
LYONS TALES



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VIRGINIA JAGUAR CLUB
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LYONS TALES

LYONS' ROAR

Its been a busy spring for our Virginia Jaguar Club members

Hello all you Jaguarians and welcome to our 2ndt. Quarter edition of Lyons Tales for 2026.

Since our last edition of the newsletter we have had some interesting events on our calendar. An enjoyable get together at the Hanover Tavern allowed those that attended the opportunity to catch up on all things Jaguar over a fine lunch whilst taking in the interesting history of the tavern itself.

Then for car show enthusiasts, that was followed by the "Britain on the Green" show at Lorton in the Washington DC area where the Nations Capital Jaguar Owners Club were holding their JCNA sanctioned concours. Bill Guzek and myself assisted NCJOC in judging the cars.

That was followed by the Williamsburg "British Car Show" where this year Jaguar had been chosen as the favored marque. It was great to see so many Jags on display. For more details see the articles in this edition on both events.

David Harrison held his annual "Bangers on the Barbie" event at their home at Chester. Some of these events were well attended, some were not. We would like to know some of your preferences for future events so please let us know. You can contact Carter Younger or myself with any of your ideas.

In this edition we continue with our "Me and My Jaguar" series. This time covering the most iconic Jaguar ever, the XKE or E-Type as it is more commonly known. Thanks to all those E Type owners who contributed to these articles. I had the good fortune to attend the British Motor show with my dad in 1962. I still have the book of that show printed by the Daily Express for the Earles Court Motor Show in London. This is what they wrote about the car:

"The Jaguar E-Type. A REAL breakthrough in high performance car design, this Jaguar gives racing speeds and han-



See Roar, p. 3 **VJC Pres. Brian Trickett**

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SAVE THE DATE:

Saturday, June 13
VJC Concours &
AACA Richmond
Car Show @ St.
Josephs Villa

Roar

Continued from p. 2

dling with gentle suspension and town appointment. Forget the map reading, when you have found the place, you've passed it. A new conception of motoring is born with this 150 mph two seater. Speed in safety with excellent brakes and race-bred all independent suspension. A 3.8 liter 265bhp engine gives it's best in this scientifically streamlined shell. Convertible has room for week end luggage; coupe holds as much room as many saloons" No wonder it became the most favored Jaguar of all time.

We still have a few members who have not renewed,

don't forget to renew your membership. All memberships expired on 31st December 2025. See benefits of joining the Virginia Jaguar club and membership renewal information in this edition and also on the website at: <https://www.vajaguarclub.com/join.php>

Cheers and keep on Jagging

-- Brian Trickett
President

57th annual

RICHMOND REGION
ANTIQUE AUTOMOBILE CLUB
AMERICA

**RICHMOND
COLLECTOR CAR SHOW**

Saturday, June 13, 2026 8:00 am-3:00 pm
St. Joseph's Villa 8000 Brook Road
Richmond, Va

**Special Display:
Racing Through Time**

VJC EVENT PREVIEW

VJC Concours is scheduled for June 13

Last year's Concours was a great success, and thanks again to all the participants that came from far and wide to participate. There were some spectacular Jaguars there and we hope all those and more return for this year's show.

If you missed last year's Concours please come June 13th to the beautiful and historic grounds of St. Josephs Villa on Brook Road.

As in previous years, VJC's Concours will be a "show within a show" in conjunction with the Richmond chapter of the Antique Automobile Club of America (RAACA). This year's show theme is Race Cars and our 2026 event poster captures this spirit as Jaguar Cars is racing into the future!

A change this year - as part of our sub-show within RAACA - unlike previous is that the RAACA show-entry fee (of \$20) and VJC entry fee (of \$60) are now bundled together as a package fee of \$80. Begin registration for both shows on the registration page link button below, and when you arrive at the show gate you'll be given a combined window card recognizing participation in both the RAACA show and the VJC Concours.

Numerous merchandise and auto-related vendors will on-hand that will offer a little bit of everything for everyone. There is plenty of free parking for spectators and no charge for either except a charge to enjoy a great show.

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

USA as well as several past national 1st place winners. In addition to JCNA member cars, the show field has traditionally chock-full of a variety of other British marques including MG, Triumph, Lotus, Aston Martin and Rolls Royce. And of course if you are a 'car person' there will be a lot of great classic American, muscle cars and hot rod custom cars as well.

Pre-Event Social Gathering

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

The afternoon and evening before the event, we will meet at the pub at the nearby Virginia Center Crossings (VCC), a short drive from the event site for a good time of camaraderie and seeing old friends and making new ones.

Please do not miss it and keep on Jagging!

-- Wayne Estrada
2026 VJC Concours Chairman

Editor's Note:

President Brian Trickett reported at our newsletter deadline that we already have about a dozen cars registered for the concours, with more expected. It is shaping up into a great VJC Concours and a great AACA Show on June 13.



FROM THE EDITOR'S LAPTOP

New All-Electric Jaguar may stun us

By Greg Glassner
LT Editor

If you've been following my quarterly column, you know that I have been pretty harsh on Jaguar-Land Rover management and its strategy to switch to an all-electric lineup and sell fewer cars at a higher price point.

Well, I'm starting to come around a little bit in my thinking. Maybe it's the fear that I am flogging a dead horse (or cat?). Or maybe I'm reverting to my old habit of cheering for the underdog (to really mix my metaphors).

The old Jaguar car company depended so heavily on the American market that a lot of decisions in the last half of the 20th Century were based on this strategy. This continued into the first decade of the new millennium, with Ford Motor Co. calling the shots.

Well, all of that has changed with Tata of India now in charge in Coventry. We North Americans (The U.S., Canada and Mexico) are in the enviable position of producing more oil than we consume. That is not true in India, Great Britain and most of Europe, however. India currently imports 82-89% of the crude oil it consumes, Great Britain about 55%. Of course, the oil business is more complicated than those stats indicate, but on paper, electric cars should be more appealing to those living in India and Great Britain.

And, here's the good news: Writers for several car maga-



Another "version" of the new Type 01 appeared at the Formula e race weekend in Monaco recently.

zines and blogs have had the opportunity to drive prototypes of Jaguar's new four-passenger Grand Touring car in winter testing in Sweden. They all came away enthusiastic about the 1,000 horsepower, four-wheel-drive GT. It should be able to at least hold its own among similar offerings from Porsche and Bentley, if that, indeed, is the anticipated audience.

That's the good news.

Meanwhile... Jaguar-Land Rover's woes continue to mount with the announcement of a safety recall, one of the company's largest in recent history, affecting more than 170,000 vehicles in the United States. This means the dwindling number of dealers in the U.S., dealerships that have few or no Jaguars to sell at this time, are faced with fixing something on the ones it did sell. (Cars that the parent company admits it lost money on in the first place.) This recall includes all of the cars produced between 2019-2024, apparently. (Take note VJC members.)

Now, all automakers have recalls, so this is not a major black mark against J-LR, although the nature of the problem is embarrassing. It is for an electrical defect that, if unheeded, can cause a complete shut down of drive power



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

See Laptop, p. 6

VJC EVENT

Hanover Tavern visit: A glimpse at our History

By Greg Glassner
LT Editor

In March, VJC Events Bloke Carter Younger arranged a pleasant luncheon and social meeting at historic Hanover Tavern. This was an appropriate destination in 2026, the year in which we celebrate the signing of the Declaration of Independence from Great Britain.

A young Patrick Henry, the voice of the American Revolution, once tended bar and played his fiddle for guests in the tavern, which was across the road from the Hanover County Courthouse, where as a young lawyer, Henry won his first big case, “the Parson’s Cause,” in 1763.

The original tavern was built in the 1750s to serve those who convened at the Courthouse twice a month and weary travelers on a major route connecting Richmond with points north and east.

Luminaries who stayed there included George Washington, the Marquis de Lafayette, General Cornwallis and the Marquis de Chastelluz. A commander in Rochambeau’s French army described the road into Hanover Courthouse and closed by saying that “there is a very fine and large inn” there.

Patrick Henry, married Sarah Shelton, the daughter of John & Eleanor Parks Shelton, the owners of the Tavern Tract from 1750 – 1764. Working at the tavern exposed



Richard Wallace’s Jaguar XJ8 (Supercharged Vanden Plas) and George Parker’s 1953 XK120, added a nice historical contrast with the restored Tavern building.

Henry to the legal world, and in April 1760, at the age of 24, he obtained a license to practice law.

By the early 19th century, the original Tavern was in a declining condition and a decision was made to build a new L-shaped Tavern that has been restored and still exists today.

The Civil War turned the Tavern into a home for refugees, fleeing the Union Army. Both Union and Confederate

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Laptop

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and exterior lighting while the car is in motion.

(Shades of “Lucas, the Prince of Darkness!”)

One would think a company bent on becoming a leader in ultra expensive electric vehicle production would rather face a recall affecting piston rings or camshafts.

And this brings up the question of whether the high rollers looking to put a big chunk of money on an all-electric 4-door GT will trust a company with a long, sordid history of electrical glitches. Yes, many of those robo taxis that are running amock on social media are also Jaguars!

The recall announcement follows closely on the heels of yet another delay in the introduction of the long overdue super sedan. We are now talking about an August 2026 in-

troduction with a second model introduction being pushed to late 2027.

As each Lyons Tales deadline approaches, I naively surf the World Wide Web for photos of the new Jaguar GT.

At the Monaco Formula e race weekend in May, another disguised version circulated the track.

Will we have the final product, sans camouflage, for our next LT?

Don’t hold your breath, Jaguar fans.

Meanwhile, Jaguar has released the official designation of the new GT sedan.

It is “Type O1”.

As a retired newspaper reporter and editor, I am not at all attracted to a car named “Typo.”

Virginia Jaguar Club



Attending the Hanover Tavern event were, clockwise from left, Jeffra and Peter Schowalter, Richard Wallace, Mark Creech, Helen and Thomas Sledge, Norm Doucette (guest), Greg Glassner, Karen Asaro and Larry Felton, Brian and Kathy Trickett, George Parker, Janet and Carter Younger.

Tavern

Continued from p. 6

troops made numerous stops at the Tavern during the four years of the war.

Over the years, celebrated guests such as Chief Justice John Marshall, Edgar Allen Poe, P.T. Barnum, Charles Dickens, Union General Fitz John Porter, and Confederate generals J.E.B. Stuart and Wade Hampton visited the tavern.

By 1953, the tavern building was on its last legs. A group of young actors from New York bought the building with the intention of starting a dinner theater. They repaired the building to operate as their home and business, actually beginning the preservation of the old structure. Barksdale Theatre (now Virginia Repertory Theatre) was born and remains today a valuable part of the history of Hanover Tavern.

Hanover Tavern Foundation, a nonprofit organization, bought the Tavern in 1990 with the mission to restore, preserve, and utilize Hanover Tavern as a historical, educational, community and cultural resource center. The Foundation raised over \$5 million, stabilizing and restoring the historic building, added a wing for restrooms, a restaurant quality

kitchen, new mechanical systems, and refurbished the theater. The building returned to public use in 2005.

The E.J. Wade Coach House education, meeting, and event space was opened to the public in June 2015, representing an investment of about \$1.2 million.

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Tom and Helen Sledge with their Jaguar XF.

Virginia Jaguar Club



Carter Younger's Silver XF, George Parker's XK120 and the black XF of Tom and Helen Sledge.

Tavern

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Today, this cultural site offers student field trips, educational history programs, historical exhibits, heritage musical events, lecture series, and family-oriented events.

Carter Younger arranged a private dining room with a long table allowing all of us to sit together for a relaxed lunch, conversation and a short business meeting. The menu included St. Patrick's Day specials such as corned beef and Irish Coffee. And, players in a historical program elsewhere in the Tavern occasionally traipsed through our dining room on their way to another part of the building.

We had a nice turnout of Jaguars, new and old, for this event and passersby on Route 301, which follows the old Hanover Courthouse road, were treated to the spectacle.

George Parker looked at the favorable weather report and trundled down from Bowling Green in his classic 1953 Jaguar XK120 roadster, which was parked out front.

We also had two Jaguar SUVs, one all-electric and one petrol-powered. Fifteen members and guests attended and

it was a very enjoyable outing.

(The Hanover Tavern Foundation contributed to this story.)



Two Jaguar SUVs with different power units. VJC First Lady Kathy Trickett (standing) chats with Karen Asaro in her all-electric I-Pace. The Tricketts' gas-powered F-Pace is to the right.

ME AND MY JAGUAR

The Iconic XKE



The E-Type coupe is a good fit for Ron Mitchell's tall frame.

Me and my shadow: Ron Mitchell's E-Type

By Ron Mitchell
VJC Member

Like most every car person, I have always thought the E-type is a lovely sensuous shape. As a result, an E-type has been on my "must have list" ever since I have had such a list.

The E-type is not the first car that I bought and restored. That honour goes to a 1971 Renault Alpine A110. This is another car that I selected primarily for its style. There is one feature of the Alpine that influenced my selection process for an E-type. The Alpine is tailored for 1960's French men. As such, my taller frame is not a completely comfortable fit.

To assure comfort in the E-type, I decided to go for the extra headroom provided in a 2+2. Other criteria for my E-type were covered headlights and a 3-carburetor intake. This limited the search to 1966 or 1967 models.

Due to budget concerns and my desire to have something to work on, I was looking for a restoration project. I started my E-type search in 1999 using Hemmings Motor News; you remember, the 1" thick book with classified listings for classic cars and parts of all types and conditions.

I found a 1967 2+2 listed by a dealer/garage in S Carolina. This was a restoration that had been started by someone, then abandoned in a barn for several years before being found by this dealer. Many of the parts, not all of them correct for this car, were piled inside the car. A test drive was definitely out of the question.

I have kept the car mostly original. Due to rust in a couple of cylinders, the engine had to be overbored 0.020". The previous owner had modified the transmission tunnel to

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Mitchell

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accept a gearbox and overdrive from a Mark II. I decided to substitute a Tremec T5.

I also wanted seats with head restraints. So, I installed seats from a 1968 model. I made a new driver's seat mounting to lower the seat and move it rearward. Adequate leg and headroom was assured.

I did most all the mechanical work myself. The painting (I picked dark blue for the exterior) and the upholstery (biscuit for the interior) were left to professionals.

The restoration took the best part of 20 years, being completed in 2018. I have since removed the engine to remedy some oil leaks caused by seals and gaskets that sat for over a decade since the original re-build. My intention

was always to have a driver quality car that I can enjoy driving. Now, she runs reliably and gets driven regularly.

Mostly, I like to drive on the secondary roads in the countryside NW of Williamsburg or south of Smithfield.

The longest trip so far was to Wheeling WV to meet the Welsh Enterprises salesman that had for years provided sage advice while selling me thousands of dollars worth of E-type parts.

Over the past 7-plus years of use, the odometer shows 9000 additional miles. That's only about 1200 miles per year! Shame on me!

This car deserves to see more miles than that.



Ron Mitchell's E-Type coupe at the destination for one of our VJC tours.

ME AND MY JAGUAR



VJC member David Harrison's second E-Type, among the many Jaguars and MGs he has owned down through the years.

My Jaguar life and the tale of two E-Types

By David Harrison
VJC Member

My first Jaguar contact was as a passenger in a rather ratty XK 120 roadster. We were in Yorkshire on a rare straight road running beside a railway line and the driver put his foot down, I was definitely impressed, but could never afford anything so exotic. I could have bought a SS100 parked on a side street in Redcar for one hundred pounds. It would be nice to time travel back to that one.

Actually, owning a Jaguar had to wait until after Una and I emigrated to Virginia in 1967. My first US car was a 1964 Dodge Dart station wagon, no air but with 6 cylinders and pushbutton transmission it was a step up. After a few frugal years I noticed an ad for \$1500 for a 1959 Jaguar sports car in Hopewell. It was sitting out on a farm and a definite project. I had to replace the frozen hockey puck brakes with the later style, and go through the fuel system etc. It took a few months to get it running. After a couple of years I tired of the original Borg Warner transmission,

bought a rusty XK 150 coupe with four speed overdrive for \$750 and hired Darbyshire Motors to do the swap. It transformed the car and the XK 150 became my daily driver for several years.

I joined the original Jaguar club run by Jay Dorsk, it had about 50 members. I bought a project XK 120 roadster for about \$1200 from Jaguar John, one of the members, the engine turned out to be stuck and I re-sold it to David Laughton for a small profit in money and a huge benefit in friendship. David turned the car into a concours winner, and it's now in England. I was offered another XK 120 roadster for a grand at the Lawhorn junkyard when they were closing, and turned it down. Ah well.

I was lucky to find a historic XK 120 coupe in North Carolina. It was owned by a postman who found that right hand drive Jaguars made good mail delivery vehicles. It was chassis 69006, the sixth one made and very original

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Harrison

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with some unique early features. I got it running and sold it to a collector in Germany who restored it.

First E-Type

I found a red E type coupe in a front yard, it was a divorce casualty and I got it for a few thou and used it as my daily driver. The XK 150 was parked for a few years and eventually sold to a man from Denmark. I promised to have it running when he turned up and took it for a drive, I had forgotten how nice it drove and regretted the sale but was committed. I went through a Corvette phase, almost bought a split window, then bought a red 1976 T top, one of the worst years as it turned out. It was faster than the E Type but a real gas guzzler. I sold my first (but not the last) E type to my daughter's then-boyfriend.

These were my toy cars. For non-sporting use I bought a series of unremarkable but comfortable XJ6 saloons over the years. My next big Jaguar find was the 1982 prototype XJ57 coupe with the new AJ6 six cylinder engine and a 5-speed Getrag. A friend in New Jersey had bought the car from a Leonia mechanic who in turn had bought the car from Diana Black of Jaguar North America. It was the first of 25 experimental cars testing the US market for a manual XJS with better gas consumption. The program was terminated and the cars dispersed, but XJ 57s are highly collectible today.

The XJ57 was a great driving car with 25 mpg vs. the usual 12 mpg V-12 XJS. I used the XJ 57 to drive on business to Augusta, GA where Honeywell were building a carpet recycling plant. The car was reliable, the only major problem I recall being a leaking fuel tank due to rust caused by a bad rear window seal. I did have to replace the AC compressor, Jaguar suppliers wanted \$400 + but my local Advance Auto carried it for \$85, it was US made in Cleveland.

In 2001 I happened to drive by Rhodes Jaguar, the dealership in Augusta and saw a rare 1986 XJ-SC 3.6/5 speed cabrio sitting in the lot. After a few weeks I enquired and was told it was traded in by James Brown, the entertainer, who lived near Augusta. He owned the car from 1998 to 2000. I found the 5 speed tricky and traded it for a new XJ. Most people, including myself, did not know he was a Jaguar guy.

I bought the car, got Rhodes to charge the battery and pump up the tires, and boldly drove it 400 miles back to Virginia. I even got some genuine James Brown souvenirs from a band

member, including a set of monogrammed silk pajamas. (If they could only talk!)

I drove the "cabby" for a few years and showed it a few times, still have it but got back into MGs and it has been sitting too long. While I drove the cabby the XJ 57 got sidelined and eventually sold, probably one of my many mistakes.

The next chapter in my Jaguar life came in 2007 after I retired from Honeywell. John Hastings asked if I wanted to buy a 1929 Austin Swallow. He had bought the car a couple of years ago from David Laughton, but John was a very big man and the Swallow was a very small car; too small for him to get in, never mind drive. So, I ended up with the oldest "Jaguar" in the USA.

The tiny 750 cc side valve engine and clutch was in bad need of a partial rebuild. I was fortunate to have Jim Cox, a good friend and great mechanic who put it all back together after many dollars crossed the pond. The Swallow is a great crowd pleaser, particularly when I hand crank it, and was featured in year's AACA St. Joseph show.

Second E-Type

This brings us up to my second E Type, a 1968 Series 1.5 roadster which came from another friend, Bobby Junes. Bobby had driven the car in college then parked it for many years. It was black (not my favorite E type color) and had all the usual rust issues.

I bought it and turned it over to Jim to replace the floors and sills, the right space frame and picture frame, a big job. I felt better when the Heritage certificate showed the car was originally BRG and changed the color back to original. I drove the car a year or two, mainly to shows. After one winter in dry storage the flywheel stuck to the clutch lining and the engine had to come out. Wally Groome fixed it for me along with a bad shifter and transmission seal.

Its last big event was the Battersea festival a few years ago. It threw the water pump belt off on I-95 and arrived back in Chester hot and bothered. It recovered but badly needs to be driven more. In truth, if I want a quick run around the neighborhood, I will take one of the MGs (I have a few). They are so easy and handy.

Last but not least is my black 2004 XJ8, the last of the real Jaguars in my opinion, stylish and powerful.

Grace, space and pace forever!

ME AND MY JAGUAR



The decision to go with red paint certainly paid off when it comes to eye appeal.

Steve Price resurrects a barn-find E-Type

By Steve Price
VJC Member

I have been playing with old cars for over 50 years. As a matter of fact, I started getting Hemmings Motor News in 1973 ... This was back when there was no Internet, and every month I read almost every page like a kid with a new comic book.

My very first classic car was a 1949 MGTC, right hand drive. I found it in the Hemmings magazine and flew up to Yale University where a professor was selling the TC. We made a deal right in the student union and I drove that car to my parents' home in New Jersey.

That was when I knew I was hooked on old cars. I eventually restored the TC, and sold it, and started buying and selling convertibles from the 1950s and 60s.

I always met great people to help me along the way, and after all these years I have owned some spectacular cars. I enjoyed them, sold them, found another etc.

Around 12 years ago, I decided to build a collection of convertibles from the 50s and 60s that I would keep for my own collection. I found unrestored cars and had them completely restored to concourse quality restorations.

I live in an area where I was able to build a couple of nice

See Price p. 14

Price

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outbuildings so I could keep the cars on my own property.

Since I was always tinkering and driving the cars, my neighbors knew that I was knowledgeable about these kinds of cars.

This is where the story of my 1969 Jaguar XKE roadster begins. It was July of 2022 when Bob, one of my neighbors, stopped by and asked if I could help him sell a couple of old cars. My friend Cory Shepherd was with me. Cory is a master mechanic and he owns "Specialty Gauges"... He restores instrument clusters for antique Porsche, Mercedes Benz, Volkswagens, etc. He has been helping me with my cars for years.

So we headed down to Bob's house about a half a mile away.

What I did not realize since I had never been to Bob's house, was that he was a hoarder.... I mean one of these people that you see on TV that can't throw anything away.

He has a huge, two-story, three-bay garage that when we opened the first door, was filled to the brim with trash.... I mean old Washington Post newspapers from 1970. You name it, it was in this garage....

After removing trash for about an hour, we found the first of two Piper Cub airplanes from 1947. The wings were off and laying on the floor next to the fuselages. After another hour or so, we found the first car.

It was a 1964 Jaguar XKE coupe. Bob explained that he purchased this car in 1967, drove it into his garage, turned off the key, and NEVER looked at it again. I was completely amazed at just the story of this vehicle. It had about 60,000 miles on it and had not been fooled with at all... it was a running driving car until he parked it in 1967. The tires were flat. We pumped them up and they held air... Cory and I hooked up my Excursion to it and dragged it outside. This car was complete... nothing missing, just weathered.

It had been stored INSIDE of his garage this entire time so it was almost rust free. I knew that I was not interested in a coupe, but I was fascinated by the amazing condition of this car after 55 years of sitting there.

I told Bob that I could sell this car with no problem. I called a dealer in New York, and that car was literally sold in two days for more than what Bob thought it was worth.

Cory and I continued pulling trash out of this building, and about another two hours later discovered that he had



Under piles of refuse slumbered an E-Type ripe for restoration.

a 1969 Jaguar XKE Roadster sitting against the very back wall of the garage.

I asked Bob about the history of this car and he said he purchased it in 1970. He brought it home, parked it like the 64 and again, never looked at it.

I was completely overwhelmed with this Jaguar. The speedometer read 24,000 miles, and it looked like it was really accurate. The car was black with tan interior, 4 speed, AM/FM/SW radio, had wire wheels, and also had very rare factory air conditioning. The car was completely rust free and completely original talk about a real barn find!

I have always been very lucky in my car searches... but this one fell into my lap. I have read about barn finds and always was very skeptical of the stories, but here was a very real one.

Cory and I pumped up the tires and again dragged this XKE into the daylight for the first time in 53 years. I knew right then that I was going to purchase this car and restore it back to factory specs.

I had met a professional restoration guy in Lakeville Minnesota, and called him about the car. He has restored five

See Price, p. 15

Virginia Jaguar Club



Before and after views from the driver's seat demonstrates the level of the restoration.

Price

Continued from p. 11

other cars for me over the years and every car he finished was spectacular.

His name is Jeffery Carlson, and his shop is called Rattle-can Restorations in Lakeville MN. He had never restored a foreign car, but after I spoke with him, he agreed to do the car for me.

Bob had also amassed a huge collection of XKE parts over the years. And so a couple of weeks later, this black XKE was inside of an enclosed trailer, along with a bunch of parts, (parts that were probably not even needed), on its way to Lakeville MN.

Jeff was in the middle of restoring 2 other cars for me... a 1958 Pontiac Bonneville Convertible and a 1964 Thunderbird Convertible. The Bonneville is an extremely rare car as it has bucket seats and fuel injection. I asked Jeff to bump the XKE to the front of the line and hold off on the other two cars. He agreed to do that.

So the journey of the restoration began. Jeff completely disassembled every nut and bolt on the Jag. He took hundreds of photos, so that he could properly reassemble the car.

One of the liberties that I took with the car was to change the color of the exterior from black to the brightest red that you can imagine. All of my cars are red, or red and black, or red and white. There is nothing like a red Jaguar XKE convertible with tan leather interior.

When Jeff removed the dash with the gauges, he shipped that entire assembly back to me. Cory completely restored every gauge, switch, rocker switch, and vinyl covering back to better than new.

I thought that the gauges would look better with chrome bezels instead of the black original ones, and so we changed that out as well. The chrome bezels really look great next to the black vinyl of the dash.

See Price, p. 16

Price

Continued from p. 14

The AC on the car was complete, including the original hoses with the original markings on them, so we were able to use them. The underside of the car was covered with undercoating from the factory. I thought it would look better body color, so Jeff stripped all of the undercoating off. When you see the car on the lift, all of the components are new, and look like a body off restoration should look.

Every component on the car was rebuilt, including the engine and transmission even though it only showed 24,000 miles. When you look at the overall detail of the undercarriage, it appears as though the car has just come off the assembly line.

Jeff has a professional shop with other customers, so he could not devote every minute on my Jag. He started working on it in 2023 and finished the car in February of



See Price, p. 17 The underside is as clean as topside.



Steve Price's completed E-Type impressed everyone at the Gunston Hall Concours in Northern Virginia.

Price

Continued from p. 16

2026. It was well worth the wait.

I am extremely pleased with the quality of the restoration not just from a cosmetic point of view, but also from a mechanical aspect as well. Every component was researched and restored to factory condition. These cars were hand built to a great degree and since this was an untouched original car, I feel it is very accurately restored.

The car runs and drives beautifully, like a new car should. It starts easily, and idles smoothly, and drives down the road perfectly straight with no issues at all.

I have owned a few V-12 XKE convertibles from the 73 and 74 era, and those are bigger cars, easier to get in and out of and drive. I have to squeeze into this 1969, and it is much easier to get into and drive with the top down. I also took the liberty of changing the stock steering wheel to a 13-inch wheel to make it easier get in and out.

I have a serious collection of 50s and 60s American convertibles, and they are all drop dead gorgeous, but I would have to say that the 1969 Jaguar XKE is really my very favorite car in the collection.

I think it was Enzo Ferrari that stated that the Jaguar XKE was the most beautiful car ever designed.



The engine room also required a lot of attention..

EDITOR'S NOTE -- *Automotive historians can find no proof that Enzo Ferrari actually said this, but considering the E-Type's sleek shape, he probably thought it.*

SERVICE DIRECTORY

Let us know where you get your Jaguar worked on

An increasing number of members are asking where they can have their classic cars and older Jags repaired and serviced.

Jaguar dealers are reluctant or not even willing to consider working on your older car.

There are several reasons for this, examples are:

They want to concentrate on vehicles they have sold and want the warranty work. but Jaguar are not building cars at this time.

The last car with an IC engine (an F-Pace) rolled off the assembly line December last year and they are not building any more cars until the new all electric model supercar is ready for sale towards the end of 2026.

Jaguar dealerships are disappearing and those that

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

The mechanics and technicians at the dealerships do not have the experience of older cars (think carburetors/coil and distributor ignition systems) and troubleshooting those systems.

So with the above in mind we at the VJC are going to conduct a survey to create a "Directory of Service" for our older Jags which we can then publish to you. We are asking our members to submit their experiences with service/repair shops they have used and would recommend. Please send any input and information to myself here at VJC.

-- Brian Trickett

VJC MEMBER EXPERIENCE



The Sebring MGA at the Simeone Museum. (This photo was taken before the demonstration day in which David participated. A museum employee is behind the wheel.)

Close encounters at the Simeone Museum

By David Harrison
VJC Member

I admit to being a wannabe boy racer. I actually own a vintage race car, a 1933 MG Magna ex-Brooklands car, and have actually driven it at Watkins Glen and VIR. But never in anger, only in parade laps. I suppose I should have gone to one of the Skip Barber driver schools many years ago then I could have been the driver who kept out of the way of the big boys and just cruised around for fun.

So I said “YES” when I was asked to drive a Sebring car round the track at the Simeone Auto Museum in Philadelphia. The car in question was one of the three factory MGA Deluxe coupes that competed in the 1962 Sebring, car No. 52, driven by Hedges and Sears to a respectable 16th overall place. Owned by the late Hugh Burrus, it had enjoyed a second life on the track in SVRA events after being restored by Bruce Woodson. It was now on display at the Simeone, and had been tuned up by the staff in preparation for the March Sebring race demonstration weekend.

I prepped for my big race by dusting off my vintage Cromwell bone-dome helmet and buying a cheap race suit online. These precautions were not really needed as the “race track” was about the size of a football field and heavily chicaned to keep boy racers like me in check. At the

drivers meeting we were reminded to watch the flags and absolutely no overtaking. However I did feel good in my outfit and there were real Sebring cars “competing” in the event, including a Jaguar D type, a Jaguar C Type, a XK 120 Coupe, a Cunningham, a 1952 Frazer Nash Replica, a GT 40, a TR3, etc.

The cars were released in batches and I was flagged out right after the 120. The boys had done a great tune up job and the car had more power than I remembered. The MGA was better suited to the tight course than the heavy metal. The poor guy in the 120 had to horse it through the chicanes, while I had to back off. I had the choice of screaming all the way round in the close ratio first gear or dropping into second on the only straight. This meant I had to drop back into the non-synchronized first gear on the back stretch, well away from the crowd. I didn’t dare to attempt an immaculate racing downshift in front of the grandstand.

It was actually a lot of fun and I think the high revving MGA was a crowd pleaser. I did get a yellow flag a couple of times but didn’t break or bend anything.

I would have loved to drive the D-type but it was too precious for a boy racer. I did get to pose by it -- a close encounter.

Maybe I should give Skip a call.

TRAVELS



Matt Siegel's immaculate XJ12.

26th Williamsburg British Car Show

Brian Trickett
VJC President

The Williamsburg British and import Car Show was celebrating its 26th anniversary and this year proved to be exceptional for Jaguar fans since Jags had been elected as the favored marque.

The event was held at the Williamsburg Outlet Mall and over 100 cars were expected to be on display so there was something for everyone to see. Here are some of the interesting automobiles at the show.

Food and beverages were available from onsite food trucks as well as restaurants within the outlets. There was plenty to do besides enjoying the cars. Of particular interest was a display by the Williamsburg Pipe and Drum band. After the judging and awards presentation Kathy and I had ample time to hit the shops to round of a most enjoyable day before hitting the road home.



There was a nice selection of Jaguars through the ages.

CONCOURS



A nice bunch of Jags, with two impressive examples of the Mk 2.

Britain on the Green at Gunston Hall

By Brian Trickett

VJC President

On Sunday, April 26, my wife Kathy and I found ourselves in Lorton VA to attend the “Britain on the Green” car show hosted by the Capital Triumph Register Club.

This was to be the 28th annual “Britain on the Green” and once again being held on the historic grounds of Gunston Hall, the Colonial home of George Mason overlooking the Potomac River.

I was joined on site by our own VJC member, Bill Guzek. We were both acting in the capacity of guest judge for Chief Judge John Larson of the Nations Capital Jaguar Owners Club in their sanctioned JCNA concours.

Kathy, as well as seeing the cars, was eager to explore the Hall, its beautiful grounds and its gardens.

“Britain on the Green” is the premier all British car and motorcycle show in the greater Washington DC area. It was great to see all those old British marques and mingle with their enthusiasts. Despite a gloomy rain forecast it turned out to be dry for the show day with some really nice and excellent Jags to see. It was a pleasure to be involved in the judging of some of the excellent examples that showed up.

On the way home I received a thorough and informative history lesson from Kathy on George Mason, his writings and thoughts used in the Virginia Declaration of Rights which were used to shape the Declaration of Independence, and the hall, and all for free.



Matt Siegel's immaculate XJS V-12.

VJC EVENT



Chris and Fara Harris-Evans brought their Jaguar Mk IV up from Norfolk to join the Harrison MG lineup at the Bangers on the Barbie event in May.

Annual Bangers on the Barbie lands a Classic Mk IV

By David Harrison
VJC Member

The English language abounds in double meanings, not all of which are in the Oxford dictionary. A banger can be an old car, possibly ratty and misfiring. It also can be a delectable English sausage, tender and tasty.

Both banger types were present at the VJC annual “Bangers on the Barbie” last Saturday. Both were appreciated by the VJC Jaguarians attending.

The secret for perfect bangers is to coat them lightly with olive oil, cook them slowly without pricking them until almost done, then brown them with high heat. My daughter Sara did a perfect job with them but she is English.

VJC Membership was a bit thin on the ground at the Barbie, but we had a pleasant surprise. A beautiful 1948 Jaguar Mk IV saloon arrived, driven all the way from Norfolk to Chester by new VJC members Chris Harris-Evans and his wife Fara. What a splendid Jaguar, tons of chrome, giant Lucas headlights, a traditional walnut dash and beautifully maintained.

It was definitely not an old banger, Sir William would have been proud. Chris has agreed to enter in in the VJC

Concours next month, it will be a show stopper.

The other surprise arrival was an I-Pace owned by Larry Felton and Karen Assaro. They kindly let me drive it for a few minutes to experience its performance and handling, both most impressive. The I-Pace has 394 HP and 512 lb-ft of torque, and does 0-60 in 4.5 seconds. In comparison, the 1948 Mk IV has 125 HP, 184 lb-ft torque, a 0-60 of about 15 seconds, and a top speed of about 95 mph, which was impressive in its day.



David Harrison tempts wife Una with a few appetizers at the event they host.

NEWS FROM JAGUAR



TCS Jaguar leads a pack of Formula e cars.

Formula e racing getting better each year

By Greg Glassner
LT Editor

This must be my time to reevaluate a few positions. Not only am I beginning to thaw a bit on electric Jaguar GT cars, I am also becoming a fan of Formula e racing. (Yes, they like the lower case e.)

FIA sanctioned Formula e cars have gone through something like three evolutions since the cars debuted in 2014 as the first all-electric single seater racing class. I watched a few of those early races and quickly lost interest.

Back then, the cars looked and sounded like something a kid would find under the Christmas tree. Battery life was so limited that drivers had to make a mid-race pit stop and jump into a second car. The races, for the most part, were short in duration and held on flat, makeshift “street” courses laid out in unused waterfront or warehouse parking lots. Not a lot of rolling terrain or the traditional ambience of Spa, Silverstone or Watkins Glen involved.

Since then I have caught an event or two and noted that battery life has increased dramatically and the Formula e cars are gradually becoming serious racers. So are the drivers. Many of them were once hopeful of cracking into Formula 1 and a few even raced in that lofty world. Others came from F-2 or F-3, endurance sports cars, or other top flight series.

A few Formula e events are now staged on legitimate road courses and longer, wider street courses. CBS television has been airing a few races in one-hour tape-delayed segments.

I caught the broadcast of one of the two Formula e races

in Berlin Germany, which were held on a course at the old Tempelhof Airport of Berlin Airlift fame. A Douglas C-54 Skymaster was situated at one of the corners as a reminder of this.

And it was a proper race, with genuine excitement and more lead changes than most F-1 races.

Oh, and TCS-Jaguar driver Mitch Evans of New Zealand won the round 8 race (and currently leads in points for the drivers championship.) Round 7 was won by Porsche’s Nico Muller.) Evans also finished as the runnerup in points last year.

TCS-Jaguar teammate Felix da Costa of Portugal, the 2019/20 champion, is currently in 6th place.

Manufacturers in the series include Jaguar, Porsche, Nissan, Lola-Yamaha, Mahindra and Citroen, all of which are heavily invested in the future of electric road cars. Other teams include Penske, Andretti-Porsche, Envision (Jaguar powered) and Cupra Kiro (Porsche powered).

The current 2025/26 season finishes with races in Sanya and Shanghai China, Tokyo and London (Aug 15-16). There are two races per weekend.

I hope that CBS airs these races as well and I shall endeavor to cheer the Jaguar drivers on to victory.

A 4th Generation Formula e car is due for the 2026-27 season. It is a swoopy and attractive 4WD race car and promises to out-accelerate Formula 1 cars and top out at more than 200 miles per hour.

This is impressive stuff, indeed, and a great way to promote Jaguar’s new lineup of electric road cars.

MEMBERSHIP RENEWAL

Did you forget to renew your VJC/JCNA membership?

Dear Member.

As enthusiasts that share the love of the Jaguar marque, we all know the thrill of driving, owning or just talking about Jaguars. Whether you own a Jaguar or just merely love them, you are in a prestigious position that is complemented by your club membership.

Through your membership you benefit from informational and social meetings, driving events, a world class Concours de'Elegance and the opportunity to meet, socialize and exchange ideas with other Jaguar enthusiasts.

Below is a list of highlight benefits, but as you will surely agree there is much more on the members benefits list. It's quite a deal. We hope you agree and renew today.

Members Benefits list

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

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

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

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

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

Yes, all of the above for just \$80 per year.

To continue your membership uninterrupted through December 2026, payment is required. Please go to the Virginia Jaguar Club website for payment options

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

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

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

Thanks for renewing your membership.

-- Brian Trickett
President

Membership

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

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

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

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

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

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

Submissions

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

glassgreg@hotmail.com

Make sure you reference

Lyons Tales or VJC somewhere in the subject line.

SUBMISSION DEADLINE

20th of the month preceding the issue date.

SUBMISSION SPECIFICATIONS

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

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Vice President

Open

MEMBERSHIP INFORMATION

2026 Virginia Jaguar Club - Membership Form

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

Check One: New Renewal Date: _____

Name: _____

Spouse or Significant Other Name: _____

Address: _____

City: _____ State: _____ Zip: _____

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

E-Mail Address: _____

Jaguar #1: Year _____ Model _____ Body Style _____

Jaguar #2: Year _____ Model _____ Body Style _____

Jaguar #3: Year _____ Model _____ Body Style _____

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

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

Type of Membership (check one):

Annual Membership (January – December): \$80 .00 *

New Member 15 Month Membership (October – December Following Year): \$100 .00 *

Annual Young Enthusiast (25 years or less) Membership (January – December): \$45 .00 *

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

Club Membership for Active JCNA Member (Club Membership Only): \$30.00

* Includes JCNA Membership

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

Payment Options:

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

2. Paying by Credit Card - Email the form to the Membership Chairman: VJClubmembership@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

Wishful Thinking



The VJC's David Harrison was at Philadelphia's Simeone Museum in March to drive a Sebring MGA in demonstration laps (See page 18). He admits he also hung around the Museum's Jaguar D-Type in hopes they would ask him to hop in and demonstrate that quite valuable piece of racing history! No such luck.