talent, yet the fiercely national enterprise only selected those from the British Isles. Duncan Hamilton and Tony Rolt would pilot 402 as start number 14, Peter Whitehead and Ken Wharton would pair in 404 as start number 15. Chassis 403, registered with number plate OKV 2, the car on offer here, was designated as “team lead” and started Stirling Moss and his favored co-driver Peter Walker, paired together after their successful second place at Le Mans behind the wheel of a C-Type in 1953.

The team lead designation was well deserved. Moss and Walker set the fastest time in practice and a record top speed of a blistering 172.97 miles per hour with OKV 2 down the Mulsanne straight. As expected, the Moss/Walker D-Type led the early stages of the race against the larger-engined



OKV-2 leads a C-Type through the hay bales at Le Mans.

Ferrari 375s and Cunningham C-4Rs. By midnight, while leading the race, OKV 2 would retire with brake issues, perhaps their unbelievable speed into Virage de Mulsanne too much for even Dunlop's cutting-edge disc brakes. Likely little consolation to Moss and Walker was the second place finish by the 1953 winners Hamilton and Rolt, just one lap down to the winning Ferrari 375 Plus.

Following Le Mans, Moss and Walker would again pair in OKV 2 at the 41st 12 Hours of Reims. Designated the lead car once again with start number 1, the D-Type would suffer another technical malady, this time an issue with a halfshaft. September brought a 5th place finish by Peter Whitehead and Ken Wharton at the RAC Tourist Trophy run on the roads around Dundrod in Northern Ireland.

That fall, the car was retained by the Jaguar Works competition department for testing by legendary Jaguar racer and test driver Norman Dewis. OKV 2 would be entered by the Jaguar Works for its first race of 1955, the Daily Express International Trophy at Silverstone where Tony Rolt would get his turn with chassis 403 as start number 2, finishing first in class and third overall. In advance of Le Mans, Team Manager “Lofty” England sequestered OKV 2 and a crop of drivers that included Mike Hawthorne and Ninian Sanderson to Silverstone for a test session to see who would race for the Works team in the 24-hour race that year.

Sometime that spring, OKV 2 was sold to Jack Broadhead for Jaguar's Public Relations Manager Bob Berry to race. Berry proved himself quite the wheelman that year with numerous fine finishes that included three second place podiums at Goodwood and a further second at Aintree. The team, known as Ecurie Broadhead, went far afield as well, entering the Grande Prêmio de Portugal.

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 \$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 by December 31st 2024, please go to the Virginia Jaguar Club website for payment options

Just go to vajaguarclub.com/join.php, there you will see you can either renew your membership or join one of 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 20.

Visit us online at: www.vajaguarclub.com
Facebook: <https://www.facebook.com/groups/904051982964621/>

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

Submissions

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

LyonsTales@yahoo.com

(Alternate: glassgreg@hotmail.com).

Make sure you reference

Lyons Tales or VJC somewhere in the subject line.

SUBMISSION DEADLINE

10th of the month preceding the issue date.

SUBMISSION SPECIFICATIONS

Any regular font like Arial or New Times Roman

Format: Word or Text file

CLUB OFFICERS & COMMITTEE CHAIRS

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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.

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



Virginia Jaguar Club, Inc.