

# LYONS TALES



**Me and My XJ**



**Aircraft Museum Visit**



**Anniversary**



**British Night Out**

## INSIDE THIS ISSUE:

- President's Letter
- Aircraft Museum Visit
- Spotlight on XJ
- Jaguar's Future
- Concept Type 00

**VIRGINIA JAGUAR CLUB**

**VOLUME 24, NO. 4**

**Fourth Quarter, 2025**

# LYONS TALES

## LYONS' ROAR

### British Night Out and Aviation Museum trip capped off 2025

Dear Member,

Welcome to our 4<sup>th</sup> Quarter edition of Lyons Tales for 2025.

Since our last edition we have had some interesting events to report starting with a “British Night Out” at the Riverside Diner in Richmond. Typical British food was on the menu and the fish and chips were especially good. In addition to our members of the VJC we had the opportunity to mix with some of the other local British car club people in the area.

David and Una Harrison invited us to their home in Chester to celebrate a very special event, David’s birthday and also their wedding anniversary. As usual a great time was had by all.

The outing to the military aviation Museum near Virginia Beach arranged by our hardworking events bloke, Carter Younger, proved to be a resounding success. See article and photos of the visit to the museum. For those that missed it we will certainly repeat it again next year.

Unfortunately, our drive around the Charlottesville area did not materialize due to lack of participants. Ron Mitchell, our esteemed rally master had put time and effort into planning the route and organizing the event and to have so few people willing to attend is a mystery to me. Later that month and with the leaves still at their lovely best Kathy and I decided to go see the leaves. We said, why not do Ron’s run! And so, we did and were not disappointed, see the photo. We will try again next year to arrange the drive.

In late October David Harrison and I paid a visit to an old friend of the Virginia Jaguar Club, Bruce Murff. Bruce received us at his country home and allowed us to see his collection of Jags and Jag memorabilia. Of particular interest was a “Daimler

See Roar, p. 3



**VJC Pres. Brian Trickett**

## Contents

- 2 - LYONS ROAR
- 3 - NEXT VJC EVENT
- 4 - MURFF DAIMLER
- 5 - EDITOR'S LAPTOP
- 7 - TYPE 00 CONCEPT
- 9 - AIRCRAFT MUSEUM
- 11 - ME & MY XJ
- 15 - MEADE'S XJ8
- 16 - HARRISON'S XJ8
- 17 - ESTRADA'S XJ1
- 19 - SIHLER'S XJL
- 21 - RENEWAL TIME
- 22 - CLUB OFFICERS
- 23 - MEMBER FORM
- 24 - THE BACK PAGE



## SAVE THE DATE:

**Saturday, January 10. 2026, Willow Oaks Country Club: VJC Annual Membership Meeting. (See pg. 4)**

# Roar

---

Continued from p. 2

Jag", a very rare car, and it's for sale. See David's story in this edition.

Coming up on January 10<sup>th</sup> we will be having our Annual General Meeting and Social event. This will be held at the Willow Oaks Country Club in Richmond. You can see further information at the club website, copy and paste this into your browser. <https://www.vajaguarclub.com/>

We hope to have as many members attend as possible. As well as discussing club topics and bringing you up to date information on future activities this will be full of social activities too, after which lunch will be served in one of the club's excellent dining rooms. So, save the date, we would love to see you there. An agenda of the meeting will be forthcoming soon.

Also, in this addition we continue with our 'Me and my Jaguar" series. This time we discuss the XJ series of sedans. We cover the history of the XJ and include input and experiences of some of our members who own that particular model.

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



**VJC stalwart David Harrison and wife Una celebrated their wedding anniversary and his birthday in a special celebration.**

at: <https://www.vajaguarclub.com/join.php>

Finally, I would like to take this opportunity to wish all our members a very merry Christmas and happy holidays and hope to see and hear from you all in 2026.

Cheers and keep on Jagging

-- Brian Trickett,  
VJC President



**British Night Out was well attended. The event was held at the Riverside Diner in Richmond**

## VJC AGM is Jan. 10

On January 10<sup>th</sup> the Virginia Jaguar Club's Annual General Meeting and Social event will be held at the Willow Oaks Country Club in Richmond.



## VJC EVENT

## VJC Annual Meeting, Social slated for Jan. 10

*Dear Members,*

*Our Events bloke Carter Younger has been hard at work arranging our VJC Annual Meeting and Social Event. Please see information below regarding the rescheduling of this event. An agenda of the meeting and social activities will be forthcoming soon. Please note Carter would like an RSVP response whether or not you plan to attend in order to have an accurate count for the reservation. Carter is copied on this email in case you don't have his email address. So save the day, see you there.*

*Brian Trickett*

*President*

The VAJC Annual Meeting and Luncheon has been RESCHEDULED. Due to increased costs at the Keystone Truck & Tractor Museum in Colonial Heights and the unavailability of key officers, we have rescheduled the meeting to January 2026.

Thanks to the membership of one of our Jaguarians, the

lunch meeting will now be held at the Willow Oaks Country Club, 6228 Forest Hill Avenue, Richmond, on Saturday, January 10, 2026, at 12 noon. [www.willowoaksc.org](http://www.willowoaksc.org).

The Club's history notes that the property on which it is located dates from 1679, when it was a working farm owned by William Byrd pursuant to a grant from the Crown.

The Club includes a par 72 golf course situated along the south bank of the James River as well as other modern athletic and social facilities. The Club's modern areas are inspired by the "Old House" building, which is constructed in colonial style with woodwork from two 1740's homes relocated from North Carolina.

Please RSVP, whether or not you plan to attend, so that we will have an accurate count for the reservation:

W. Carter Younger

"Events Bloke"

wcarteryoungerman@gmail.com

## Visit with former VJC member Bruce Murff

By David Harrison

Old Friends and Old Cars.

The two seem to belong together, at least in my life I had the great pleasure of recently visiting an old friend Bruce Murff, along with VJC Prez Brian Trickett. Bruce Murff is not only a friend, but a long time VJC supporter, a past VJC VP and a genuine enthusiast for any product of Brown's Lane.

Bruce showed us round his garage, full of rare parts and housing a V12 XJS convertible, a V12 VJ-SC Cabriolet and something very very rare, a Daimler Double Six.

Jaguar bought Daimler in 1960 from BSA in order to acquire production capacity, a skilled workforce and a prestigious name. They applied the name to their most luxurious cars, starting with the Jaguar Mark 11 sedan, which got a refined 2.5 litre V8. Jaguar applied fluting to radiator and boot trim to visually differentiate Daimler variants, plus deluxe interiors. Daimler has been associated with British royalty for most of the twentieth century.

Daimler XJS Double Six variants are very rare and Bruce



**Harrison and Murff with Daimler Double-Six, an "XJ12 brother with a different mother."**

knew of only a handful in the USA. The car is properly stored and well maintained. It is most attractive inside and out and would be a standout at any Jaguar show. Bruce is planning to downsize his stable and would like the car to go to a club member.

## FROM THE EDITOR'S LAPTOP



(Bill D. Cat by Berkeley Breathed.)

# Is Jaguar taking a catnap, or is it a company on life support?

By Greg Glassner  
LT Editor

A year old article in Car & Driver recently caught my attention during an internet search for information on what in the heck is going on at Jaguar these days.



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

Written by Jamie Kitman, it asked the question, is "Jaguar taking a cat nap, or is it in real trouble?"

Now, a year later, I would rephrase it: "Is Jaguar taking a cat nap or is it on life support?"

Kitman started out his essay by comparing the long hiatus the company is taking to the production pause the still young firm took after a disastrous factory fire in 1957 that destroyed hundreds of completed cars. (To that, I might add the much longer pause the even younger company took during World War II.)

In both cases, a strikingly bold new model that bore the Jaguar name resulted in a near miraculous recovery. I speak, of course of the XK 120 and XK-E.

So it was not unprecedented when present-day management, faced with lagging sales and a somewhat tired lineup of cars, announced the bold strategy of scrapping all of the internal combustion and hybrid Jaguars and replacing them with an all-electric lineup by 2025. Then they added the additional strategy of selling fewer cars at a far higher price point.

See Laptop, p. 6

# Cat nap

---

Continued from p. 5

Behind this was an admission that the old strategy of mass production just wasn't working anymore.

So the company shut down production entirely last year.

In July, 2024, the then JLR CEO Adrian Mardell told stockholders that "XE and XF sedans, E-Pace and electric I-Pace crossovers, and the F-type sports car have ended production or would do so by year's end."

The rationale Mardell added, quite frankly: "None of those are vehicles on which we made any money."

You can still purchase a "new Jaguar," but the dealer may not emphasize the fact that the cars now on showroom floors were all built in early 2024 or even earlier. The inventory of unsold vehicles was sufficiently large to carry on for what is becoming a second year of no new models.

In his article, Kitman opines that Jaguar may be returning to its roots, as, prior to its involvement with big conglomerates, it never was a high volume manufacturer. He makes a good point. While many lusted after the XK120 and XKE, only a select few had the wherewithal to own one when new. (Your humble servant could never have afforded a new XK8. I had to wait to scoop up a 12-year-old model.)

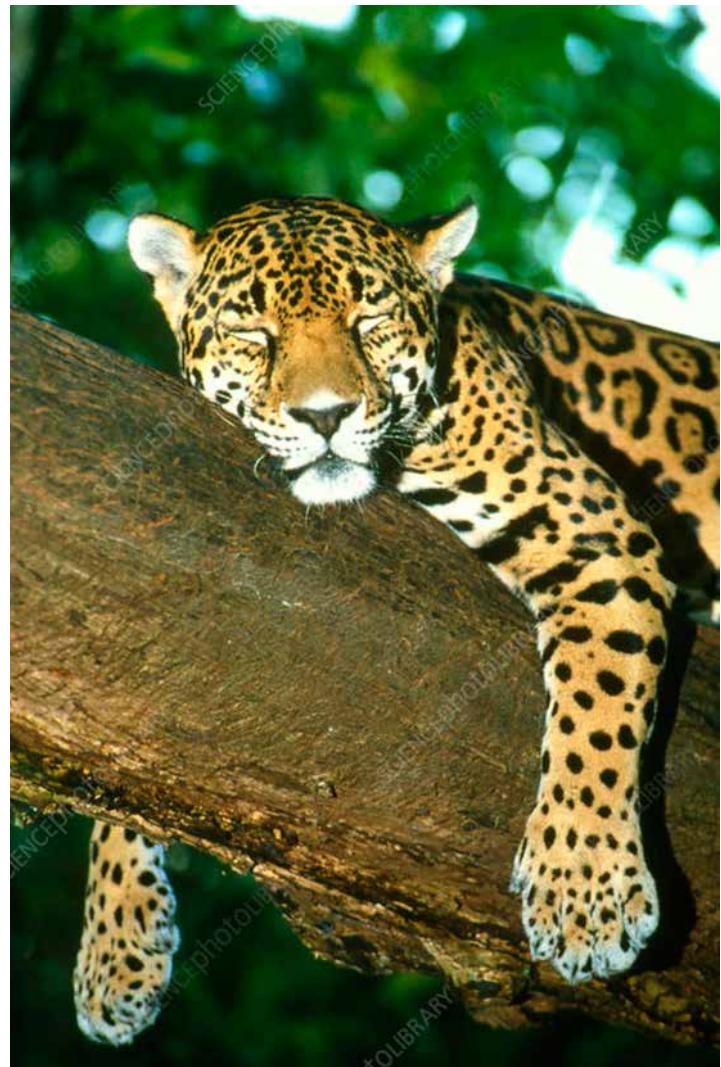
So those of us who still consider ourselves Jaguar enthusiasts were told to be patient, that the new all-electric Jaguar lineup would be well worth the wait. We were teased with the controversial Type 00 Concept car last autumn and a few leaked "spy photos" of what appears to be a chunky sport sedan wearing zebra striped camouflage.

Neither of these cars provoked images in my mind of a sleek jungle cat or the curvaceous lines of the XK120 and XKE. I suspect I am not alone in this assessment.

In the meantime, Jaguar-Land Rover suffered a costly "Cyber attack" that threw the proverbial monkey wrench into any new Jaguar production and resulted in a massive cash bailout by the British government.

As a result of all of this, heads rolled in the company's executive suite. The afore-mentioned Mr. Mardell quietly retired after two years on the job. Other corporate bigwigs simply got the sack, including the man in charge of the Type 00 Concept Car design and teaser campaign.

To add to Jaguar's woes, if you have a spare \$150,000 or so sitting in escrow until the new Jaguar eventually rolls off the assembly line, you may have to look hard for a place to purchase it. The North American dealer network has been slimmed down from 200 to 120, and only six are exclusively



**Jaguar enthusiasts world-wide are hoping the legendary leaping cat is just taking a catnap.**

Jaguar stores. The rest are paired with Land Rover.

Mardell has since left the company under a cloud, as has Creative Director Gerry McGovern, who had been with the firm for 20 years. (He had been in charge of Land Rover design, which might go a long way toward explaining the Concept 00's monolithic styling.)

Earlier this month, the trade publication *Autocar India* reported that McGovern was "escorted out of the building."

About 10 days later, a company spokesman refuted that claim.

So ... stay tuned.

This story is still evolving.

## VJC MEMBER OPINION



An interesting view of the TYPE 00 Concept and the legendary Jaguar E-Type. (Photo layout by Wayne Estrada)

# A TYPE Of sOmething new

By Wayne Estrada  
VJC Co-founder

Years ago TV commentator Glenn Beck made a bold decision to move his top-rated program off network TV and take it entirely on-line. Pundits predicted it was a big mistake, but today's cord-cutting cable TV/Internet watching public proved them wrong. Likewise, pundits prognosticated that Tesla would also fail, yet they emerged as the electric car industry leader.

Just as Musk and Beck were bold, insightful innovators, historically so has been Jaguar. From upsetting the status quo automotive industry in the mid 1930's with the SS-100, followed by the world-beating XK120 and followed by the amazing E-Type, Jaguar not only kept reinventing its cars, but also upping its image, identity, and branding. And this takes us full-circle up to Jaguar's shocking 21st Century introduction of the Type-00, but before discussing WHAT's

NEXT, let's be brutally honest WHAT HAS BEEN

As a car company, brand, and business, Jaguar was failing miserably. They were invisible in the automotive world, had less than 1% market share, were never mentioned in the automotive press, had essentially zero consumer visibility and weren't on anyone's "buy" list. The brand essentially didn't exist, that is, until that bizarre, controversial ad rocked the world that got everyone again talking about Jaguar.

While the ad was labeled by everyone as a humiliating 'Bud Light-like' fiasco it accomplished something publicity-wise that, as one Hollywood star of yesteryear aptly put; "There's No Such Thing As BAD PUBLICITY."

Despite the extreme negative reaction, the ad succeeded spectacularly in getting the entire world talking again about Jaguar.

At the 2024 Miami Art World launch of the Type-00  
See Estrada, p. 8

# Estrada

---

Continued from p. 7

Gerry McGovern, Jaguar's Chief Creative Officer said the company's new direction was indeed going to be bold and a "Copy of Nothing." He specifically stated that Jaguar was not trying to please everyone, and as controversial as it sounds, they were also not even interested in the traditional customer base - and for good reason. Why?!? Because the so-called "base" wasn't buying their cars! Instead, Jaguar's focus was strategically shifting to a new generation of younger nuevo-rich customers more in tune with the style and technology of a high-tech modern view of the world.

While this approach may offend us long time Jaguar owners, this strategy is sound - and here's why.

Several years ago I gave a slide show presentation of the "New XJ" designed by Ian Callum for the D.C. Jaguar club. After showing the car, reviewing its features and engineering achievements I asked the rather large crowd how many would like to buy the new Jag and not one person raised their hand. This reaction proves McGovern's point for today as even more valid.

The so-called "Jaguar Base" never supported the excellent XJ, XE, XF and well-designed SUVs, so if these so-called "Loyal Jaguar Owners" had no interest in the direction Jaguar was going THEN, it certainly wasn't going to support where it is going NOW.

So where exactly is that "now?"

## An electric future

Jaguar, going all electric, actually makes a lot of sense, and here is why.

First, it sets them apart from their traditional competitors. Second it ties nicely in with the modern high-tech interconnected world view that up-and-coming buyers have, and third it leverages Jaguar's leadership and expertise in electric vehicle performance.

If that third point comes as a surprise, consider that Jaguar has won the "Electrified Formula1" racing series for the last three seasons, and just as Ferrari has used their racing success in creating better engines in their street cars, no doubt Jaguar has learned a lot about electrification through their racing efforts as well that will transfer directly to their future offerings. At the Miami launch, Jaguar boldly claimed that their new cars will have over 1,000 horsepower AND also provide superior range as well. No doubt, this is a technical carry-over from what they have learned in racing and their on-track successes.

Also given Jaguar's penchant for "Grace, Space, Pace," a high performance, powerful, smooth and totally quiet all-electric executive car fits this upper tier market place perfectly. When you then add future advances in battery technology and the growth of the national charging network, going electric becomes more of a plus than a minus that will provide all this with the benefit of high performance along with super-quiet luxury.

## 21st Century design direction

Many have expressed shock and even disgust at the appearance of the Type-00, but before condemning the design, let's take a closer objective look.

If you were to take any 2025 car and show it at a 1925 auto show, the audience reaction would have been repulsive, be totally mis-understood and totally foreign to their eyes. In retrospect, in some ways the 1961 introduction of the E-Type shocked many as well. While achingly beautiful it pushed the envelope of design into another sphere and I believe the Type-00 prototype will do the same.

Keep in mind also that the Miami display cars were clearly show-car prototypes. There was no provision for lights, turn signals, rear view mirrors or interior details that prospective owners would want or need. Like the (shall we say "colorful" to be polite) initial ad campaign, the Type-00 I believe was designed to generate more publicity and not be the total definition of the future design, yet many of these "show car" elements are likely to propagate to the final vehicle.

Also before you think that Jaguar has completely lost any sense of style or abandoned their history, look carefully at these pictures. There clearly are elements of both E-Type and XJS in the design in a very futuristic way and once the production models come forth we will know more for sure.

## Logos and identity

Lastly, the Jaguar Faithful have all been up-in-arms about changing the font for JAGUAR to "jagUar" and flattening the leaper, but before you get to upset it is helpful to take a look back at the evolution of Jaguar's logos. The reality is that they have been constantly updated from the 1950's until the present, and while today we are all used to and familiar with the three-dimensional chrome leaper and the distinctive JAGUAR font. While beautiful they are inconsistent with placing on a new-age design such as the Type-00.

Personally, I like the new font and spelling of "jagUar." It is clean, modern, and fitting with an advanced design. Re-

See Estrada, p. 10

## VJC Event



**The Virginia Jaguar Club group with a rare WW-2 British Supermarine Spitfire fighter.**

# Jaguar buffs take in an Aircraft Museum

By Carter Younger  
VJC Events Bloke

On September 20, aviation and history minded Jaguarians visited the Military Aviation Museum in Virginia Beach.

VJC members Chris Harris-Evans, Richard Silver, Betty Montazami, Tom Sledge, Ron Mitchell, Alyson Kelly and Carter Younger and guests received a special docent-guided tour of the Museum's extensive collection of WW-I and WW-2 aircraft and related engines and equipment.

As a British car club, we requested special focus on the British planes and their wartime adversaries. As such, the group had up-close inspections of WW-1 planes like the British SE5-A and Sopwith fighters, as well as the German Albatros and Fokkers. British WW-2 planes Hurricane and Spitfire fighters of Battle of Britain fame, and the opposing German Messerschmitt Bf 109G and Focke Wulf 190 fighters.

The Museum's collection includes many American, Russian, Italian, and other nations' WW-I and WW-2 combat, transport, and training aircraft as well. The great majority of the aircraft are in operating condition unless under repair to become operational. The collection is housed in a series of large hangers, one of which was used by the German Luftwaffe in WW-2.

The Museum includes an operating grass airstrip with an actual WW-2 control tower that was relocated from an airbase in England to Virginia Beach. The tower has fully equipped and furnished WW-2 control, weather, communications, and command staff rooms. While we were there a Stearman WW-2 vintage biplane trainer was offering flights to interested customers. During the extensive tour, we paused for a box luncheon catered by the Museum.

**See Museum, p. 10**

# Museum

---

Continued from p. 8

Of course, any VJC event will include a variety of interesting British cars. The cars on this trip included Chris Harris-Evans' classic 1948 Jaguar MKIV 3.5 Litre, Saloon, Richard Silver's gorgeous British Racing Green Jaguar E-Type convertible, Ron Mitchell's 2014 Aston Martin Vantage, Tom Sledge's Jaguar XF 5.0 Litre sedan, and Carter Younger's 1998 Jaguar XK-8 convertible.

The Museum provided a Jaguar of its own—a red 1950 Jaguar XK-120 convertible.

The Museum has an amazing collection and is well worth the drive to Virginia Beach. Our only disappointment was that the four WW-2 U.S. Navy aircraft that were scheduled to fly from the Museum's airstrip while we were there were off at an airshow at Oceana Naval Air Station.

The Museum has flights of WW-2 aircraft from its collection on most weekends during the summer months, so a return visit is encouraged.



**Museum's Jaguar XK120 Convertible with Seaplane.**

# Estrada

---

Continued from p. 8

garding the leaper, historically there has been less emphasis on the animal as the years have progressed and more on the name, and this fits in line with the 'flattening' of the leaper into the serrated plate on the side of the 00 prototype. Keep in mind that all this is currently in a presentation format and we will hopefully see how well it will blend on the actual production vehicles.

## Final Thoughts

As a long-time Jaguar owner and fan of the marque, I believe that this is the right direction for Jaguar. Appar-

ently smarter minds on the board at parent company Tata Motors agree, otherwise they would never have approved this rather bold and expensive step into the future.

As sports pundits often say, "The only stat that really counts is the final score" so we will not know how successful this venture will prove to be until it hits the marketplace. Just recently Jaguar announced a delay (again!) to bringing the new car out until 2026. Then, and only then, will we know if Type-00 will be a new-generation E-Type success or will it go down into the dustbin of other great British Car legends.

# ME AND MY JAGUAR



**XJ6 Series I, above. At right: XJ12 Series II. (Photograph taken at Honiara, Solomon Islands during the Duke and Duchess of Kent's visit representing the Queen at the Independence celebration of the Islands from British rule 1977.)**

## Jaguar's XJ Series began long run in 1968

By Brian Trickett  
VJC President

The XJ6 has become generally considered to be the most significant model ever produced by Jaguar. Who would have known at the Jaguar plant in Coventry that when they started production of the XJ in 1968 it would have remained in production for a total period of 24 years.

Note: Regarding numbering of XJ models. Jaguar used a system which dated back to the era of the SS cars (Swallow Sidecars) and began with an X for factory project design and also for engines. Example XJ8, which was designated design project X350 during its development period. Once the car went into production it was known as the XJ8.

### XJ Series 1 1968 - 1973

The original XJ later known as the XJ6 Series 1 was to become part of Jaguar's rationalization plan that would witness the gradual replacement of all of the other sedan models up to that time. The Chief designer was Williams Hayes with significant input from Sir Williams Lyons himself. Total production for the Series 1 was 98,227 units.

Now here was your real luxury moment you had been waiting for. Well? not a Rolls Royce or Bentley I suppose but not RR or Bentley prices either. The German luxury cars weren't all that lavish inside unless you forked out significant more cash on extras and still did not then come up to snuff.

Now here comes Jaguar with the real deal and cheaper as well. The woodwork, the leather, the overwhelming sense of being spoilt. The mystery too of all those switches on

the dash, one of which toggled between two separate fuel tanks. It needed them too because the Jag really liked its juice. Still there was a payoff with oodles of power and smooth torque a plenty.

### XJ Series II, 1973-1978

Constant upgrading, production changes and modifications are something that jaguar have practiced on all their ranges and the XJ sedans were no exception. The XJ line received a facelift in 1973 thereafter known as the series 2. The series 1 had been available with the 4.2 liter in line straight six engine or the 5.3 liter V12 but now included a 3.4 liter version of the XK engine, available from 1975. Of great technical significance the Series 2 V12 engines received Bosch-Lucas fuel injection, replacing the Zenith Stromberg carburetors. At the same time, to handle all this the General Motors Turbo-Hydromatic 400 transmission

See VJC, p. 12



**XJ Series II, 1973-1978**



**At left, 1996 XJ6-X300. At right, Jaguar XJ-X300 1994-97.**

## XJ

---

Continued from p. 11

was used in place of the Borg Warner units. Additionally a series 2 coupe was introduced.

The Series 2 XJ was the last Jaguar model to receive direct design input from Jaguar's founder, Sir William Lyons, before his retirement from the company.

### XJ Series 3 1979 – 1992

Once again, the XJ was facelifted but this time Jaguar engaged the Italian design house Pininfarina to make subtle exterior design changes. The results took the whole car to a completely new level and the Series 3 was well received by the motoring press and motoring public alike.

For the US market power was still supplied by the 4.2L and 5.3L V12 engines. The latter receiving the new cylinder heads of the "Fireball" high compression design of Michael May. The same as the XJS as we covered in last months edition. These cars were known and badged as HE "High Efficiency" models.

The XJ Series range went on through the years to include the Jaguar XJ6 and XJ12 models. However, you knew you had really arrived if you had the Daimler 4.2L or V12 parked on your drive as these were the most luxurious models with Vanden Plas interiors. After all, if Queen Elizabeth chose them for her Royal fleet, then why not you!

Production figures for the XJ Series 3 cars totaled 132,952 with 10,500 being with the V12 engine.

### XJ40 1986 -1994

The XJ40 was a completely new car, totally different from the Series III it replaced. In fact, very few parts were interchangeable between the two models. This 4<sup>th</sup> generation XJ brought the most significant body style changes yet to date with squared off body lines and fewer gracious curves than earlier. Comparing the build dates for the Series III

and the XJ40 it can be observed that both cars were built concurrently until the Series III was discontinued in 1992. Due to internal problems within the parent company British Leyland and technical challenges during development of the XJ40 the car was continually delayed. The Series III continued to sell well and so marched on until the XJ40 was ready.

However, with the XJ40 Jaguar made some significant changes regarding design and technology of their cars. Fuel consumption and power were improved with the new straight six engine (AJ6) and by making the car lighter with less drag, whilst improving bodyshell strength with new build techniques. The V12 still remained an available option for those with larger wallets and deeper pockets. Of significant technical importance were changes to the independent rear suspension. The previous generation of XJs and their siblings such as the XJS had IRS but with inboard brakes, located adjacent to the final drive and differential assembly. While this was an excellent idea from a road holding and handling perspective since it reduced unsprung weight it was a nightmare for service personnel when it came to overhauling the rear brakes due to lack of accessibility. The brakes were moved outboard to the wheel ends of the drive shafts whilst still maintaining good road holding characteristics.

The ongoing and protracted development involved with the XJ40 meant that the car would become prematurely dated and allowed rivals such as BMW and Mercedes to supersede it technology wise and so after Ford took over Jaguar in 1990 it would be phased out 4 years later.

### XJ-X300 1994 – 1997

Introduced at the Paris Motor Show in 1994 the X300

See XJ, p. 13



**Seen at David and Una Harrison's garden party, Jaguar XJ6-X300 on the left and XJ8-X350, right.**



**Above, the Jaguar XJ358.**

# XJ

Continued from p. 12

styling was a return to previous XJ's prior to the XJ40. Out went the boxy square shaped panels and lights and in came the curves again with a sculptured front end and four individual headlamps. Mechanically it was similar to the XJ40 it replaced.

Ford took over ownership of Jaguar in 1990 and implemented new development and build processes for the X300 which in turn started to improve Jaguars previous lack luster performance in general quality of their cars. The six cylinder models used the AJ16 in line now equipped with a distributorless ignition system, while the V12 still remained available. For the sportier types the XJR was introduced, the first Jaguar road car equipped with a supercharger.

## 1996 XJ6 – X300

### XJ - X308 1997 – 2003

Jaguar had been itching to put their newly designed V8 engine into the XJ and so the X308 was born. The design yet another of Geoff Dawson's accomplishments, see Lyon's Tales 2<sup>nd</sup> edition article on the XK8. The AJ16 and V12 engines were now both dropped in favor of the V8, known as the AJ-V8, and available in 3.2L and 4.0L form. Only the 4L engine was used for US markets. Another major change was the car's suspension with the all new Computer Active Technology System (CATS).

The exterior remained largely the same as the X300 with small changes made to indicators lenses and fog lamps. For the interior the major change was to the dash, eliminating the rectangular instrument panel which had been around from the days of the XJ40. It was replaced by three large circular gauges set into the walnut dashboard in front of the driver.

Although the X300 has a stellar reputation over its lifespan

the same could not be said for the X308 in its early years. Prospective buyers should be aware of engine timing chain tensioner issues where failures could result in unwanted encounters between valves and pistons and expensive repairs. Thermostat housing cracks and resultant coolant leaks were also an issue during this period. Once these components were upgraded the X308 became as stellar and durable as its predecessor.

### XJ350 (2003 – 2005)

Continuing with the XJ8 designation in 2003 the X350 introduced some major changes and was the first XJ to be completely designed and built under Ford ownership.

The first major change was an all-aluminum body. Prior Jaguars had used various body panels for weight reduction for the sportier models to reduce weight but aluminum was used throughout the car body in the case of the XJ350 to not only reduce weight but corrosion over the life of the car. Jaguar would go on to apply the "Body in White" slogan from the conception of this latest face lift of the XJ series.

Engine displacement for the US version V8 was increased from 4.0 liters to 4.2 liters with a six speed automatic transmission improving fuel economy.

Extensive use of electronics resulted in state of the art features such as, Dynamic Stability Control, Traction Control, Adaptive Cruise Control and for the newer generation of drivers who did not know how to use maps you had Touch Screen Navigation too.

### XJ356 (2005 -2007)

The XJ350 version was nearing the end of its run but received a face lift in 2005 for the model year 2006. Slight changes were given to front grill and the front wings/fenders and updates given to some electronic systems.

### XJ358 (2007 – 2009)

The final facelift for this series of XJ occurred in February 2007. See XJ, p. 13



**Brian & Kathy at the Jaguar factory tour 2017 XJ- X351**

## XJ

---

Continued from p. 13

ary 2007. Some subtle but really neat changes were made. Revisions were made to the lower grille, faux side air vents were applied and the boot/trunk lid received a spoiler. Up front, the bonnet/hood mounted “leaper” was removed and replaced by the “growler” emblem within the grill. That’s a shame, I always liked the Jag leaper. Apart from the loss of the leaper, all these small changes really enhanced the exterior. It makes you wonder why they couldn’t think of that before. Still, I suppose they were “saving the best for last”

X351 (2009 – 2019)

Jaguar as a brand was yet again to encounter another turn in its history. The financial crisis had taken its toll on the “big three” US automakers. GM had to go cap in hand for a government bale out and Chrysler in 2009 filed for Chapter 11 bankruptcy and ultimately found itself sold off overseas to Fiat. Ford being the owner of Jaguar weathered the storm better but sold off some of it’s brands like Jaguar and Aston Martin.

Jaguar changed hands yet again and were sold to Indian brand TATA Motors. The X351 entered the market against this backdrop having been created and designed by Chief Designer Ian Callum and his team. The result was a com-

pletely different creation and departure from any of the previous XJ’s that came before it.

This car was longer, wider and much bigger all round compared to its predecessors. The front echoed styling of the XF with its square grille. The rear though did not appear to be anything like any Jaguar before it, with its wide stance, swooping tail lights and black roof panels encompassing each side of the rear screen. Interior wise the dash received a new digital display together with other electronic system upgrades.

Offered in either standard or long wheelbase form you had the option of a variety of the Ingenium line of engines. You had a choice of a 3.0 liter V6 diesel sporting twin turbochargers or a 3.0 liter gasoline V6. If you had big pockets, you could also have the mighty 5.0 liter V8 engine. Of course as usual this XJ received a couple of face lifts until it’s departure due to slow sales in 2019.

### 50 year legacy

The XJ with its derivatives such as XJ6, XJ12, XJ8 in either Jaguar or Daimler badges had been the Jaguar flagship sedan for 50 years and what a ride it had been.

## Me and My XJ

# Long time Jaguar fan cherishes XJ Super 8

By Paul Meade

It was a typical rainy, grey day in Northolt, England in the 1960's. I was about eight years old. My family had recently purchased our very first car, a 1966, pale blue, Ford Anglia. Yes, that is the same car Harry Potter flies!

My intense interest in that car, any other car, and frankly my fascination with anything mechanical, was not lost on my father. Thus, when the chairman of my dad's employer arrived for a visit, driven by his chauffeur in his Jaguar XJ, and housed the car in company garage, he knew that he had to take me to see it! On that Saturday morning, my love for Jaguars was born.

My dad left me in the garage with the chairman's chauffeur, Ferguson. He not only showed me the car's luxurious interior and explained the details about its controls and power, he also drove me around the company grounds. I had never seen or experienced a car anything like that one! I had been in my family's old cars, including my uncle's 1950 Ford Popular, but nothing like the Jag. I was hooked! On the way home from that amazing day, I turned to my dad and said, "Dad, one day I am going to have a car just like that one."

It was over 30 years later, after I had moved to America, that I fulfilled that dream and bought my first XJ, a 1989 Vanden Plas. Later that year, I surprised my father when I picked him up from Dulles airport in that car. My dad got in the car and simply said, "Son, you made it! You told me you would have a Jag just like this one someday." Unfortunately, years later, I was t-boned and my Jag was totaled. I had, however, enjoyed the thrill of sharing it with my dad and fulfilling the promise I had made to him when I was a young boy.

My love of Jag's lived on and I began a nationwide search to find another one that was in pristine condition. After an exhausting search and many let downs, I found a contender at the Jag dealership in Gwinnett, Georgia. I invited my two sons' to join me on a one-way flight to Atlanta. My youngest son was concerned about how we would get home if I didn't like the car. I simply told him, Thomas, we are either coming home in a "Black Cat or on a Greyhound." Later that day, we drove that cat home, a 2007 XJ8 VDP.

In 2008, when Ford sold Jaguar to Tata Motors, I worried that the iconic shape and palatial interior of the XJ would be forever lost, and my current Jag, my daily driver, was



**Paul Meade and his XJ Super 8.**

racking up miles. It was then that I dared utter the words to my wife that I needed a "spare" Jag! I wanted to retire with a beautiful Jaguar and I was nervous that if I waited, I would never find an original pre-2008 XJ in perfect condition. Thankfully, my wife, after first responding with, "A spare Jag, really?" acquiesced.

A second multi-year, nationwide search including VA, Tennessee, Arizona and myriad of places in between, ended in the unlikely run-down city of Gary, Indiana. There, I found my current Jag, a 2005 XJ Super 8. She is a beauty, had been garage kept, never been out in the rain or snow, and driven less than 2,000 miles per year.

The greatest surprise of all, came in January 2025, when the NAJaguar Magazine mentioned that a 2009 Super 8 with 25K miles, sold for \$175K on the Bring a Trailer website. When I looked up the details of that sale, I realized that I had done the right thing. Tata Motors had, in my opinion, reduced the abundance of high end materials that made me an XJ enthusiast nearly 60 years prior. I love the XJ's original lamb's wool rugs, burled walnut interior, the silky-smooth feel of the highly polished real wood steering wheel and gear shift, the leather finishes with the beautiful stitching, the shiny chrome on the exterior and, of course, the classic leaper on the bonnet. All these luxurious features that made an XJ a Jaguar were all gone. The following year, TATA Motors also retired the iconic exterior profile.

Today I cherish my garage kept '05 Super 8, drenched in classic luxury which has only just clicked over 38K miles. She brings me great joy to own, polish and drive.

## Me and My XJ



David and Una Harrison with their XK8.

# My XJ8: Is it the last 'real Jaguar'?

By David Harrison  
VJC Past Vice President

Is my XJ8 the Last Real Jaguar?

The XJ saloon was introduced in 1968 and was personally styled by Bill Lyons.

It was an instant success, with a bold clean new style superior to the more curvaceous Mk 9, Mk10 and Mk 2 saloons it replaced.

Bill Lyons must have got it right for his XJ style lasted for 40 years with only minor tweaks and one sidestep (the XJ40).

### Final hurrah

The XJ8 was the final hurrah of the Lyons vision, which ended with Ian Callum's total redesign in 2010. The Callum and later designs are pretty but seem to me to lack that

individual and distinctive Jaguar identity.

I suppose it was time for a change, but in my opinion the XJ8 series is not only stylistically the last of the Lyons Jaguars, but is arguably the best all round.

My 2004 XJ8 has an alloy body which saved about 400 pounds weight, and its larger 4.2 engine propels it to a 0-60 time below 7 seconds.

This car has plenty of power, I know the R variants have more but the naturally aspirated XJ8 has all I need.

### Aging gracefully

Despite being 21 years old, my XJ8 is still my car of choice for special occasions, it gets a lot more respect and admiration when it arrives at the theatre or at a show than my 2007 Mercury Grand Marquis, both of which cost me the princely price of \$7,500.

## Me and My XJ

# My accidental discovery of an XJ12

By Wayne Estrada  
VJC Co-Founder

One of my casual web-surfing habits has been checking sales of various British Cars for sale. These days there are many auto sales web sites - with Ebay and Hemmings as my go-to favorites - but it is also interesting what occasionally pops up on Craigslist.

Craigslist (CL) if you are not familiar with it is the modern on-line version of what we used to use as the want-ads in the local newspaper. With the advent of the Internet, local newspapers and their want-ads have gone the way and Craigslist came in to fill that need.

CL by default starts by limiting searches to your local city. For example if you live in Richmond, VA the URL for CL is [richmond.craigslist.org](http://richmond.craigslist.org) My wife and I moved to Chattanooga a few years ago, so [chattanooga.craigslist.org](http://chattanooga.craigslist.org) should have limited search results to within a 60-100 mile radius.

One night while searching CL on Jaguars under the cars+trucks section a beautiful white 1994 XJ12 in Louisville, Kentucky kept popping up on my feed. It was a gorgeous car, and for over two weeks of gawking at a distance it surprisingly remained available. With great hesitation I asked my lovely bride if she would just "take a look at the car" and to my surprise she LOVED it and it tugged at our heartstrings as we greatly regretted selling our 1996 XJ12 several years ago.

The Jag looked perfect inside and out, so I decided to give the seller a call. In our conversation he was indeed a fellow "car guy" and he lamented that he had way too many cars and needed to thin out the herd. It was obvious he was looking to sell the car to someone who would take care of it, and after sharing my long-list of Jaguar credentials he was more than interested in pursuing our negotiations. It was technically a 'one-owner' car with only 62,000 miles on it that he had bought from a retired gentlemen in St. Louis and after purchasing it had simply garaged it only over the last five years.

The drive from southern Tennessee to northern Kentucky was beautiful, and the moment we laid eyes on the Jag we knew that was our car!

The XJ12 ran well and was reasonably clean, but obviously



**Wayne Estrada's XJ12 at our Concours in June.**

needed attention. After a brief test drive there was- nothing serious, but the car would need a thorough going-through with refresh on hoses, belts, shocks fluids and tires. He graciously lowered the price, knowing that the car was going to a good home and we quickly completed the transaction and arranged to have the car shipped back to Chattanooga.

Once the car arrived it was clear the car needed some well-spent time in tender loving care, and I immediately got to work detailing the car inside and out. Overall I spent about 30 hours just on the exterior in washing, deep cleaning, polishing, re-polishing and finally applying ceramic coating and waxes. The interior leather overall was very, very DRY and required repeated applications of Leatherique to get the hides supple again. The front carpets were dirty and were replaced and enhanced with custom floor mats front and rear.

Although Chattanooga is a relatively small city we fortunately have a high-end shop here that specializes in exotics. Thirty days later – and a very significant repair bill - all the systems in the car were upgraded and maintained. The major repair was replacement of the problematic hydraulic self-leveling suspension. My 1989 VandenPlas also had this rather complex system (which was wonderful when it worked) but by design was prone to failure. The solution is

**See XJ12, p. 18**



**Chief Judge Wayne Estrada's Jaguar XJ12 at our June Concours.**

## XJ12

---

Continued from p. 17

a shock replacement kit available from JagBits.com which substitutes the hydraulic system for conventional shocks.

Another small but challenging issue was failure of the trunk-mounted 6-disk CD player. The Alpine-manufactured Jaguar-labeled OEM factory unit was completely corrupted, and after some discovered that another newer Alpine unit used in mid-2000 Mercedes-Benz cars was plug compatible and I sourced one on Ebay for only \$60.

Lastly, the 1994 XJ12 model-year makes this car extremely rare. It is only 1 of 122 in the world and is the last year of the more angular "XJ40" body style (which I prefer) and the first year to use the last enlarged 6.0 liter V12 which continued on in the more curvaceous body style for model years 1995 & 1996. From 1997 on all XJs used the new V8 powerplant.

The car turns heads wherever it goes, and I have already taken it to a couple of car shows starting with the RAACA show in Richmond this past summer as well as the 2025 JCNA national show this summer in a suburb of Atlanta where it gathered quite a bit of attention in the DISPLAY only category.

This is my third V12, and I am now on the hunt for another particularly rare 1993 XJS 6.0 liter V12 coupe – a model that according to Nigel Thornley's book "JAGUAR: All The Cars" should not exist as in that model year Jaguar reportedly Jaguar only sold the V12 as convertibles. Stay tuned as I have significant plans on modifications and upgrades to that future XJS!

## Me and My XJ



Bill Sihler's BRG 2019 Jaguar XJL at the VJC Concours in June.

# The saga of Bill Sihler's 2019 XJL

By Bill Sihler  
VJC Past President

Our visit to the Carolina Jaguar Club's 2019 Concours proved to be an expensive experience. Our X-Type Sports Wagon, which had won a National First in its class some years earlier, was beginning to show its age. Its alternator had failed followed by its headliner falling. My wife had become somewhat reluctant to take it on longer trips.

Mentioning this to one of the many wise men present at the CJC's Little Switzerland Concours, he replied, "You may be in luck. Jag is having an inventory clearance going on at the moment."

### Looking for a Sports Brake

Returning immediately to our room, I broke out my antique iPad and started searching Sports Brakes, basically a wagon on an extended XF frame. Although very popular in the UK and on the Continent, US customers were now seeking SUVs rather than station wagons.

I discovered that the Jaguar dealer in Tyson's Corner had a slightly used model in Burgundy at an attractive price. Called the dealer, put down a "hold it" deposit, and arranged a D.C visit. It was successful, wife approved (it was to be her car, after all), and we left with the Brake and left the

See XJL, p. 20

# 2019 XJL

---

Continued from p. 19

Wagon behind.

Studying the manual, no easy task, revealed many new features to us. The car's not having all of the top end features, such as automated parallel parking, was a bit disappointing.

As we drove it around, however, we discovered and turned on many new features (to us) that seemed ideally suited to an elderly couple that we were getting to be.

## Safety Technology

In fact, I was amazed at how the safety technology features had advanced since our 2013 XJL had been built. I began to wonder if we should replace that car with a more recent model, especially when I discovered that the car's 380hp engine easily outpaced a hopped up pickup from a standing start on US250.

My wife's reactions to that was to call the car Delilah because it was an evil woman who tempted me to do stupid things. In December 2019, I began to get emails from the Tyson Corner's Jaguar dealer to the effect that they would dearly love to buy our XJL. Offering excellent price for it.

This attracted my attention. I became more interested after the first of the year when the offers became more frantic.

## Two BRG XJLs

Ignited Google and found there were two 2019 XJL on the Tyson dealer's lot. Both were in BRG, one of the spouse's favorite colors. She struck off the one with British military tan seats. But she thought the other car seemed to have black seats with silver or white trim.

It was a straight six with 380 hp. That might do, so we arranged a drive to DC, checkbook in hand. My recollection is the car was sort in the middle of the price range, lot of features but not the self-parking one nor, sadly, the one that detects lane drift.

Drove up early in the morning. Sales drove out the car and proudly whipped open the doors to show off the fine tan leather seats!

That wouldn't do, not at all. It seemed that both cars were out at the dealer's branch near Dulles Airport. The car key ID tags had been put on the wrong set of keys. There were apparently issues about which shop would make the transfer. We offered to go there, but that would cause compensation issues for the sales staff.

Eventually, cars were swapped, black-white seats fine, drove beautifully, and had 62 miles on the odometer. We said "done," and paperwork changed hands.

## Awaiting car swap

While waiting for the car swap, I asked about trickle chargers to keep the battery topped up while we were away on vacation. That turned out to require additional wiring, and the Dealer didn't have it in stock. But, they found the Richmond dealer did.

With all that settled, we prepared to depart, but the salesman said he had noticed a couple of blemishes in the paint he would like have taken out. We thought that was a nice idea, but we were leaving in about ten days for a long cruise.

"Not a problem," we said, "We'll just take our old car back home and when you bring the new one down, we can swap."

## Not that easy

"It's not quite that easy," the sales rep said, "because with the paperwork done, we now own your old car. But, we can put a dealer's plate on it, and you can drive it until we get the new one down to you." So off we tootled in the car we came in with.

To make a longer story short, new car trailered down, got both cars wired in Richmond to trickle charge, we made the flight to Bali, only to discover that because we had changed planes in Hong Kong, COVID rules prevented our boarding the ship. Spent another two days in Bali before returning via Dubai.

## 'Around the world in 8 days'

As my wife observed, "Around the World in 80 Days may be an adventure but in eight days it is an ordeal."

You now see why I consider attending that Concours to have been extremely expensive.

**P.S.** Sadly we did not have long to enjoy the car together. In late 2020, Mary's collection of chronic diseases ganged up on her. She died in late March 2021. The bank recommended titling the vehicles as belonging to my Living Trust. I wasn't allowed to use the old license plates. I changed the Sports Brake's to Delilah1. Our first Jaguar had come with the license plate 2027 GEM, which was easy to remember.

I named the new XJL "GEM 2019."

## 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 \$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](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 information 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](mailto: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)

### **Mark Creech, Membership Chair**

Prince George, VA 23875540-207-3803

[mark\\_creech@hotmail.com](mailto:mark_creech@hotmail.com)

### **Wayne Estrada, Concours Chair**

Chattanooga, TN 37405

202-716-9790

[wayne@smarttriangles.com](mailto:wayne@smarttriangles.com)

### **Ron Gaertner, Member-at-large**

Manakin Sabot, VA 23103

804-784-6718

[wrghog@aol.com](mailto:wrghog@aol.com)

### **George Parker, Co-Clubs Coordinator**

Bowling Green, VA 22427

804-448-8368

[george@cantstophinkingbig.com](mailto:george@cantstophinkingbig.com)

### **Greg Glassner, Newsletter Editor**

Ruther Glen, VA 22546

804-349-6750

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

[LyonsTales@yahoo.com](mailto:LyonsTales@yahoo.com)

### **Leland Miller, Tresasurer**

Bumpass, VA 23024

540-972-8050

[leeandjulie@gmail.com](mailto:leeandjulie@gmail.com)

### **Bill Sihler, Secretary**

Charlottesville, VA 22911

434-972-3004

[sihlerww@embarqmail.com](mailto:sihlerww@embarqmail.com)

### **W. Carter Younger, “Events Bloke”**

804-347-2168

[wcarteryoungerman@gmail.com](mailto:wcarteryoungerman@gmail.com)

### **Wayne Estrada, Website**

Chattanooga, TN 37405

202-716-9790

[wayne@smarttriangles.com](mailto:wayne@smarttriangles.com)

### **Brian Trickett, President**

Moseley, VA 23120

954-303-2012

[briantrickett@gmail.com](mailto: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 \*

C l u b Membership for Active JCNA Member (Club Membership Only): \$30.00

\* I n c l u d e s J C N A 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](mailto: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

Daimler  
1986 Double Six



*V12, 5.3 Litre, Fuel Injected, Overhead Cam  
Built by Jaguar, Ltd*



*Owned & Maintained by Bruce Murff, Mechanicsville, VA*