
LYONS TALES



VJC Members talk about their XK8s & XKR



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VIRGINIA JAGUAR CLUB

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LYONS TALES

LYONS' ROAR

Our little club is bucking national trend by growing

Dear Member:

First let me give a warm welcome to all our members, both those of you who have renewed your membership and those of you that are new members. Towards the end of last year we initiated a membership drive and am pleased to report that we have had some success in that regard, with nearly all of you renewing from 2024 and adding several new members who joined us this year. See our "New Members Corner" where we highlight one of our recently joined Jaguarians.

This is in contrast to some reports we are hearing from Jaguar Clubs of America and the clubs around the nation, where dwindling memberships are being reported. So, we must be doing something right. Our membership drive will continue throughout the year to attract new members.

With that in mind, don't forget to keep your VJC recruitment cards in your car's glove compartment and hand them out or clip them to a Jag's windscreen wiper or other convenient spot when you see one in a car park. These cards were handed out at the last Annual General Meeting so if you did not attend or just want some more then let me know and I can get some to you. (See sample photo, pg. 3.)

Events

Our events for 2025 have already started with Cars and Coffee at Richmond which was held in March at Stoney Point shopping center, followed by a visit to Upper Shirley Vineyards in April. (See C&CR and Shirley Winery articles in this issue).

I encourage you to look regularly on the club website to see what's going on. Of course, we will advise you as we are nearing the event dates but since they are posted on the website well in advance, using the website helps you to coordinate



See Roar, p. 3

VJC Pres. Brian Trickett

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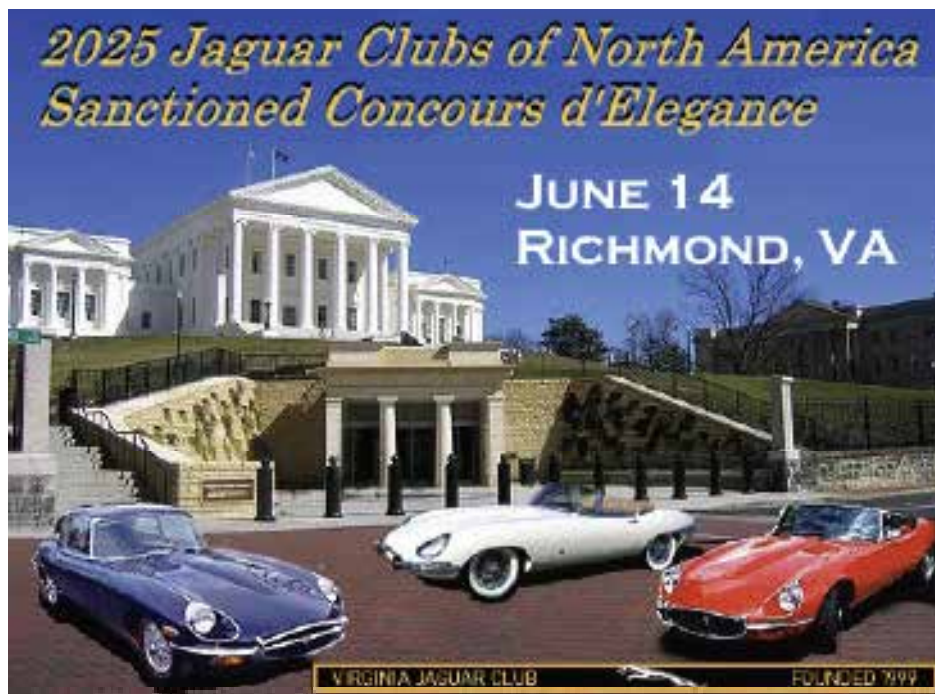


SAVE THE DATE:

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

VJC EVENTS CALENDAR

Virginia Jaguar Club Concours slated for June 14



For Complete Registration Details, go to: vajaguarclub.com

Roar

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your planning. As usual we ask you to advise if you are planning to attend so we can advise the host venue organizers in advance.

New Series

In this issue of Lyons Tales, we are starting a new series of articles entitled “Me and My Jag”. These articles will feature a particular model of Jaguar and our club members who own and drive them.



For a small company, Jaguar has released a phenomenal amount of different models throughout their history so there is plenty to write about.

For our first article we have chosen the XK8 since this particular one is quite a favorite, being owned by several members (see our feature Me and My XK8). We plan to continue with a different model for each forthcoming issue of the newsletter.

Cheers!

-- Brian Trickett, President

VJC EVENT REPORT

Jaguars owners gather at Cars & Coffee and brunch at the diner

Cars and Coffee events are held all over the country, but Cars and Coffee at Richmond (C&CR) has been acclaimed as one of the best.

Originally held near the Starbucks in the River Road Shopping Center for more space it moved to the Regency Square Mall Center and now to the Stoney Point location.

The popularity of C&CR is that it is such a casual event and you never know what is going to turn up, from the outright expensive to old bangers, American muscle and of course some Jaguars.

With that in mind some of our members turned up at Stoney Point recently and afterwards rounded off our morning at the River City Diner for brunch.



From left, Carter Younger and Brian Trickett chat with fellow Jaguar owner Charles Baskerville in front of Carter's XK8.



Ferraris add a little spice. (Story and photos by Brian Trickett)



Charles and Brian with their Jag STR's enjoying their day at C&CR



Good food and chat at the River City Diner. At right, contrary to rumors, Elvis has not left the building.

VJC SOCIAL EVENT



Kathy and Brian Trickett, Carter and Janet Younger and Mark Creech and his sister Iva at the table. At right, the Youngers' Jaguar XF at the entrance to the restaurant.

Jaguar enthusiasts gather at the winery

By Brian Trickett
VJC President

The weatherman had forecast a dreary day for our Visit to the Upper Shirley Vineyards on Saturday April 26, with showers in the morning and thunderstorms in the afternoon.

Nonetheless our small group ventured out regardless and

luck was with us as, finding only a few drops of rain during our travel to and from the winery in Charles City.

The sun came out as we were dining and sipping wine at the side of the James River with like minded Jaguarrians at the table.

What more could one want?



Relaxing on the veranda overlooking the James River.

NEW MEMBER CORNER



New VJC member Maurice Lyerly's XJS.

VJC welcomes new member Maurice Lyerly

We welcome a new member, Maurice Lyerly, who said:

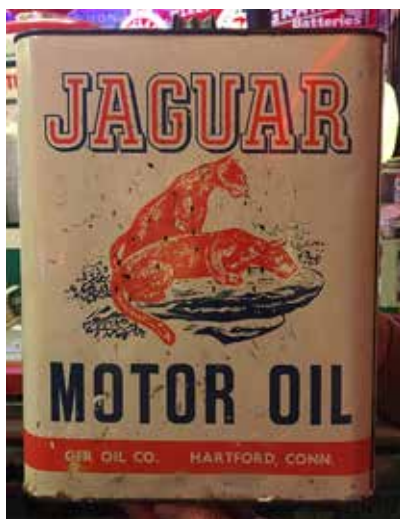
“I have owned several Triumph TR's and sold my last one years ago. But, the British car bug bit me again a couple of years ago and we decided to upgrade to the Jaguar.

This one came from California. No regrets... we think it's one of the most aesthetically pleasing cars on the road and is an absolute blast to drive in the summer with the top down.

My wife Ree and I live in Virginia's Northern Neck which is ideal for British car motoring. We look forward to being a part of the Virginia Jaguar Club family.”

A warm welcome to the Virginia Jaguar Club Maurice and Ree.

-- Brian Trickett, President, VJC



Jaguar Motor Oil?

Yes, there once was a Jaguar Motor Oil. This photo was submitted by Friend of the VJC Camelia Blackwell (Sherm Taffell's better half.)

-- Editor's Note: We Googled the company in Hartford, Connecticut that produced this product in the 1950s and it still exists, but no longer markets oil under the Jaguar brand. There is no connection with the British Car Company of the same name as far as we can determine.

FROM THE EDITOR'S LAPTOP

A talented designer artist who honored Jaguar heritage in the XK8, XJ8, others

By Greg Glassner
LT Editor

I squandered quite a bit of my youth and young adult life doodling cars in my school and college notepads and still lapse into this habit from time to time. I aspired to become an industrial designer and was saved from this folly by the high cost of tuition at Case Institute and Carnegie Institute, the two I.D. schools to which I applied. I say folly, because my fling at an alternate plan, pursuing an engineering degree at Penn State was short lived.

Anyway, two of my Industrial Design heroes as a lad were Raymond Lowey and Brooks Stevens.

Lowey was best known for designing the 1953 Studebaker Starliner, a car that still looks good 70 years later.

Stevens had his home and design studio just up the road from where we lived in Wisconsin when I was in high school and I once visited it and his small car collection. He was best known for working on a limited budget and creating silk purses out of sows' ears. He turned the WWII Jeep into the sporty Willys Jeepster and extended the life of Lowey's original Starliner and Hawks with the Hawk GT, as well as restyling the dowdy Studebaker Lark to give that dying



Geoff Lawson, head of Jaguar styling from 1984-1999, poses with a pair of XK8s shortly before his untimely death.

corporation one last gasp. (Stevens also revived the classic lines of several pre-war Mercedes-Benz models with his own Excalibur car company.)

So, when the unfamiliar name of Geoff Lawson came up in Brian Trickett's story about the XK8 in this edition of the Lyons Tales, I had to find out more about him.

It was a 39-year-old Lawson, who the equally brilliant John Egan hired away from General Motors in 1984 to help rescue the seriously troubled Jaguar marque and to serve as head of the styling department for the next 15 years -- years that proved crucial to the survival of Jaguar.

One of the reasons I bought an XK8 was the styling. After purchasing it and washing and waxing its sleek curves a few times, I concluded that, like with the vaunted XKE before it, there were very few areas of the car that I could improve upon, were I given the means to do so. It comes that close to styling perfection.

The first product to emerge from Lawson's design shop was the breathtaking Jaguar XJ220, at the time it was produced the fastest production car in the world.

This was followed up by hit after hit, the very cars that we, as members of the Virginia Jaguar Club so cherish: the revised XJ6 (XJ40), the XK8, the XJ8, the somewhat under-

See Lawson, p. 8



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

Lawson

Continued from p. 7

appreciated S Type and even the X type, the Ford Mondeo based little Jaguar that I still contend is a fine looking car.

Lawson grew up worshipping Sir William Lyons and the Jaguars of old, and his team's designs consistently blend that company heritage with modern looks better than most attempts at what we have come to call retro design.

Lawson was described in an obituary as:

A chunky, candid man with a love of Americana ... a man who clearly loved Jaguars - as well as Chevie [sic] Corvettes, Fender guitars, International and Mack Trucks, and, it has to be said, US guns, of which he owned many non-firing replicas - was there to oversee the company's transformation from an English romance to an international business corporation, rather than some slick jobsworth with no understanding of why, even now, a Jaguar is, or is meant to be, a passion rather than a means of getting from A to B.

Sadly, Geoff Lawson, who ironically was born two days after me, died of a stroke June 24, 1999 at age 54. One can



The limited production Jaguar XJ220 supercar revived the company's tarnished image and was the fastest road-going car in the world in 1992, capable of 220 mph.

only speculate about what designs might have emerged from his drawing board and computer had he lived another 30 years.

I have to add him to my list of the car designers I most admire, along with Lowey, Stevens, Giorgetto Giugiaro Battista Pininfarina and a few others.

THE CHIMPANZEE AND THE JAGUAR

One day in the jungle a chimpanzee invented some tools to eat his dinner. One tool was a flat stick sharpened along one edge, which he used to cut his food. The other was a stick with four smaller sticks attached to the end each sharpened to a point, which he used to spear his food and place it in his mouth.

He was very proud of his inventions and called them his one point tool and his four point tool.

One day he awoke to find that his four point tool was missing. The chimp was distraught. He ran around the jungle trying to find his precious tool. First he came upon the lion. "Lion, Lion!" he cried, "Have you seen my four point tool?"

"No" replied the lion, "I have not seen your four point tool."

Then the chimp came upon the gorilla.

"Gorilla, Gorilla!" he cried, "Have you seen my four point tool?"

"No" replied the gorilla, "I have not seen your four point tool."

Then the chimp came upon the jaguar. "Jaguar, Jaguar!" he cried, "Have you seen my four-point tool?"

"Yup!" replied the jaguar, "I've seen your four point tool."

"Well where is it?" inquired the chimp.

"I ate it" said the jaguar, smugly.

"Why would you do that?" cried the chimp.

"Because" replied the big cat, "I'm a four point tool eater jaguar!"

-- (Contributed item)

SPOTLIGHT ON JAGUAR XK8, XKR

XK8 introduced at 1996 Geneva Show

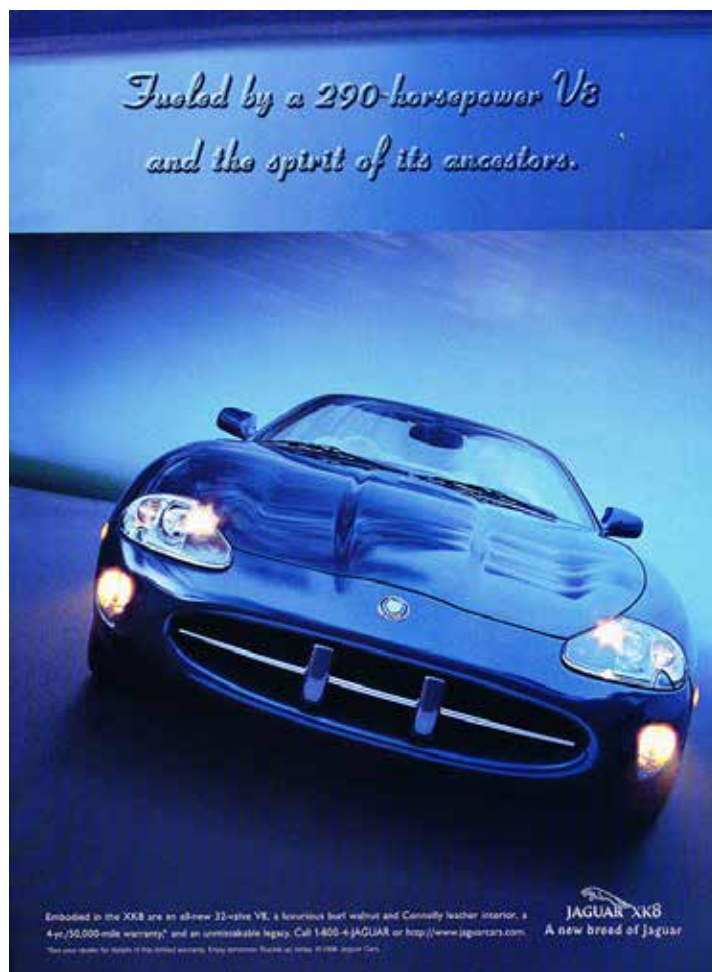
By Brian Trickett
VJC President

The Jaguar XK8 was introduced in 1996 at the Geneva Motor Show as a grand tourer available as a convertible and a coupe and was a replacement for the XJS. It quickly drew attention for its sleek styling and powerful and smooth V8 engine.

Production of the XK8 continued into 2005, eventually including the supercharged version XKR and culminating into 2006 with the facelift version Victory edition which was by now being produced with an aluminum bodyshell for reduced weight and improved performance. The Victory edition was produced to celebrate Jaguar's Championship in the North American Trans Am road racing series.

History and Production

The Chief Designer for the XK8 project was Geoff Lawson who had joined Jaguar in 1984 having previously worked for Vauxhall, the British subsidiary of General Motors. As well as creating design for the XK8 Lawson was responsible for producing a highly successful series of new Jaguars over his span of 15 years with Jaguar. These include the XJ220,



Examples of promotional campaign that launched the new XK8 in 1997, above, and the XKR that succeeded it, left.

XK QUANTUM LEAPER

The Jaguar XK coupe and convertible are GT cars, grand touring machines with the emphasis on "grand." The XK models are stunning to look at, even parked. And there's nothing Spartan about this sports car. The interior appointments are as expected in Jaguar's luxury sedan: self-groom leather, keyless entry and start, heated seats, heated steering wheel, premium Bowers & Wilkins® surround-sound system, soft blue ambient lighting and, of course, the signature Jaguar Drive Selector™ transmission knob.

For a really inspired road experience, you'd be hard-pressed to find a better driving companion than the XKR S. The supercharged V8, tuned up to a sharp 550 hp, makes the lightweight coupe capable of accelerating from 0 to 60 mph in 4.2 seconds.

QUALITY THROUGHOUT

Head to www.jaguarusa.com, and find your local dealer. Today's Jaguar cars are among the highest quality, most reliable cars on the market. Don't take our word for it. Ask J. D. Power, which in four quality surveys ranks Jaguar in the industry's top five. That would be in dependability, luxury-brand dealer sales and service, and customer satisfaction with performance, execution and layout (APEAL). Similarly, the J.D. Power Quality Index measurement taken by Strategic Vision ranks the XK as the best luxury car with the highest quality score in the industry.

Every 2012 Jaguar comes with "Jaguar Platinum Coverage," giving owners a four-year/50,000-mile new-vehicle limited warranty, complimentary scheduled maintenance and 24/7 road-side assistance for the same period.*



XJ6, XJ8 and the S-Type saloon. Some enthusiasts of the marque consider today that these models are the last of the true Jaguars which evoke Sir William Lyon's "Grace Space and Pace" vision. Geoff Lawson designed the XK8 during the time when Jaguar was under Ford ownership. Ford in that era had gone on a buying spree and also acquired Aston Martin. Subsequently the XK8 shared its platform with the Aston Martin DB7.

Initially the naturally aspirated version acquired a 4.0 liter V8 engine coupled with a ZF five speed automatic

See XK8, p. 10

XK8

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transmission, whereas the supercharged R version employed a Mercedes five speed automatic. The XK range received a mechanical update in 2002 when both XK8 and XKR models received the larger 4.2 liter V8, gaining more power. This time both versions received an all new ZF six speed automatic.

The XK8 and the XKR became the best selling sports car

that Jaguar had built up to that time with over 90,000 units being built. The convertible versions being more popular, comprising approximately 68% of total manufactured.

EDITOR'S NOTE: The following are contributions from our Virginia Jaguar Club members about their experiences with their XK8s and XKR.

Me and MyXK8

George Parker, XK8



Parker Family “castoffs” are what the rest of us would call “family heirlooms.” His 2004 Jaguar XK8 is an example of this, as is the Jaguar XK120 that also resides in George’s garage.

Dad’s ‘other castoff:’ a pale green 2004 XK8

By George Parker
VJC Member

By now, most of you are familiar with my Dad’s former, and now my, XK-120SE – the light blue one you’ve seen at shows and in these pages. This is the brief story of the other XK he’s passed along to me, a 2004 XK8.

When he had completed restoration of the 120 and had been enjoying it for a number of years, he got the itch for a “modern XK”, and at one point had contemplated selling the 120 to get himself into the more modern car. But as he

started looking around, he found that prices for XK8s were not astronomical, so he started looking at them in more earnest. And being in Florida, he wanted the convertible.

I don’t know the details of how many he may have looked at, but when he found this one, he had a friend check it out for him as he was in New York at the time. I’m sure the friend was a good guy and did his best, but it turns out that he may not have been completely knowledgeable on these particular cars. When Dad found it waiting for him back

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XK8

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in Florida, he found a car which, while attractive from 10' away, had been "ridden hard and put away wet". And it only had about 32,000 miles on the clock.

The previous (and original) owner had used the driver's door as a "crutch" of sorts for getting in and out of the car, so the door sagged considerably. Several attempts at repair were made, but in the end, an entirely new door was installed. Even today however, with that "repair" that door is still a bit "wonky".

Since I've had the car, I took it back to FL where Dad's late-model-Jag-expert replaced the convertible top hydraulic hoses (before I suffered the dreaded "green shower" – leaking hydraulics which run into the A pillars and top of the windshield frame). He also replaced the alternator due to

an odd noise which he diagnosed as a failing unit. Bruce Woodson's shop here in Richmond completed an a/c repair, headlight replacement (not as easy as it sounds), and some suspension work, though there's more to be done there as there is still a tiny vibration at highway speeds. I've had new tires installed and a full chassis alignment completed, but the small vibration has not gone away. This is at the top of my current list.

It's a fun car and is often complimented. The most interesting part is that people are usually surprised at how old it is. Many look at it and tend to think it's only 5 or 6 years old. I'll take that any day. And there is a certain charm to having two XKs in the garage, but 50 years apart – what a difference half a century makes!

Greg Glassner, XK8

XK8 proves an affordable Gran Turismo car

By Greg Glassner
L.T. Editor

Several years after my wife passed away, I had the wacky idea of creating a "Cars of All Nations Collection." I say "whacky," because I am incapable of carrying out even the simplest of repairs on my own and I chose an arbitrary budget of \$20,000.

I already had a 1990 Mazda Miata (Series 1) and a 1994 Passport Cobra RV powered by a humongous Ford V8, so I had Japan and the USA covered. The 1983 Porsche 944 I bought in 2009 for a very reasonable \$6,500 added a quite suitable German car to my modest collection.

This left Italy, Sweden and Great Britain on my "A List," with France and South Korea on a B list.

Over the next couple of years I looked at and drove a Saab convertible, a Volvo 4WD wagon, a Fiat 124 Spider, an Alfa-Romeo Spider, a Jaguar X-Type and a Jaguar XJR, a rapid full-sized sedan with a supercharged V-8. All of these were found lacking in some respect. (Leaking oil, making suspicious noises, showing signs of serious abuse or simply overpriced by their owners.)

I had only used up \$6,500 of my arbitrary \$20,000 budget on the Porsche, so I had \$13,500 to "play with."

I started looking online for Jaguar XK8s, as I had always



The 2014 Miss Virginia found my XK8 an elegant throne as Miss State Fair (background) chose the red Ferrari to match her dress.

liked the looks of this car, which favored the legendary XK-E and D-Type in its styling. Word on the street was that Ford took steps to remedy some of the quality control issues that had plagued Jaguars over the years. (But they didn't get them all.) That legacy of unreliability made used Jaguars a relative bargain in the marketplace, as the new ones depreciated rather quickly.

See XK8, p. 12



I drove my XK8 to Lime Rock Park the year Jaguar sponsored the annual Historic Car race weekend and also spent a half hour flogging the new XKR around the back roads of Connecticut as part of the Jaguar driving experience.

XK8

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I originally set out to locate an XK8 coupe, as they were more graceful to my eye than the convertible, but the American marketplace had gobbled up far more drop tops and coupes were quite rare and pricier than soft tops.

I checked out but did not bite on XK8s in red, black and BRG livery, as well as one with a hideous chartreuse metallic paint job and oversized chrome wheels, but easily passed on that. I didn't want to start rumors that the editor of the Ashland newspaper had a part time gig as a pimp.

When I spotted a 1998 Jaguar XK8 in a stunning blue metallic, I had to check it out. I am partial to blue and this particular blue is the same color as one of the two factory media demos sent over prior to the XK8 going on sale in the Western Hemisphere,

This XK8 was located in a used car emporium among a row of such enterprises just outside the Quantico Marine base. I was a bit leery of its surroundings on Quantico's used car row, but this sinuous Jaguar was drop dead gorgeous. It had traditional wood dashboard trim and rich leather bucket seats that proved exceedingly comfortable for the "plus-sized gentleman." Something about wooden trim and leather upholstery murmurs "elegant."

I drove this XK8 around a bit and it ran well and felt

and sounded as it should. The original window sticker in 1998 was close to \$80,000. This graceful and elegant convertible was mine for \$9,500. The mileage on the odometer of approximately 85,000, was a bit high, but not unreasonable for a 12-year-old car. It was a leased vehicle for three years and the second owner was a woman living in Northern Virginia. It had been involved in one fender bender accident with no frame damage.

I became the third owner.

Shortly after purchasing my XK8, I became a member of the Virginia Jaguar Club, an affiliate of the Jaguar Clubs of North America. Like the PCA, this club also offered many opportunities to socialize with fellow Jaguar owners, go on scenic drives, road rallies and run the occasional "slalom," which is akin to the autocrosses and gymkhanas of other car clubs.

All JCNA-sanctioned slaloms run a meticulously prescribed course so the time posted in an event in Southern California compares directly to a time posted in one in Colorado, Ohio or Virginia. In 2012, the Virginia Jaguar Club hosted the JCNA Annual Membership Meeting and the next year we hosted the International Challenge

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XK8

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Championship. Quite a feat for one of the smallest Jaguar Clubs in the country.

As a footnote to this, the Virginia Club held a practice Slalom early in 2013, just to get the bugs out of our system, I won my class and for a month or so was leading the nation in the JCNA Slalom standings. My time was quickly eclipsed, however. When we held the Challenge Championship, I was soundly trounced by a ringer from Ohio who actually knew what he was doing. (I did end up with a handsome second place trophy however and bested a guy from New Jersey and one or two others.)

The Jaguar XK8 proved to be a comfortable highway cruiser, what the Europeans call a Gran Turismo (Grand Touring) car, rather than a pure sports car. The Porsche 944 and Miata were more nimble but far less appealing on trips exceeding 100 miles.

I added a 1993 Alfa Romeo 164L to the stable and came in just under my \$20,000 cap (Or just over, if you toss in the Miata.). The Alfa proved something of a disappointment and I abandoned any thought of adding a French and Swedish car when I found out how much my modest collection was costing me in Personal Property taxes, car insurance and the inevitable maintenance and repair bills.

In the next few years, I drove my XK8 to Albany, New York, for my niece's wedding, to Road Atlanta for an IMSA race weekend, to my sister's house in New Hampshire, and to Hilton Head Island.

I drove my nearly 15-year-old Jaguar to Erie, Pennsylvania for my 50th High School class reunion and it was the best looking car in the parking lot of the Erie Yacht Club. The handful of "car guys" I'd hung around with in High school were conspicuously absent from the reunion. Had they been there, they would have appreciated the Jaguar. I imagine them thinking, "The kid turned out OK after all."

In 2014, fellow VJC member George Parker called me up and invited me to participate in the Virginia State Fair Parade. The Fair Committee wanted convertibles for the beauty queens.

Only my XK8, George's XK120 and a Ferrari showed up. George got saddled with a local politician and that year's Miss Virginia State Fair wore a red dress that went well with the red Ferrari.

By default, I drew the previous Miss State Fair, who just happened to be the reigning Miss Virginia! One of only two photos I managed to take that day have graced my Lions Tales editor's column for the past decade.

That set a pattern of sorts and I have twice driven the Grand Marshal of the annual Holiday Parade in the Town of Ashland in my XK8.

After 15 years in my stable and with the odometer registering well over 110,000 miles, my XK8 has developed a host of electronic glitches and mechanical problems, only some of which I have managed to solve.

But it still looks drop dead gorgeous when I wash and wax it, and when I climb behind the wheel and settle into those comfortable seats, I feel like I am in a proper Gran Turismo car.



I pull into a friend's driveway to show off my new purchase in 2010.

Scott Berube, XKR



Scott Berube takes his 75th Anniversary XKR175 out for a spin.

“Accidental” 75th Anniversary XKR a rare cat

By Scott Berube
VJC Member

After several years of hunting for a rare bird 75th Anniversary Jaguar XKR175 (prompted by the “drool worthy” video review of said vehicle on The Smoking Tire YouTube channel), I tracked one down on Bring a Trailer auction site with relatively low mileage and a reasonable amount of “experienced” scars.

On August 19, 2023, while mowing my lawn, I “accidentally” won the aforementioned auction for this spectacular vehicle. I threw a low but respectable bid in to get the posers out of the mix at the 51 minute mark and continued to cut the grass. I was absolutely shocked to see that bid hold until the auction closed. I truly believe the BaT auction site malfunctioned during that last 51 mins.

I had not told my wife I was bidding as I never expected to win the auction at that price. It was an interesting and fairly uncomfortable discussion with my bride that day. Since then, I have worked with Abacus Racing in Virginia Beach and Tire Rack to get this beauty back to where she needed to be.

I love every minute behind the wheel as well as any time detailing, cleaning, pampering this incredible automobile. I

try to drive it every week and keep it garaged under a quality indoor car cover on a NOCO Genius10 battery tender whenever she’s not on the road.

As Larry Webster from Hagerty says, “Never Stop Driving!”



Jaguar advertising art for the XKR model.

Me and MyXK8



Bill Guzek, XKR

Virginia Jaguar Club Member Bill Guzek submitted this photo of his beloved Jaguar XKR on what we presume to be an overlook along the Skyline Drive or Blue Ridge Parkway. At left, Bill enjoys a brief lunch break after prepping his XK8 for a recent June Richmond AACA Car Show.



Carter Younger, XK8

Virginia Jaguar Club Events Chair Carter Younger submitted these photos of his Jaguar XK8. He commented that he especially likes the view from the comfortable leather driver's seat with the traditional British wood accented dashboard.





Ron Mitchell and his Aston Martin Vantage

Jaguar XK8 & Aston Martin V8 Vantage related

Jaguar XK8 and Aston Martin V8 Vantage Similarities and Differences:

Production Years:

Jaguar XK8 MY (Model Year) 1997 to 2006

XKR MY 2007 - 2014

Aston Martin V8 Vantage MY 2006 – 2017

By Ron Mitchell
VJC Member

During the production years for these two sports cars, Ford owned both companies (Aston Martin from 1987 until 2007, Jaguar from 1990 until 2008). During that time, both Jaguar and Aston Martin were organized within the Ford Premium Auto Group. During this time, both brands had the support of Ford Engineering and access to the inventory of parts that could be used across multiple vehicle models. So, it could be expected that there would be commonalities between these two sports cars.

Styling:

Due to the fact that both the XK8 (later XK) and the Vantage are sport models with front mounted V8 engine driving the rear wheels, and are catering to a similar customer base, it is not surprising that they have similar styling.

Prior to Ford ownership, Jaguar decided it needed a successor to the XJ-S. They wanted a car that more closely

followed the styling of the E-type. Following this guidance, they developed the XJ41/42 (coupe and convertible) concept vehicles starting in 1980. The concept was first shown in 1986. That concept is a clear predecessor of the XK8 (X100) launched for the 1996 MY.

The Aston Martin V8 Vantage was developed during the Ford ownership but was launched a decade after the XK8. As a result, AM had significant technical resources available for this project. There were three concept cars that previewed the styling of the future Vantage. The first was the Project Vantage of 1998, although this design was closer to the subsequent Vanquish and DB7 models.

The second concept was made by Italdesign in 2001; the 2020 Concept. The front of this car, especially, shows the future Vantage form. Finally, AM showed the AMV8 Vantage in 2003. This was very close to the production model launched in 2006.

Comparing the styles of the XK8 and Vantage, we can see the influence of the 10+ years that separated their introduction. Although both have similar proportions defined by the layout of the drivetrain, the XK8 has more curvaceous lines. The 2007 evolution of the XK/XKR has “tightened” those lines in a similar way to the Vantage launched nearly concurrently. Fortunately, both cars look good in both coupe and convertible iterations.

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Aston

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Chassis:

Due to Jaguar's limited resources in the 1980's, the XK41/42 concept used an updated chassis from the XJ-S. Following the Ford acquisition of Jaguar, the decision was made to move the XJ41/42 concept to production. This became the XK8 launched for the 1997 MY.

Jaguar made a further adaptation of this chassis for the XK / XKR launched for the 2007 MY. This version of the chassis incorporated a bonded aluminum (aluminium ?) monocoque. This was the first use of aluminum by Jaguar and, presumably, led to their later use of bonded aluminum structures for later models.

The modified XJ-S chassis of XJ42/42 was also used as the basis of the Aston Martin DB7, another 2+2 sports car, powered by inline 6 or V12 engines. In fact, the DB7 was launched for the 1994 MY, before the Jaguar XK8.

The V8 Vantage used the Aston Martin VH chassis design concept. This is comprised primarily of extruded and cast aluminum components, bonded and riveted to form the chassis. This chassis concept was sufficiently adaptable to encompass all of the then current Aston Martin models. The DB9 was the first of the VH chassis in production for MY 2004.

Drivetrain:

The V8 engine is where there is the most commonality between the Jaguar and Aston Martin models. This DOHC V8 engine was first designed by Ford for use in the Lincoln LS sedan.

Jaguar then adapted this engine, now coded as AJ-V8, for use in the XK8 and S-type sedan. The engine was introduced with a 4.0 l displacement. From 1998, it was supercharged for special models. An increased displacement (4.2 l) was introduced in 2003.

Aston Martin started with the AJV8 engine and further adapted it for their vehicles. (Their published information states that almost all component designs are unique to the

AM application.) In the V8 Vantage, the displacement was 4.3 l at the 2006 introduction. It was increased to 4.7 l for the 2009 MY. The AM engine uses dry sump lubrication. AM never offered a super- or turbo-charged variant.

The major powertrain difference between the Jaguar XK8 / XK and the Aston Martin V8 Vantage is the transmission. In the Jaguar models, the engine was mated to a 5 or 6 speed automatic transmission, directly mounted with the engine. In the V8 Vantage, the transmission was mounted on the rear axle and was available with both manual and automated actuation.

Observations:

What do I like about my Vantage? 2014 MY 4.7 l V8 coupe 6-speed manual

I was looking for a modern sports car but was not interested, nor could I afford, a new vehicle. I wanted this car for fun drives on country roads as well as the capability to take it on long trips. Air conditioning was required for maximum enjoyment during the Virginia summertime. The interior of my E-type can be unpleasant on hot muggy days.

I am drawn primarily by styling. I considered the Jaguar XK and the Vantage. The Vantage won out due to its elegantly simple flowing lines, without all the excess sculpting used on more modern vehicles. To me, this design seems a suitable evolution of the classic E-type form. This particular car caught my attention for its dark blue exterior and light tan (biscuit) interior, matching my E-type. It also still had that captivating smell of the leather upholstery.

As I intend to drive this car sportingly, the manual shifting and the 50-50 weight balance of the rear-mounted transmission seemed like a good idea. I have found the Vantage to be well suited to the 600-series country roads that I use for my driving tours. It is also great fun to stretch its legs on remote sections of those 600-series roads.

My one quibble is the minimal cushioning on the seat bottoms. The benefit there is that it forces me to take a break every couple of hours.

Dimensions:

| Inches & pounds | Length | Width | Wheelbase | Weight |
|-----------------|--------|-------|-----------|--------|
| XK8 | 187.4 | 72.0 | 102.0 | 3560 |
| XK | 188.7 | 74.5 | 108 | 3968 |
| Vantage | 172.4 | 73.4 | 102.4 | 3461 |

THE ITALIAN JOB



This 1978 Pininfarina concept car was based on XJS underpinings. This is the most flattering view, as the rear is rather squared off and looks more like a 1980s Corvette than a Jaguar.

Did this long-forgotten concept car influence the XK8?

As I was wrapping up the layout for this issue of the Lyons Tales, Stan Smith, an old college friend who still lives near the Penn State campus in Pennsylvania and still has a barn filled with assorted Citroens and other French cars, sent me a copy of the British *Magneto* magazine.

While perusing this excellent tome, I homed in on a top list of Pininfarina's 50 best designs. This list included quite a few Ferraris, Lancias, Maseratis, Fiats and Alfa Romeos, of course, including the 1990s Alfa Romeo 164 sedan, one of which sits in my carport awaiting some ambitious car nut to rescue it from its long slumber.

What really caught my attention, however, was this concept car that the famous Italian carrozzeria created for Jaguar in 1978 (photo above). This was a full 18 years before the XK8 was launched, mind you.

When I saw the small photo of this in *Magneto* it literally screamed "XK8" to me. So I immediately Googled it and found out the story behind this one-off was a fascinating one indeed.

It seemed back in the 1970s, there were rumblings among the automotive press and Jaguar enthusiasts in particular that the Jaguar XJS did not exactly live up to the company's

standards, stylistically speaking, as the successor to the incredible E-Type. The E-Type, or XKE, as some would have it, raised the bar to rather lofty heights.

Anyway, the clamor over the XJS' aesthetics prompted several attempts to restyle the XJS. Pininfarina, which had done work for Jaguar before, proposed a concept car and the Coventry factory obliged the Italian design firm with a well-flogged XJS development chassis for transformation into what one writer dubbed a "putative show car swan."

Pininfarina designer Elio Nicosia is credited for this stunning two-seat convertible, or spider, in Italian, which paid tribute to the wind-cheating, Le Mans winning D-Types of the 1950s and produced a claimed drag coefficient of 0.36.

It was displayed in metallic British Racing Green livery as a non-running and incomplete Pininfarina Studio CNR 1978 at the 1978 British Motor Show to a mixed reception. A rival designer said it looked "like a dark green slug."

By 1979, Pininfarina had refined the car and had it up and running and painted in a more flattering silver for the car magazines and the Jaguar brass to evaluate. By then, however, Jaguar was embroiled in a battle for survival and this design study was set aside. -- Greg Glassner

VJC COLLABORATION

Featuring the Evolution of Rolling Sculpture



Richmond AACA show (& VJC Concours) June 14

Richmond Collector Car Show and Swap Meet

St. Joseph's Villa - Richmond, VA

Saturday, June 14, 2025

8 am – 3 pm

You are invited to participate in the 56th annual Richmond Collector Car Show and Swap Meet, to be held on the lawn of St. Joseph's Villa in Richmond, VA. This event is presented by the AACA Richmond Foundation and Richmond Region of the Antique Automobile Club of America. We are excited to feature the "Evolution of Rolling Sculpture" this year!

Classes & Judging

Classes for virtually every make and model car, truck, and motorcycle will be available with judging performed by experienced teams. Please Note: Only pre-registered show cars will be eligible for judging and awards.

Cruise-In

As an alternative to having your car in the judged portion of the show, you are invited to participate in the 2025 St. Joseph's Cruise-In! This non-judged area of the front lawn will be reserved for you to arrive in style, with the freedom to depart whenever you wish.

Automotive Swap Meet

The show also attracts one of the largest automotive Swap Meets (Flea Markets) in Virginia, where you can find that elusive part or that special vintage license plate to make your restoration complete.

Opening Ceremonies

Opening Ceremonies and the singing of our National Anthem begin at 10 a.m., followed by a parade of featured cars! Vintage car rides will be available for you and your family to experience starting at 10:30. Food and beverages will be available throughout the day.

Featured Cars

An amazing display of cars representing the "Evolution of Rolling Sculpture" will highlight the beauty in design of automobiles through the years. Be sure to capture some cool photos of these beauties!

America's Most Significant Vehicle

At 1 pm, gather around the main tent for an amazing presentation. As this year's show will be on Flag Day, we will give a nod to one of the most significant developments in Automotive history, the General Purpose Vehicle....or

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AACA

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better known as the Jeep!

Awards Presentation

The Awards Presentation will begin at 2:30 pm. Old Dominion winners in each class will be called to the podium to receive their award. First place cars will then be driven up to receive their award, culminating in a presentation of the coveted Best in Show trophies!

Supporting St. Joseph's Villa

100% of the proceeds raised from the General Admissions gate will be donated to St. Joseph's Villa.

We look forward to seeing you and your family at the Villa on Saturday, June 14, 2025!

Go to: **RichmondAACA.com**



Kiwanis Club of Ashland, VA
Fourth Annual

KarWanis Car Show



Multiple Classes to be judged on Cleanliness and Condition
All vehicles welcome (Cars, Trucks, Bikes, etc)

Date: Saturday, May 17, 2025

Time: 10 am – 2 pm

Location: Ashland Junction Shopping Center,
167 Junction Drive, Ashland, VA 23005

Registration: <http://www.karwanis.com/>

Registration fee: \$20 including day of show

Grilled
food,
Music,
Fun!



Dash Plaques for first
50 cars registered

All proceeds to
support our
mission to
“Serve the
Children of our
Community”



Trophies for all
classes

Questions? See facebook [ashlandvakiwanis](https://www.facebook.com/ashlandvakiwanis) or
call Roy Mills at 248-830-0052

Editor's Note:

Your humble VJC Lyon's Tales newsletter editor is a member of the Ashland Kiwanis Club and a judge at this low-key car show May 17. It is a great way to “tune up” for the Virginia Jaguar Club Concours and Richmond AACA car show in June. (At least two of the Judges at this show own Jaguars and are very sympathetic to the marque!) Why not enter your car or just drop by to spectate and enjoy one of our famous K-Club cheeseburgers? (For more information, contact Greg Glassner at glassgreg@hotmail.com)

MEMBERSHIP RENEWAL

Did you forget to renew your VJC/JCNA membership?

Dear Member.

As enthusiasts that share the love of the Jaguar marque, we all know the thrill of driving, owning or just talking about Jaguars. Whether you own a Jaguar or just merely love them, you are in a prestigious position that is complemented by your club membership. Through your membership you benefit from informational and social meetings, driving events, a world class Concours de'Elegance and the opportunity to meet, socialize and exchange ideas with other Jaguar enthusiasts. Below is a list of highlight benefits, but as you will surely agree there is much more on the members benefits list. It's quite a deal. We hope you agree and renew today.

Members Benefits list

Virginia Jaguar Club Newsletter. Lyons Tales, one of the best in the nation, to keep you in the know for all things Jaguar in our club and region.

National affiliation with Jaguar Clubs of North America for Jaguar news and topics on local, regional and national levels

The highly coveted Jaguar Clubs of America bi-monthly Jaguar Journal.

Varied events and activities on a regular basis throughout the year.

And access to much more at www.vajaguarclub.com and

www.jcna.com

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

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

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

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

1) Print and fill out a membership form and mail in a check

2) Fill out a PDF form on screen and pay using the SQUARE App

Thanks for renewing your membership.

-- Brian Trickett
President

Membership

Membership in the VJC is open to any Jaguar enthusiast, whether you own a Jaguar or not.

For more informaion please send an email to
Mark Creech, VJC Membership Chairman:
Mark_Creech@hotmail.com

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

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

Visit us online at: www.vajaguarclub.com

Facebook: <https://www.facebook.com/groups/904051982964621/>

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

Submissions

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

LyonsTales@yahoo.com

(Alternate: glassgreg@hotmail.com).

Make sure you reference

Lyons Tales or VJC somewhere in the subject line.

SUBMISSION DEADLINE

10th of the month preceding the issue date.

SUBMISSION SPECIFICATIONS

Any regular font like Arial or New Times Roman
Format: Word or Text file

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

Wayne Estrada, Concours Chair

Chattanooga, TN 37405

202-716-9790

wayne@smartriangles.com

Ron Gaertner, Member-at-large

Manakin Sabot, VA 23103

804-784-6718

wrg hog@aol.com

George Parker, Co-Clubs Coordinator

Bowling Green, VA 22427

804-448-8368

george@cantstopthinkingbig.com

Greg Glassner, Newsletter Editor

Ruther Glen, VA 22546

804-349-6750

glassgreg@hotmail.com

LyonsTales@yahoo.com

Leland Miller, Treasurer

Bumpass, VA 23024

540-972-8050

leeandjulie@gmail.com

Bill Sihler, Secretary

Charlottesville, VA 22911

434-972-3004

sihlerww@embarqmail.com

Wayne Estrada, Website

Chattanooga, TN 37405

202-716-9790

wayne@smartriangles.com

Brian Trickett, President

Moseley, VA 23120

954-303-2012

briantrickett@gmail.com

MEMBERSHIP INFORMATION



Virginia Jaguar Club - Membership Form

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

Check One: ☐ New ☐ Renewal Date: _____

Name: _____

Spouse or Significant Other Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: Home (_____) _____ Cell (_____) _____

E-Mail Address: _____

Jaguar #1: Year _____ Model _____ Body Style _____

Jaguar #2: Year _____ Model _____ Body Style _____

Jaguar #3: Year _____ Model _____ Body Style _____

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

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

Type of Membership (check one):

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

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

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

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

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

* Includes JCNA Membership

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

Payment Options:

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

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

THE BACK PAGE

Before Jaguar, there was a Swallow



VJC Member David Harrison has a rebuilt motor in his Swallow, a Jaguar predecessor, and this oldest Jaguar in North America will be at our Concours in June.

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

