

**MODIFIED
XK 120**

Tailor-made to
create more
interior room



**XJ-S: RARE EXAMPLE
OF A LYNX BODY KIT**

JAGUAR WORLD

SPRING 2020

THE WORLD'S BEST-SELLING INDEPENDENT JAGUAR MAGAZINE



FORGOTTEN CLASSICS

Six often overlooked,
must-have models
from the 2000s



XJ6 vs Range Rover

The changing face of the
British car industry in the Nineties

**WORKSHOP: HOW TO SERVICE
AN X-TYPE ON A BUDGET**



KELSEYmedia 9 772058 441944

SPRING 2020

£5.99



22

 BRITISH PARTS



TELESALES
01438 354810
www.britishparts.co.uk

Genuine
OE
Aftermarket

British Parts
Wedgwood Way
Stevenage
SG1 4QR

JAGUAR WORLD

www.jaguar-world.com

Kelsey Publishing Ltd, The Granary, Downs Court,
Yalding Hill, Yalding, Kent, ME18 6AL

THE EDITORIAL TEAM

Editor: Paul Walton jwm.ed@kelsey.co.uk
Sub Editor: Laura Jones
Executive Editor: Jim Patten jaguar.jim@btinternet.com
Technical Consultant: Ray Ingram ray@rayingman.co.uk
Technical Editor: Rob Hawkins
JEC Motorsport Correspondents: Colin Porter & Chris Robinson
Senior Contributors: Richard Aucko, Richard Bremner,
 Craig Cheetham, Paul Skilleter, Paul Wager
Photography: Michael Bailie, Stuart Collins, Antony Fraser,
 Chris Gage, Nick Gage, Roger Gage

DESIGN

ATG Media

ADVERTISING SALES

Malcolm Geggus Tel/fax: 01708 641031
 malcolm.eggus@kelsey.co.uk
 Alex Oliver Tel: 01732 441642 alex.oliver@talkmediasales.co.uk

AD PRODUCTION

Talk Media Sales - Ad Production Manager: Nick Bond
 01732 445325 production@talkmediasales.co.uk

MANAGEMENT

Chief Operating Officer: Phil Weeden
Chief Executive: Steve Wright
Finance Director: Joyce Parker-Sarioglu
Retail Director: Steve Brown
Audience Development Manager: Andy Cotton
Events Manager: Kat Chappell
HR & Operations Manager: Charlotte Whittaker
Senior Print Production Manager: Nicola Pollard
Print Production Manager: Georgina Harris
Print Production Controller: Kelly Orriss
Subscription Marketing Manager: Debra Hagger

SUBSCRIPTIONS

13 issues of Jaguar World Monthly are published per annum
 UK annual subscription price: **£71.50**
 Europe annual subscription price: **£84.00**
 USA annual subscription price: **£84.00**
 Rest of World annual subscription price: **£89.00**

CONTACT US

UK subscription and back issue orderline: 01959 543747
Overseas subscription orderline: 0044 (0) 1959 543 747
Toll free USA subscription orderline: 1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address: subs@kelsey.co.uk
Customer service and subscription postal address:
 Jaguar World Customer Service Team
 Kelsey Publishing Ltd, Cudham Tithe Barn, Berry's Hill
 Cudham, Kent, TN16 3AG United Kingdom

WEBSITE

Find current subscription offers at:
shop.kelsey.co.uk/jwo

Buy back issues:
shop.kelsey.co.uk/jwoback

Already a subscriber? Manage your account online:
shop.kelsey.co.uk/myaccount

CLASSIFIEDS

Tel: 0906 802 0279
 (premium rate line, operated by Kelsey Media. Calls cost 65p
 per minute from a BT landline; other networks and mobiles
 may vary. Lines open Monday to Friday 10am to 4pm).
cars@kelseyclassifieds.co.uk

Kelsey Classifieds
Kelsey Media, PO Box 13,
Cudham, Westerham, Kent, TN16 3WT

DISTRIBUTION IN GREAT BRITAIN

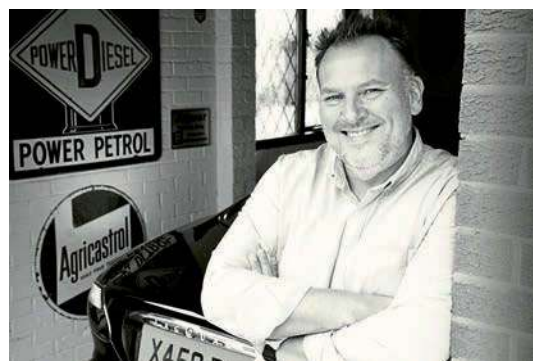
Marketforce (UK)
 2nd Floor, 5 Churchill Place, Canary Wharf, London E14 5HU
 Tel: 020 3787 9001

Distribution in Northern Ireland and the Republic Of Ireland
 Newsread
 Tel: +353 23 886 3850

Printing: William Gibbons & Sons Ltd

Kelsey Media 2019 © all rights reserved. Kelsey Media is a trading
 name of Kelsey Publishing Ltd. Reproduction in whole or in part is
 forbidden except with permission in writing from the publishers. Note
 to contributors: articles submitted for consideration by the editor
 must be the original work of the author and not previously published.
 Where photographs are included, which are not the property of the
 contributor, permission to reproduce them must have been obtained
 from the owner of the copyright. The editor cannot guarantee a
 personal response to all letters and emails received. The views
 expressed in the magazine are not necessarily those of the Editor or
 the Publisher. Kelsey Publishing Ltd accepts no liability for products
 and services offered by third parties.

Kelsey Media takes your personal data very seriously.
 For more information of our privacy policy, please visit
<https://www.kelsey.co.uk/privacy-policy/>. If at any point
 you have any queries regarding Kelsey's data policy you
 can email our Data Protection Officer at dpo@kelsey.co.uk.



Moving on

Whoever takes over from JLR's CEO, Prof Sir Ralf Speth, when he steps down from his position in September 2020 will find him a difficult act to follow. His impact on the company he has led for a decade cannot be measured in terms of how many years he's held the position, or even how many cars Jaguar sold in his time. It's by Jaguar's current status.

The German had the vision to facilitate transforming a niche, low-volume British manufacturer, producing a mere three models in one factory, into a genuine global player, boasting facilities around the world and a different car in most sectors. The E-PACE that I drive around Ireland's beautiful Ring of Kerry (p90) is one result of his foresight. Then, there's the F-PACE, I-PACE and the F-TYPE – the culmination of his ambition to see a proper Jaguar sports car.



Speth drives Norman Lewis in NUB 120 at Goodwood, 2018

It was during his tenure that Jaguar also rediscovered its history. Free from the shackles of the company's awkward retro phase, the X300 XJ6 for example (p92), Jaguar was free to celebrate its past rather than be embarrassed by it. JLR Classic's incredible facility in Ryton is yet another testament to Speth understanding how important Jaguar's history is to the brand and its enthusiasts.

Not everything worked out perfectly for him – trying to grow the company too quickly at the same time as the important Chinese market slumped and diesel sales took a downturn saw JLR post eye-watering £3.6bn losses in 2018 – but Speth was quick to respond. Although the subsequent cost-cutting was painful for many, the company is profitable once again.

Personally, I will miss his obvious enthusiasm for this most British of brands and its history, something that was never made clearer to me than whenever Speth and the late, great Norman Lewis were in the same room. The German would insist Jaguar's legendary former test driver sit next to him so that Norman could regale him with his many tales. In 2018, Speth even drove Norman up the Goodwood Festival of Speed hill climb in NUB 120, the legendary Alpine Rally-winning XK 120. It's hard to imagine any other CEO of a major manufacturer doing the same.

I hope whoever follows Speth will share his ambitious vision for Jaguar's future, as well as his clear appreciation of its past.

Paul Walton
 Editor

CONTRIBUTORS



KEITH HELFET
 Former Jaguar designer
 Keith explains why the cars he designed didn't follow the usual process (p21)



CRAIG CHEETHAM
 Craig compares an X300 with a Range Rover to explain the changing face of the car industry in the Nineties (p82)



PHIL WEEDEN
 Kelsey Media's COO and unashamed Jaguar enthusiast updates us on the condition of our XJ8 4.2 (p111)



CONTENTS

THE WORLD'S BEST-SELLING INDEPENDENT JAGUAR MAGAZINE



Spring 2020

26 HIDDEN GEMS

Reacquaint yourselves with six forgotten cars from the early 2000s – the XKR Silverstone, XJR 100, X-TYPE 3.0, S-TYPE R, XJ8 3.5 and XF SV8. We explain what makes them special and what to look for when buying one today

52 FUTURE HIDDEN GEMS

XKR 75, F-TYPE V8 S, XE S 380 and XJR575: four more modern cars of the 2010s you might not recall because of their short production runs

54 240 RESTORATION

How many of us considered tackling a restoration while still in primary school? Damien Gordon did, working on his 1969 240 when he got home, with help from his dad and grandad

62 LYNX XJ-S

While Lynx is more famous for its Eventer estate, it also produced a menacing body kit for the XJ-S during the Eighties. We've tracked down a rare example

68 DAIMLER SOVEREIGN SERIES 1

Bought secondhand in 1977, this 1971 Daimler Sovereign forged its way into the hearts of an entire family. We talk to its current custodians

76 MODIFIED XK 120

When a tall customer couldn't fit into the XK 120 he desired, Suffolk Sportscars took an original XK 120, altered the design and remanufactured it in aluminium to accommodate him comfortably

82 X300 XJ6 vs RANGE ROVER

These powerful cars with luxurious interiors both chased the same market segment. We drive an example of each and explain the changing face of the car industry during the Nineties

90 E-PACE ON THE RING OF KERRY

Discover the beautiful Ring of Kerry, as we put an E-PACE D180 through its paces around this 110-mile loop of the Iveragh Peninsula in south-west Ireland

100 RESTORED E-TYPE

What do you do in your spare time if you restore E-types for a living? Restore your own, of course. We drive a 3.8 owned by Simon Welch from Eagle E-types



Regulars

6 NEWS

Good news for Jaguar as the NHS confirms an unprecedented fleet of 700 I-PACEs for its staff, and Panasonic Jaguar Racing takes both a pole and a podium at the Santiago E-Prix

13 MAILBOX

17 RICHARD BREMNER

19 CRAIG CHEETHAM

21 KEITH HELFET

136 NEXT MONTH

138 FINISHING LINES

Workshop

108 OUR JAGUARS

The team has been busy replacing missing or non-working parts: Paul Walton replaces his X-TYPE's boot-release button, Craig Cheetham changes the bonnet badge on his S-TYPE, and Phil Weeden sends our XJ8 to a specialist for new parts

112 MODERN WORKSHOP

Part four of our X-TYPE project: can our £500 saloon be inspected and serviced without having to spend too much money?

116 Q&A

Readers ask: must you always use the correct oil for your car, and is it possible to swap an E-type Series 1's gearbox for that from a Series 2?

118 CLASSIC WORKSHOP

Discover the tricks of the trade for avoiding the risk of loose fastenings

122 GEARBOX

New products include E-type exhaust manifolds, carbon fibre engine covers for the 5.0 V8 and a useful re-wiring aid

124 SPECIALIST

Find out how this specialist insurance broker, RH Insurance, can help you

Twitter: @JaguarWorldMag

Facebook: JaguarWorldMonthly

Instagram: jag.world

JAGUAR WORLD

SUBSCRIBE

AND SAVE UP TO 27%
6 ISSUES FOR £21.99

*see pages 24-25



NEWS

IF YOU HAVE A JAGUAR-RELATED NEWS STORY,
SEND IT TO [JWM.ED@KELSEY.CO.UK](mailto:jwm.ed@kelsey.co.uk)

SPETH TO RETIRE

Prof Sir Ralf Speth announces he is to
stand down in September 2020

THE MAN who developed Jaguar Land Rover from a niche UK centric manufacturer to a respected, technological leading, global premium company has announced that he will retire from his current role as executive director and chief executive officer of Jaguar Land Rover at the end of his contract term, September 2020.

Under Speth's tenure, Jaguar has become the biggest UK car manufacturer with outposts in Brazil, Slovakia and China, transforming a company that was producing just three models a decade ago into one that now makes seven, including a groundbreaking all-electric model with another on the way.

Natarajan Chandrasekaran, chairman of Tata Sons, Tata Motors and Jaguar Land Rover plc, said, "I want to thank Ralf for his passion and commitment over the last ten years. I am delighted that Ralf has agreed to maintain his relationship with Jaguar Land Rover by becoming non-executive vice chairman. Ralf will also remain on the board of Tata Sons.

"A search committee has been formed which will work with me to identify a suitable successor in the coming months."

Said Prof Sir Ralf Speth, "I feel very honoured to have worked with so many dedicated and creative people, both inside and outside of Jaguar Land Rover. I want to say thank you for all their support and commitment.

"We offer our customers multi-award-winning products and will continue to surprise with the best pipeline of new, innovative products we have ever had."

Born in Roth, south-west Germany, Speth's career started in 1980 at BMW, where he stayed for the next 20 years. In 2002, he joined The Linde Group and served as head of global operations and vice president of operations before returning to the car industry in 2007 as director of production, quality and product planning for Ford's Premier Automotive Group. After Ford sold Jaguar and Land Rover together to Tata in 2008, he became chief executive

officer of the newly joined companies in February 2010.

After massive growth, we saw a sudden shakeout in 2017, caused primarily by rapid public rejection of diesel engines and major difficulties in China; 4,500 employees were let go and costs were trimmed by £2.5 billion. The action worked and JLR is once again profitable.

Speth is yet to confirm what he will do next, other than saying, "I am looking forward to new and exciting challenges."

After taking British citizenship in August 2019 (meaning his 2015 honorary Knight Commander of the Order of the British Empire became substantive), he will, perhaps, stay in the UK. What isn't in question is his long-lasting and positive impact on Jaguar.

**"I AM LOOKING FORWARD TO
NEW AND EXCITING CHALLENGES"**

Prof. Dr. Ralf Speth



JLR returns to profit

Jaguar Land Rover Automotive plc's financial results for the three-month period ending 31 December 2019 show a pre-tax profit increase to £318million in the quarter. That represents a £591million year-on-year improvement versus the £273million loss in the third quarter of last year (before an exceptional non-cash asset impairment of £3.1billion in Q3 of the prior year).

The improvement reflects a combination of the higher China volume, stronger product mix, lower operating costs and favourable foreign exchange.

Said Prof Sir Ralf Speth, JLR's CEO, "In the third quarter, Jaguar Land Rover sustained year-on-year revenue and profit growth as we continued to transform our business. Conditions in the automotive industry remain challenging, but we are encouraged by the recovery in our China business and the success of the new Range Rover Evoque. Our proactive and decisive actions are creating a more robust, resilient business, transforming today for tomorrow."



JLR DONATES SPORTBRAKE TO HOMELESS CHARITY

Jaguar Land Rover employees have donated a new XF Sportbrake to West Midlands based homeless support charity, Midland Langar Seva Society.

This is the 22nd vehicle to be handed over to good causes across the Midlands and Merseyside by JLR employees, thanks to a unique charity scheme within the company that also donates funding to local community groups and charities selected by the workforce.

The Midland Langar Seva Society was established in Walsall in 2013 to provide basic hot food and drink to those living on the street. Today over 500 unpaid volunteers operate 365 days a year providing around 37,000 meals per month across the UK.

The charity also provides food to disadvantaged children within schools, feeds vulnerable people within safe living houses and offers support packages to families who find themselves in food poverty.

Langar is the term used in the Sikh religion or in Punjab for a general or common kitchen / canteen where food is served for free, without prejudice, regardless of race, religion, or background.

The donated Jaguar XF Sportbrake will help the Midland Langar Seva Society to offer support to the homeless and will allow them to transport volunteers and essential equipment to in-need areas across the West Midlands region. The car will also give the charity the ability to drive the homeless to attend medical appointments and access support services.

"On behalf of everyone here at Castle Bromwich I'd like to say it is an absolute privilege to be able to donate one of our Jaguar vehicles to such a terrific charity who clearly make a massive impact to people's lives," said Jamie Whitehead, operations director at Castle Bromwich. "We are sure our Sportbrake will serve them well in their mission to support the vulnerable within our local community."

S·N·G
BARRATT
GROUP



Call us on +44 (0)1746 765432

Keeping your
Jaguar
on the road



Visit us at sngbarratt.com



I-PACE JOINS NHS

A fleet of 700 all-electric I-PACEs is to be offered to public sector staff working across Northumbria, over a three-year period.

The news comes as Jaguar Land Rover UK and Northumbria Healthcare NHS Foundation Trust decide to give staff from more than 200 organisations across the county access to lease the Jaguar. Employees will pay for their vehicles via salary sacrifice.

The reigning Car of the Year and zero-emission Jaguar I-PACE SUV, which

was developed in the UK, complements the NHS' ambition to reduce its carbon footprint and be more sustainable. It demonstrates JLR's latest electric vehicle technology to deliver clean, sustainable and efficient transport.

Sir James Mackey – chief executive of Northumbria Healthcare, says, "To have a fleet of cars that are fully electric demonstrates our on-going commitment to making decisions that reduce our impact on the environment and help us become greener."

"We are delighted to be working with Jaguar Land Rover UK. This is a great deal for NHS and public sector staff, and delivers genuine benefit to our patients."

The fleet of I-PACEs will be available to public sector staff at organisations that are signed up to NHS Fleet Solutions from April 2020.

Silver celebrations at DMG

It's a special anniversary for Kate Manners at David Manners Group as she celebrates 25 years' developing the Oldbury-based classic car spares family business.

Kate has witnessed many changes over the years, having undertaken most jobs at the company before being appointed managing director in 2011. Orders have

changed from phone and letter to emails, online ordering and eBay, while the company itself, originally David Manners Jaguar, has expanded to consists of five different brands under one roof as David Manners Group.

Kate herself oversaw the pivotal changes to DMG, from what was originally a small management group of Kate and two managers to a management team of six, three team leaders and a warehouse coordinator.

She is extremely proud of the company's achievements, DMG having been recognised with the Corporate Social Responsibility and Employer of the Year Awards at the Midlands Family Business Awards and also the New Employer of the Year Award at the Sandwell Business Awards. Says Kate, "I get great satisfaction from seeing staff who started at DMG as youngsters in their 20s, who now have their own families, developing their careers in the company."

Her father, David Manners, was made an honorary Freeman of Sandwell last year in recognition of his work in the borough.

DMG offers free delivery

Because the David Manners Group's website (www.davidmanners.co.uk) recently experienced some technical issues, by way of apology and a thank you for customer loyalty, DMG is offering its UK (retail only) online customers free delivery during March 2020.



Ashwater's 40 shining years

Family-owned Ashwater celebrates forty years of producing sparkling chromed components – from mascots and over-riders to door handles and thermostat housing – for the classic car sector.

Owned and operated by the Cartwright family, Ashwater's current tool inventory exceeds 1,400 different components in production with an average of 30 new tools completed each year.

Says managing director Mark Cartwright, "Having made changes to improve our green credentials, we continue to invest in new production technologies. Most of all, we are proud that the products that leave us are actually made by us. We know our customers appreciate this and we appreciate both their custom and support."

"We are determined to continue developing new products and improving our engineering performance."

Based in Devon, Ashwater (www.ashwater-classics.co.uk) manufactures its products on site with sister firm, Zeus (www.zeus.uk.com), a specialist in replacement braking systems for the classic car sector, which itself celebrated 30 years in 2019.



FIA Formula E Championship

Panasonic Jaguar Racing leaves the Santiago E-prix happy, having achieved its objective of points and podiums, despite a technical hitch

Round 3 – Santiago

Mitch Evans secured third place in Santiago to return Panasonic Jaguar Racing to the podium after qualifying on pole position. His teammate, James Calado, finished eighth to secure double points for the British team in the sweltering heat of the Chilean capital.

New Zealander Evans put in a faultless qualifying performance with a clean sweep, topping both group and super pole sessions to secure his first pole position of the season and his second in Formula E.

The Kiwi led the pack off the line, but then anxiously encountered issues with receiving energy information. By the time the team had recovered the system issue, he had over-consumed on energy, and also had to manage his battery temperature. This energy deficit meant that Evans had to run a more conservative pace, which allowed Max Günther, on attack mode, to overtake, as did António Félix da Costa later in the race.

Despite this early issue, the team and Evans recovered well. They delivered a race strategy that allowed him to maintain third and take a well-deserved podium despite a challenging day in conditions that proved difficult for many teams and drivers.

Says Evans, "I was feeling pretty good after qualifying pole, but, unfortunately, we couldn't convert this during the race – we faced some challenges that affected our energy management and this made it difficult to get into a rhythm.

"We will learn from today to make sure that next time we convert pole into top step of the podium."



Meanwhile, in his first race at Santiago, British driver James Calado took the chequered flag with eighth, securing his second points win for the team. A difficult qualifying had left him in 18th, but Calado again converted the I-TYPE 4's race pace into points and moved up ten positions during the 45-minute plus-one-lap race to score four valuable points.

Says James, "I had a compromising qualifying, but, from my cockpit the race was superb – the Jaguar I-TYPE 4 was great today. We gained plenty of places, ten in total. Eighth from 18th is a solid result and the E-Prix was also another invaluable opportunity to learn on the race track.

"Next time, I'll look to improve on qualifying performance, but it was undoubtedly a positive weekend on my side and I'm looking forward to the next one. I'll be on the podium soon; it's only a matter of time."



ABOVE: Mitch Evans celebrates his third place on the podium





The real world of historic Jaguars



WWW.ZWAKMANMOTORS.COM

MAILBOX

FAX US: 01733 557235 (FAO Editor, *Jaguar World*) EMAIL US: jwm.ed@kelsey.co.uk OR VIA FACEBOOK: [Facebook/JaguarWorldMonthly](https://www.facebook.com/JaguarWorldMonthly)

The writer of the Letter of the Month will receive a gift from Jaguar's official lifestyle range. This month's winner will be sent a three Jaguar Heritage bottle stoppers. For the full range of Jaguar-branded products, please go to the online store at shop.jaguar.com/uk/



LETTER OF THE MONTH



Rob Hawkins' column in the March 2020 issue (p21) mentions one of the main objections to the move to electric vehicles: recharging. I have yet to try an electric vehicle, but I can well understand their ease of driving and their exceptional get up and go.

I expect most Jaguar owners own their own house, garage and driveway, which makes the installation of a charging point fairly simple. Consider, though, the millions of people who live in terraced houses with no off-street parking, and, even more extreme, someone living in a block of flats. For the system to work, everywhere a vehicle is left parked it will need access to a charging point. This will be a mammoth undertaking to install the numbers involved.

To generate enough extra capacity in the national grid for the 30 million vehicles

on our roads, will also require a huge investment in renewable energy systems (think wind farms).

The Government is going to deny itself a huge amount of revenue from loss of duty on petrol and diesel and will have to find a way of recovering this from electricity, so the cost will have to go up.

When we buy a new car, in most cases we have a depreciating asset. However, if we move to electricity in a big way, that asset will have depreciated to nothing as no one will want to buy your old petrol or diesel motor.

Where will you find the money to buy an electric vehicle if you have nothing to part exchange against it?

We shall not have room to leave all those redundant petrol/diesel vehicles parked in our streets, where they will be

competing for space with electric vehicles. So, at considerable expense, we shall have to pay for scrapping vast numbers of perfectly good vehicles.

Has anyone calculated the cost of making an electric vehicle against the cost of a petrol one, in terms of the impact on the environment and how damaging it will be to dispose of life-expired batteries?

As usual, governments only think in short-term solutions and electric looks like a simple way of combating the carbon problem. But, is it?

I am now 73 years old and my best motoring days are behind me, as are my E-type owning ones. However, I can still get in my Caterham 7, which I have owned for 24 years, and hope to enjoy my petrol engine for a few more.

Richard Bradbury



Fast response

I enjoyed the March 2020 edition of *Jaguar World* with its emphasis on fast petrol-driven cars. I live on the Surrey/Kent border and such cars are completely impracticable in this area except for track use. Here, we have nose-to-tail traffic and very limited overtaking.

I bought an XE, one of the early 200PS petrol RWD auto models. I drive it in ECO mode, although it is nice to have plenty of power in sport mode if it is ever needed. My car's eco analysis gives a best mpg of 51 and a driving style of 99 percent. My car is used for local runs and just a few long motorway trips and is presently showing 33mpg overall.

I see Jaguar is bemoaning falling sales of the XE, but it seems to have discontinued marketing the 200PS petrol Ingenium engine model. Also, it seems to be promoting all-wheel-drive – quite unnecessary for my area. Over the last four years, my XE has proved to be comfortable, convenient and as fast as all the traffic (except those who risk their licences driving at 90mph on the motorways).

For the future (and I keep my cars for a long time), I fancy an all-electric, small RWD SUV with a 0-60mph of six seconds and plastic protection edges to the bumpers so they don't require repainting for any minor scratches.

John M Roe



Estate agent

In Mailbox, March 2020, Alan Thompson asked for feedback regarding moving up from an X-TYPE estate to an XF Sportbrake. I owned, from new, a 2008 X-TYPE estate and found it to be a very good car. It was the six-speed manual turbo-charged 2.2-litre diesel.

It was good to look at from the outside and inside, not top-of-the-range, but very well equipped with leather seats and so on. However, it wasn't perfect, it was hopeless in snow and the lights, especially on dip, were absolutely awful. I traded it in for a new 2015 XF Sportbrake and am delighted I did.

Again, my Sportbrake is not top-of-the-range, but has everything that I require, and more. It is great to look at from the outside and even better on the inside. The way the gear shift control and the vent covers lift is pure theatre. It is the eight-speed automatic with a 2.2-litre turbo-charged diesel engine, and the car is powerful, very quiet and very comfortable. Someone told me the 3.0-litre is better, but, for me, the smaller engine is quite sufficient.

Early in my ownership, I did encounter slight turbo lag when exiting roundabouts, but, for at least the last three years, no turbo lag whatsoever.

A couple of warnings though. The car is fast, so you need always to be wary of your speed because 60mph feels like 40mph. Also, check the alloys if you intend to buy one, as the ones on my car are awful. They have corroded; two have been refurbished, but even they have deteriorated again.

However, I would definitely recommend a trade-up as, without doubt, the Sportbrake is vastly superior – a much higher league. Alan will probably wonder why he didn't upgrade earlier.

Don Galbraith

Estate education

Reading Alan Thompson's letter in the March issue prompted me to write to you because I went down the route he is considering. I have been lucky enough to own more than 60 Jaguars over the last 45 years and luckier still to have driven those I haven't owned.

I need an estate as we have a dog and always seem to be carrying something. So, I bought a 2008 X-TYPE 2.2 diesel estate, which, like Alan, I loved. Very practical and good looking, it kept me happy for quite a while, but I always loved the look of the Sportbrake (best-looking estate available) and, again like Alan, I researched prices and was surprised how affordable they are.

I wanted a 3.0-litre diesel in red with light interior and low mileage. Amazingly, I found one on eBay only 30 miles from me. It had 28,000 on the clock and was like new in all aspects. I have now owned it for six months and added 6,000 miles in that time.

The XF is a step change over the X-TYPE, so much more modern and near perfect in every way. Yet road tax is only £200 and I get more than 40 to the gallon just commuting six miles to work. On a run, I have achieved more than 50mpg – and even driving vigorously I have achieved 47mpg, a far better figure than my wife's Hyundai I10 can achieve.

So, Alan, don't hesitate. Buy one; you won't be disappointed. As the best package, I would suggest the 3.0-litre

diesel – a great engine and extremely reliable. Low emissions, too. Tom Robinson at Swallows Jaguar says it is an easy car to chip, which would give 300bhp and improved fuel consumption.

In fact, decent XF saloons are for sale at around £4,000 now, and must currently be the best Jaguar buy.

Graham Searle



Specialist vehicle insurance from people who share your passion.



rhspecialistinsurance.co.uk

0333 043 3911

From iconic models to future classics –
we've been providing specialist vehicle
insurance for over 40 years.*



A HISCOX COMPANY

*Vehicles must be aged 11+ and not used as your main mode of transport. Subject to underwriting criteria.

17572 11/19

Castrol's Classic Oils are produced to original viscosities and contain the necessary anti-wear additives to provide overall protection of veteran, vintage and classic vehicles.

Original Castrol grades:

XL30, XXL40, GP50, XL20w/50 R40, 10w/60 syn., EP80, EP90 ST90, EP140, D140, LS, B373 TQD TQF, RR363, Brake Fluids Greases, Semi-Fluid greases etc.

● Small size from 500ml to Home Workshop sizes - Free UK mainland - Next Day Delivery offers.

Castrol Classic Oils
+44 (0)1954 231668
sales@classicoils.co.uk

www.castrol.com/uk/classics

Valvemaster™ and Valvemaster™ Plus
Phosphorus formula - the best protection after lead. Contains Etha-Guard enabling use of E5 & E10 petrol. Valvemaster Plus with Octimise-Plus for increased acceleration* & fuel economy** up to*3% and **2%

● Ultimate valve seat recession protection.
● Octimise-Plus friction modifier performance.

● Ethanol protection to engine & fuel system.
● Use with 95, 97, 98, 99 & higher E5 and E10.

Classic Valvemaster™
+44 (0)1954 231668
sales@classicvalvemaster.co.uk

www.valvemaster.co.uk

250ML BOTTLE TREATS 250LITRES

JAGUAR SPARES NORTHEAST

New, Reconditioned and Used Parts.
Worldwide Mail Order Service

- S TYPE FRONT WHEEL BEARINGS.....£115 INC VAT
- S TYPE XF X350 REAR UPPER WISHBONES.....£95 INC VAT
- S TYPE XF X350 2.7 DIESEL ALTERNATORS.....£165 INC VAT
- STYPE XF X350 6 SPEED GEARBOX SUMPS.....£78 INC VAT
- XK8 UPPER FRONT SHOCK MOUNTING.....£74.50 INC VAT



Please call with your requirements or send us an email quoting reference JVW when ordering, trade enquiries welcome

All prices include VAT

TEL: 0191 586 7770 MOBILE: 07976 839609 COUNTY DURHAM

www.jaguarspares-northeast.co.uk



Surrey Jag Centre

INDEPENDENT JAGUAR SPECIALIST



With over **60 years experience** of looking after one of the greatest British Marques, **Surrey Jag Centre** have become one of the most respected Jaguar specialists in the South of England. With our factory-trained and Supreme Master Technician, we offer unrivalled levels of service and take great pleasure in looking after our customers

cherished vehicles. We also offer a collection and delivery service for our customers' cars, alternatively we will provide a loan Jaguar.

Surrey Jag Centre is run by Jaguar enthusiasts for Jaguar enthusiasts.

We look forward to welcoming you and your Jaguar.

0208 689 3333

- AUTO-LOGIC DIAGNOSTIC EQUIPMENT
- AIRCON SERVICE CENTRE
- M.O.T's & BODYWORK
- VEHICLE INSPECTION SERVICE
- ALL AGES AND MODELS OF JAGUARS WELCOME





RICHARD BREMNER

Used Jaguars



IT'S A curious thing, but the popularity of Jaguars as used cars appears to be much greater than their appeal as new ones. Not that I can make that claim definitively, but there are clues to be found on *Autotrader*, the country's most popular used car website.

Search for used cars from this site's homepage, and a drop-down menu will first display the most searched-for brands on the site (and then alphabetical list every brand for which there are currently examples for sale). Yet oddly, although there are 11 marques listed among the most searched-for, the bracketed number against each brand reveals the number of the marque's cars currently for sale on the site rather than the number of searches, so we don't know which are the most hunted marques. However, we can be pretty sure that market-leader Ford, second best-seller Volkswagen, and the three premium German brands of Audi, BMW and Mercedes are among the most searched-for of all.

Even if Jaguar were placed 11th in terms of Autotrader searches, its appeal as a used buy is far stronger than as a new one, the brand being placed 21st in 2019's new car sales chart. Its sales of 36,069 cars were topped by most of the major marques and many of the middling ones, such as Honda and Mazda. Land Rover was placed 12th, incidentally, with 76,546 sales.

What does this tell us about Jaguar, then? Superficially, it's that Jaguar's new cars don't seem to have the allure of its used ones, although it could very well be about affordability and the fact that, as new cars, the Audi, BMW and Mercedes ranges stretch into much lower-priced territory. The least expensive Audi, the A1 25 hatch, is £18,145, the cheapest Mercedes A Class – a 180 SE – costs £22,745 and a BMW 118i SE is £24,430 (although BMW's cheapest model is

actually the A1-equivalent Mini, which is usefully less than a 1-Series). The least expensive Jaguar E-PACE, on the other hand, is £29,080.

Of course, most private buyers use a personal finance lease or PCP these days, making the A1 available for £199 per month (£2,800 deposit/four years/40,000 miles), while a basic A Class can be had for £299 per month (£3,500 deposit/four years/32,000 miles). Jaguar's E-PACE, by contrast is £436 per month with a £2,900 deposit and 30,000 miles over three years. While these manufacturer website deals are not quite comparable, it is easy to see that the E-PACE costs plenty more to lease, simply because it costs more to buy in the first place.

There are many more reasons for Jaguar's struggles to make share gains (its 1.56 percent 2019 market sales was the same as 2018's, although the number of cars sold fell marginally), the modest impact made by the XE and XF saloons among them. However, it's these two that are the most plentiful on *Autotrader*, the XF easily leading because there are two generations of this car to choose from. At the time of writing, there are 2,500 XFs, almost 1,500 XEs and just over 1,000 F-PACES on sale. That there are more

XE's than F-PACES is largely explained by the 2015 on-sale date for the XE, and the 2017 introduction for the F-PACE.

At the other end of the scale, there are three C-type recreations for sale (none of Jaguar's own), nine Mk 2 saloons, 31 E-types, 45 XJ-Ss, a couple of early XKs and even a lone XJ220, despite there being more obvious websites for classic cars. None of these classics are cheap, but you can get yourself aboard a Jaguar for less than a grand if you're willing to gamble on a leggy X- or S-TYPE. For a mere £1,490, you currently get yourself a 27,000-mile X-TYPE. And all of these browsings push up the Jaguar searches on *Autotrader*... **RB**

**SUPERFICIALLY,
JAGUAR'S NEW
CARS DON'T
SEEM TO HAVE
THE ALLURE OF
ITS USED ONES**



- All services are tailored to each customers needs
- Offering a genuine and competitive alternative to the main dealer
- We operate from a spacious, clean, secure and well equipped workshop in Kingsteignton, Newton Abbot (Close to the A380)
- Full servicing, mechanical repairs, air conditioning and heater repairs
- We use the latest diagnostic technology
- All parts used are manufacturers own or OE
- Our prices are menu based with no hidden extras
- We always contact customers prior to commencing work
- All our work and parts are guaranteed

01626 369551 www.southwestprestige.uk.com

Unit 3, Heywood Estates, Pottery Road, Kingsteignton, Newton Abbot, Devon TQ12 3BN



SWALLOWS RACING

ENGINE BUILDING / FULL RACE CAR PREP
REMAPS / CUSTOM WIRING LOOMS / FRSU
FABRICATION / ROLL CAGES / BRAKES
SUSPENSION / PERFORMANCE PACKAGES
EXHAUSTS / RACE SUPPORT

WWW.SWALLOWS-JAG.CO.UK
ACACIA FARM, BRISTOL ROAD,
ROOKSBRIDGE, BRISTOL BS26 2TA
+44 (0)1934 750 319
ENQUIRIES@SWALLOWS-JAG.CO.UK





CRAIG CHEETHAM

Ralf Speth and his successes



AS *JAGUAR WORLD* went to press, it was announced that Professor Sir Ralf Speth, JLR's chief executive, is to retire later this year. He has been one of the most influential people ever in the British automotive industry, yet he actually ended up where he is by accident.

While today's industry commentators are focusing on the stratospheric rise of JLR and its subsequent challenges as the Chinese car market hits the wall, very few are looking back at Speth's first introduction to British car manufacturing.

Between 1980 and 2000, Speth worked for BMW in various roles, but in 1994 he was one of the key players in BMW's acquisition of Rover Group from British Aerospace. His boss at the time, Bernd Pischetsrieder, was a committed anglophile (as a distant relative of Mini inventor Sir Alec Issigonis) and was instrumental in getting the independently owned German firm to take over what later became known as its 'English Patient'.

As one of his key wingmen, Speth was given the role of senior vice president of the Land Rover brand within the Rover Group. It was Speth who directed Land Rover away from focusing on its utilitarian roots, leading to the delivery of such models as the 1997 Freelander and the 1998 Discovery Series II, and ensuring that the Range Rover grew in stature to become a proper luxury product. The L322 Range Rover, which was launched under Ford's ownership, was largely a Rover Group product and was the absolute key to later unlocking Jaguar Land Rover's profitability, but we're getting ahead of ourselves here.

Before JLR, probably the most significant vehicle that Speth had responsibility for was the Discovery Series II. It was developed on a piecemeal budget and remained based on the 30-year-old chassis of the original Range Rover, yet when it made its debut the vehicle was an icon of middle-class desirability. The limitations of its ancient chassis were cunningly disguised by air suspension and a fluid-based hydraulic levelling system called Active Cornering Enhancement, which abolished the first-generation Discovery's appalling bodyroll.

Meanwhile, the original rather flaky interior was replaced by a cabin that oozed class and refinement. The fact that, 22 years on, the cabin of a Discovery II is still a nice place to be is testimony to the original design. Clean, simple, uncluttered and nicely finished, it was very much built to the formula that had made BMW an international success story,

rather than the hotchpotch and haphazard array of parts bin switchgear that the previous Austin Rover-developed Discovery had been.

There was a very good reason for this. Speth had spent most of his career working in product planning, which, in the car industry, is a huge job. It involves predicting trends, refining ideas and positioning vehicles exactly where they need to be in the market, and with the Discovery II Rover Group, which was performing woefully in other areas, he got it spot-on. That was the Speth factor at work, an astonishing success considering he led its development with next to no resources.

When it made its debut, little was said about its archaic chassis, awkward rear door access or the fact that its petrol engine used a V8 that could trace its roots back to a Sixties marine engine. Instead, the new, efficient and refined five-cylinder diesels, cleverly counteracted body roll and sumptuous cabins were just what Middle England and its motoring media wanted. It won award after award. Not bad for what was essentially an ancient Range Rover in a party frock.

More significantly, the improvements allowed Land Rover to realign its entire pricing strategy. The Freelander filled the gap where the old Discovery left off, the new Discovery covered the old Range Rover and the flagship model was allowed to reach stratospheric heights of luxury and pricing, all without Land Rover losing a single return customer; it was product planning genius at work. It was also instrumental in Land Rover being the first part of Rover Group to be sold off (to Ford's Premier Automotive Group, where its reacquaintance with Jaguar began). Speth went with the brand and remained there, using his knowledge of niche marketing and product elevation to next guide Jaguar into

previously uncharted areas of the market.

JLR's recent woes are well-documented. The company grew too big, too quickly. But, in among all that, Speth's calm analysis took Jaguar down a different path to make the company a pioneer of electrification. It's an expensive path to go down and only at the end of 2019 did JLR's fortunes turn a rocky corner back into profitability, but to be making pin money while developing electric cars is an achievement in itself.

While contemporary commentators may think that Speth's legacy is what Jaguar Land Rover looks like today, I suspect that's not true. I think tomorrow's JLR, and particularly the Jaguar brand, will be the confirmation of that, well after the man himself has retired. 

**THAT WAS THE
SPETH FACTOR
AT WORK, AN
ASTONISHING
SUCCESS
CONSIDERING
HE LED ITS
DEVELOPMENT
WITH NEXT TO
NO RESOURCES**

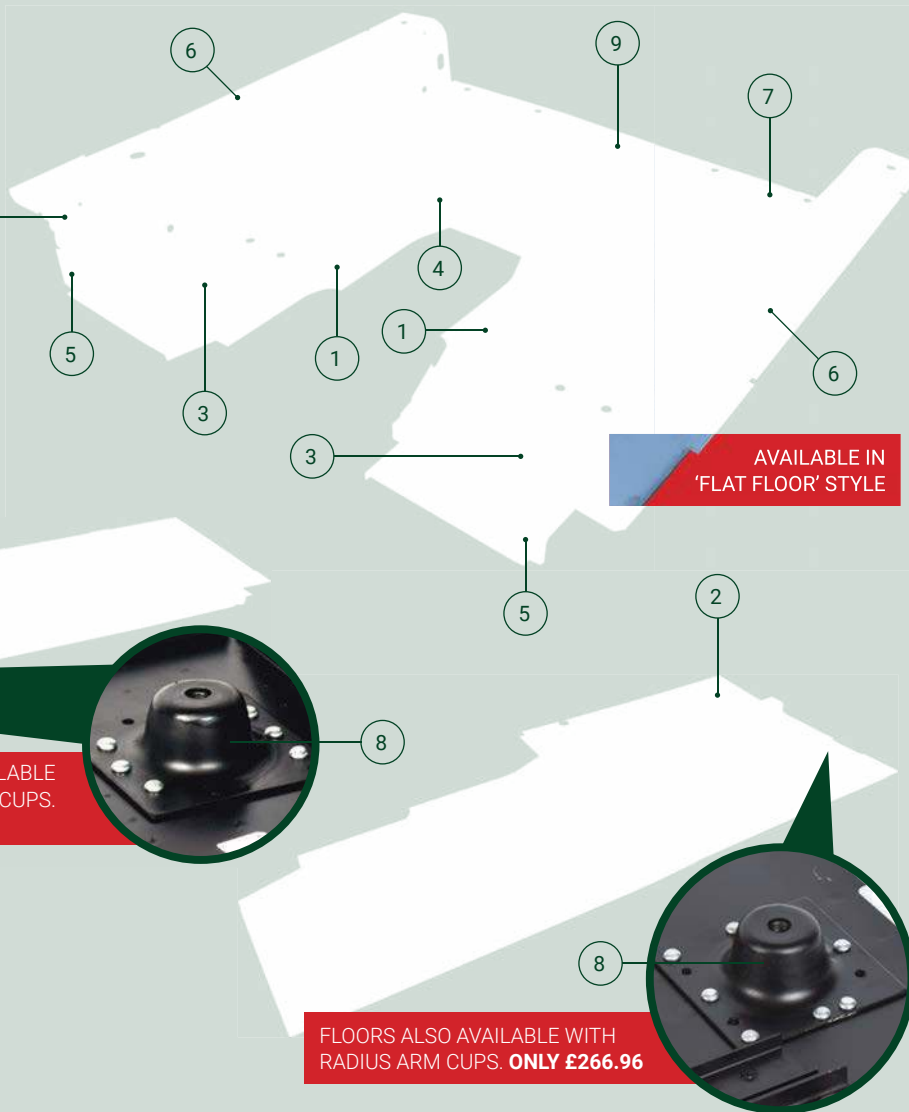
JAGUAR E-TYPE FLOOR PANELS

FOR

SERIES I, II & III

FLOOR PANELS - SERIES I & II

ID	PART NO.	DESCRIPTION	PRICE
1	MRE14	FLOOR (WELLED)	190.00
2	MRE14/73A	FLOOR WITH CUP (WELLED)	255.96
	MRE14A	FLOOR (FLAT)	337.70
	MRE14A/73A	FLOOR WITH CUP (FLAT)	404.64
3	MRE11	FOOTWELL	30.58
4	MRE24A	CROSSMEMBER	78.73
5	MRE10	FRAME MOUNTING	44.80
6	MRE15	INNER SILL	93.89
7	MRE73	H PLATE	26.58
8	MRE73A	RADIUS ARM CUP	57.90
9	MRE115	TUNNEL STIFFENER	55.48
ADDITIONAL PARTS AVAILABLE ONLINE. ILLUSTRATION FOR REFERENCE ONLY. PARTS AVAILABLE IN LH/RH VARIANTS			



FLOOR PANELS - SERIES III

PART NO.	DESCRIPTION	PRICE
MRE14C	FLOOR	182.73
MRE14C/73A	FLOOR WITH CUP	251.13
MRE13C	REAR FLOOR SECTION	100.45
MRE12B	FRONT FLOOR SECTION	93.89

FULL FLOOR ASSEMBLY - SERIES 1 & 2

ENGINE	PART NUMBER	PRICE	FOOTWELL TYPE
3.8	FLOOR38	£3,501.96	FOOT WELL
4.2	FLOOR42	£3,501.96	FOOT WELL
3.8	FLOOR38FT	£3,944.46	FLAT
FLOOR38 SHOWN IN ILLUSTRATION			

FLOOR ASSEMBLY - SERIES 1 & 2

ENGINE	PART NUMBER	PRICE	FOOTWELL TYPE
3.8	BD22819	£1,648.50	FOOT WELL
4.2	BD27374	£1,648.50	FOOT WELL
3.8	BD15171	£1,962.89	FLAT
BD22819 SHOWN IN ILLUSTRATION			

THOUSANDS MORE PARTS AND ACCESSORIES AVAILABLE FOR CLASSIC AND MODERN JAGUARS.

www.martinrobey.com | info@martinrobey.co.uk | +44(0) 2476 386 903

All prices exclude vat. All prices subject to change without prior notice.



KEITH HELFET

Bucking the system



LOOKING BACK at my career when recently researching something for a different article made me aware that, for me, all the process of designing cars at Jaguar happened outside the system.

Normally, with any new product – certainly a whole car – the process starts with the product planning and engineering teams getting together to decide what part of the market to aim the car at, what sort of specification it will feature and what engineering components are already available. This results in a much argued about, but eventually agreed upon, brief.

From that, a package – all the mechanical bits – is designed by engineering and put into a layout that once used to be drawings but is now a 3D model. The design team then has the job of meeting the brief and joining up all the dots around the package.

The process is extremely tightly controlled and has regular assessments which, in terms of design, are through styling reviews that include all the interested parties, namely engineering and manufacturing, plus sales and marketing from the biggest markets.

The design process would include several options that had been drafted by different designers – very often during the review process, the best attributes from those designs would be put together. This means that the control of the design's development is not entirely in the designer's hands, or even in those of the design manager – a role I've played many times, and have found is usually just a co-ordinator – but rather the design committee.

However, with the five cars I designed at Jaguar when I was in charge of the exteriors – the XJ41, XJ220, X100, XK 180 and F-type Concept – I never had to follow that process, each for very different reasons. As a consequence, I had virtually a free hand and to be responsible for the look of these cars.

The reason for the first – the XJ41 – was because it was chosen by Sir William Lyons, who, despite being long retired, would still visit the studio once a week to review the design. None of my direct chain of command – chairman Sir John Egan or engineering director Jim Randle – would

dare to question the design opinion of Jaguar's founder. Therefore, in practical terms, my design boss was Sir William which was extraordinary; we would even have the equivalent of a design review outside his home at Wappenbury Hall. This later changed after he was gone and the car was close to production, but the design was finished by then.

The 1988 XJ220 prototype happened as a behind-the-scenes, Jim Randle-led, skunkworks project that I did in my own time, while the XK8 X100 went through the normal process but the submitted designs were rejected and I was asked to bring in another one in seven weeks.

The XK 180 was for a PR event to celebrate 50 years of the XK engine which again happened off-site. Although I wasn't working completely on my own – there were other designers for some of the details, plus Jaguar's then design manager, Geoff Lawson, would pop

into my office once or twice – I wasn't given a brief and I could do what I wanted. Because that was successful, Wolfgang Reitzle, the head of Ford's Premier Automotive Group (of which Jaguar was part) said let's do a production car. Again, there was no brief for the eventual concept that we revealed at the 2000 Detroit Auto Show.

It was extraordinary that I had the freedom to design my own cars back then never mind today, which is more controlled and corporate.

People say there's a theme running through

my cars that is often described as the 'Helfet style'.

The way I worked was the way Sir William designed the XK 120, Cecil Kimber the first MGs, Donald Healey the Austin Healey and how the Italian designers must have worked. But, to do that between 1978 and 2000 was, as far as I know, unique in the industry.

Having so much responsibility for a car meant I found their eventual public unveiling incredibly tense. But, I'll talk more about that in the next issue.

**I HAD VIRTUALLY
A FREE HAND
AND TO BE
RESPONSIBLE
FOR THE LOOK
OF THESE CARS**

■ Keith Helfet was a Jaguar designer between 1978 and 2002. His most famous creations are the XJ41, XJ220, XK 180 and F-type concept, plus the design themes for the XK8. He currently runs his own design company KH

OFFER 1:
PRINT
EDITION

JAGUAR WORLD

SUBSCRIBE TODAY

AND RECEIVE A PAIR OF HEEL TREAD E-TYPE SOCKS!

6 ISSUES JUST £23.99

➡ NEVER MISS AN ISSUE ➡ FREE DELIVERY DIRECT TO YOUR DOOR
WELCOME GIFT ➡ SUBSCRIBER DISCOUNTS



3 EASY WAYS TO ORDER

Pay just £23.99 for your first 6 issues. Gift is subject to availability and we reserve the right to send an alternative of similar value if stocks are depleted in the terms next to the gift.

-  **ONLINE**
shop.kelsey.co.uk/JWOP0320
-  **POST**
Post completed form to the address detailed on the coupon
-  **CALL OUR SUBSCRIPTION TEAM**
01959 543 747 & quote offer code JWOP0320
Hotline Open: Mon – Friday 8:30am – 5:30pm



E-TYPE SOCKS

Enzo Ferrari called this Jaguar "the most beautiful car ever made." Its iconic front air intake was the inspiration for this design; simple, yet impossibly elegant. In British Racing Green, of course.



**PAY JUST
£37.99 FOR
13 ISSUES**

To subscribe digitally visit
shop.kelsey.co.uk/jwo

HOW TO BUY YOUR SUBSCRIPTION

OFFER 1. **PRINT EDITION:** COMPLETE THE ORDER FORM BELOW

OFFER 2. **DIGITAL EDITION:** VISIT shop.kelsey.co.uk/jwo

☐ **YES!** I WOULD LIKE TO SUBSCRIBE TO JAGUAR WORLD MAGAZINE

YOUR DETAILS

Mrs/Ms/Miss/Mr Forename
Surname
Address
..... Post / Zip code
Country
Daytime phone Mobile
Email

IF DELIVERY IS TO A DIFFERENT ADDRESS, COMPLETE BELOW

Mrs/Ms/Miss/Mr Forename
Surname
Address
..... Post / Zip code
Country
Daytime phone Mobile

We may wish to contact you regarding our special offers that we believe would be of relevance to you. Please tick the boxes to tell us all the ways you would prefer to hear from us ☐ Email ☐ Post ☐ Phone ☐ Text Message.
We will not pass your details onto third party companies.



BEST UK DEAL • BEST UK DEAL • BEST UK DEAL

☐ I WISH TO SUBSCRIBE BY DIRECT DEBIT PAYMENTS OF £23.99 FOR MY FIRST 6 ISSUES AND CLAIM MY E-TYPE SOCKS. I UNDERSTAND THAT MY SUBSCRIPTION WILL CONTINUE AT £23.99 WITH PAYMENTS TAKEN EVERY 6 MONTHS – UNLESS I WRITE TO TELL YOU OTHERWISE.

Instructions to your Bank or Building Society to pay by Direct Debit

Name of Bank

Address

..... Postcode

Account name

Sort code Account number

Signature Date

Originator's Id number **8 3 7 3 8 3**
Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank or Building Society.



PAY BY CHEQUE / DEBIT / CREDIT CARD

Gift only available for Direct Debit subscriptions.

☐ **UK: 6 issues £29.94** ☐ **UK: 13 issues £58**

☐ **USA / EUROPE: 13 issues £78**

☐ **REST OF WORLD: 13 issues £85**

☐ I enclose a cheque made payable to Kelsey Publishing Limited (Drawn from a UK bank account)

☐ Please debit my ☐ Visa ☐ Visa Debit ☐ MasterCard

Card number

Security number

Valid from / Expiry date /

Signature Date

UK ONLY: PLEASE SEND COMPLETED FORM TO:

Jaguar World Subscriptions, Kelsey Publishing Ltd,
The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL

INTERNATIONAL ONLY: PLEASE SEND COMPLETED FORM TO:

Jaguar World Subscriptions, Kelsey Publishing Ltd, The Granary,
Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL



PHONE TOLL FREE FROM USA: 1-888-777-0275 (7am-3pm EST)
INTERNATIONAL ONLY PLEASE CALL: 0044 (0)1959 543 747

JWOP0320

Offer closes on the 20 March 2020. For details of why we cannot provide free gifts to all our subscribers visit our website at shop.kelsey.co.uk/subscriber. Here at Kelsey Publishing we take your privacy seriously and will only use your personal information to administer your account and to provide the products and services you have requested from us. We will only contact you about our special offers via the preferences you have indicated above and you can update these at any time by emailing us at subs@kelsey.co.uk or by calling us on 01959 543 747.

The original
and the best



WING & DOOR MIRRORS,
WIPER ARMS, BLADES
& ACCESSORIES

Available at www.motoringclassics.co.uk

The current products range from wing and door mirrors to wiper arms, blades and related accessories, all of which are as supplied to the aftermarket for British cars in the '50s, '60s and '70s. Tex were also fitted as original equipment to all British Leyland vehicles between 1974 and 1983



**MOTORING
CLASSICS**

THE RETAIL ARM OF BRITISH MOTOR HERITAGE

PILOTI



MINTEX

**RIMMER
BROS** EST 1982

A BRITISH COMPANY SUPPORTING BRITISH CARS



JAGUAR
PARTS & ACCESSORIES
FOR JAGUAR MODELS
1996 ONWARDS

ALL THE
PARTS
YOU NEED

Trust us to deliver...**Worldwide.** Millions of parts in stock.



Parts service also available for Triumph, Land Rover, MG, Rover & Mini.



We've Expanded our Call Centre Hours - Now Open up to 20 Hours a Day - 7 Days a Week!

**SEE OUR ON-LINE
CATALOGUE**

Triumph House, Sleaford Road, Bracebridge Heath, Lincoln, LN4 2NA. England
Telephone: 01522 568000 | Fax: 01522 567600 | E-mail: sales@rimmerbros.com
www.rimmerbros.com



MK2 - MK1 - E-Type - XK120 - XK140 - XK150 - XJ6 - XJ12 - XJS - XJ40 - S-Type - X-Type - X300
X308 - XK8 - XJ8 - XF - XJ - Mark V - Classic S-Type - Mark VII, VII, IX, X - C-Type - D-Type - Daimler V8



NORMAN MOTORS
Ltd

**SUPPLYING CLASSIC
JAGUAR AND DAIMLER
PARTS WORLDWIDE**

0207 431 0940

info@normanmotorsltd.com / www.normanmotorsltd.com

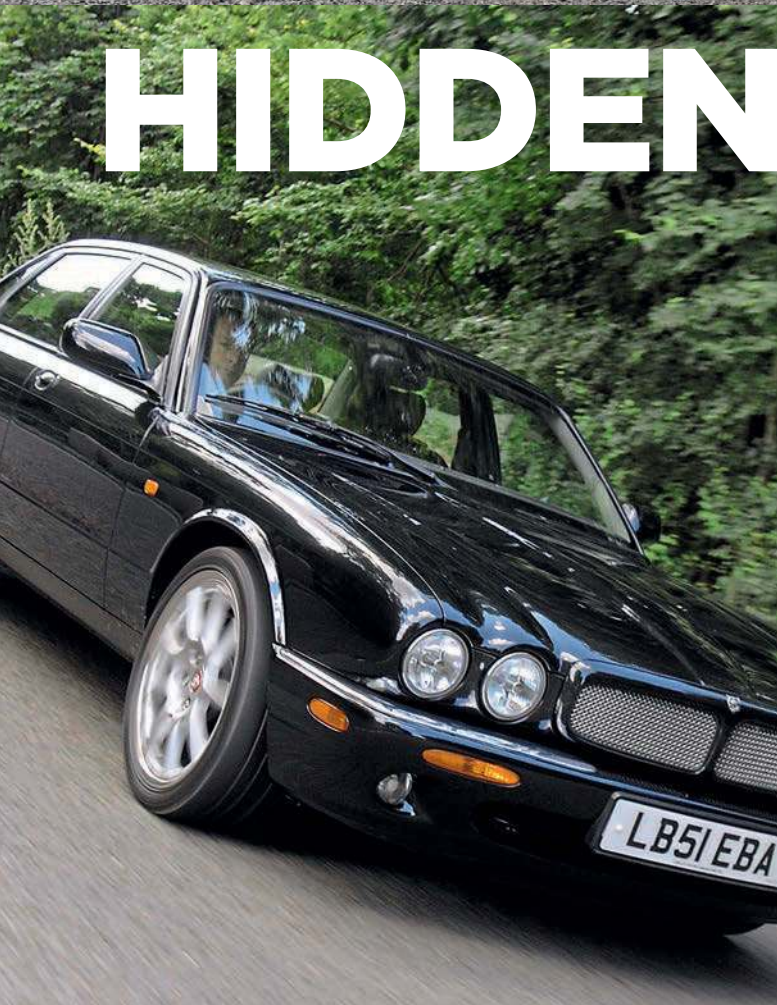
#NORMANMOTORSLTD

#GETTINGTHERIGHTPART

#CLASSICPARTS

#DRIVEHAPPY

MK2 - MK1 - E-Type - XK120 - XK140 - XK150 - XJ6 - XJ12 - XJS - XJ40 - S-Type - X-Type - X300
X308 - XK8 - XJ8 - XF - XJ - Mark V - Classic S-Type - Mark VII, VII, IX, X - C-Type - D-Type - Daimler V8



HIDDEN GEMS

We remember six of the best often-forgotten Jaguars from the early 2000s, explaining what makes them great and what to look for when buying one





WORDS **PAUL WALTON** PHOTOGRAPHY **MICHAEL BAILIE, MARTYN BARNWELL, STUART COLLINS & PAUL WALTON**



N

OT EVERY Jaguar is as well-known as the E-type Series 1, the first XJ6 or even the XJ-S – there is a handful of models, from the early 2000s especially, that risk

slipping through the net of fame.

So, we turn the spotlight away from their illustrious siblings and onto these six hidden gems to determine why they should be better remembered, plus what to look for and pay when buying one today.

XKR SILVERSTONE

This handsome, limited-edition sports car was born as a result of Jaguar's 2000 entry into Formula One



Ford's announcement, at the end of 1999, that it had bought the Stewart Formula One team to rebrand as Jaguar was a key moment for the company. It not only marked its inaugural F1, but was also the first time Jaguar had competed at an international level since the end of the 1991 World Sportscar season.

Obviously, such a momentous occasion needed to be celebrated and Jaguar did so in the most pertinent way possible. A few days before the 2000 British Grand Prix, it announced a very special, limited-edition of the XKR. This highly specified version of Jaguar's sports car was christened the XKR Silverstone in honour of Jaguar's many victories at the Northamptonshire circuit.

Jonathan Browning, Jaguar's then managing director, declared, "The XKR Silverstone is a celebration not only of Jaguar's return to racing through Formula 1, but of our long association with the world-famous British circuit, the scene of more than 20 Jaguar racing victories."

In fact, the car's genesis goes back further than the Formula One announcement, to the time when Russ Varney – the X100's chief programme engineer – asked his staff what they could do to improve the car for the 2001 model year. How could they make it more like a sports car?

The answer didn't lie with the engine (although Jaguar was working on the 4.2-litre version of the V8, the Silverstone had the 4.0), but rather the car's handling – to

make it sharper and tauter, and generally more sports car-like. Consequently, it was fitted with the wheels and braking system originally developed for the XK 180 concept from 1998 [see *JWM*, January 2014, p48] by Jaguar's Special Vehicle Operations division, along with 20in BBS Detroit alloys that were, at the time, the largest ever to be fitted to a production car. Finished in silver, they were shod in sticky Pirelli P Zero tyres.

The Silverstone's improved stopping power was down to Jaguar and the Italian brake specialist Brembo. It received four-piston aluminium calipers front and rear, bearing the Jaguar logo in red, while the ventilated and cross-drilled discs were a whopping 355mm at the front and 330mm at the rear.



The Silverstone – 50 coupes and 50 convertibles – came with Jaguar's CATS (computer active technology suspension) as standard, but also benefited from the SVO-developed R performance handling pack. The CATS' electronic control unit and damper settings were recalibrated for stiffer, tauter handling, while the springs and anti-roll bars were uprated for increased stiffness. The variable-ratio power steering was then tuned for better feel during cornering.

Finally, every Silverstone was painted in the same Platinum silver paint with special Silverstone badges on the nose and tail showing the famous Jaguar growler on a black background surrounded by a silver band. The door treadplates carried the Silverstone inscription.

The interior was mainly standard XJR, but it did feature warm Charcoal leather as standard, with red stitching, plus unique



smoke-stained bird's eye maple fascia veneer that, on the passenger side, featured a subtle Silverstone logo inlaid into the wood. With Jaguar's premium stereo system fitted as standard, the only optional extra left was a sat-nav and phone system.

For such a long specification, at £66,785 for the coupe and £72,185 for the convertible, the cars were £10,000 more than the standard models, but Jaguar had no problem selling them because it built just 100 examples.

Despite their rarity, examples of this often overlooked special are today down to between £17k and £20k. Although that represents a small premium over a standard XKR, it still makes the Silverstone amazing value considering its rarity, specification and handsome looks.

With its 370bhp supercharged V8 and improved handling, the Silverstone is, potentially, the most rewarding XKR 4.0 to drive. The engine responds the instant I press the throttle pedal, its acceleration feeling hard, yet crisp, taking me to 60mph in a mere 5.2 seconds. The car lacks the viciousness of the current F-TYPE R, or even a late XKR 5.0, but it still offers a tremendous feeling of power, only one that's more controllable than its later siblings. The excitement of the acceleration is enhanced by a fabulous deep growl from the engine and the whine from the supercharger, something that's missing from newer cars and seems more real than the F-TYPE R's seemingly manufactured and theatrical wail.

The automatic transmission is the old Mercedes-Benz-sourced W5A 580 five-speed unit (the ZF 5HP24, as fitted to the normally aspirated models, wasn't strong enough to cope with the R's extra power), the engine revs harder and for longer through the gears, adding to the fabulous noise – even more so when I slip the J-gate into manual mode. ►





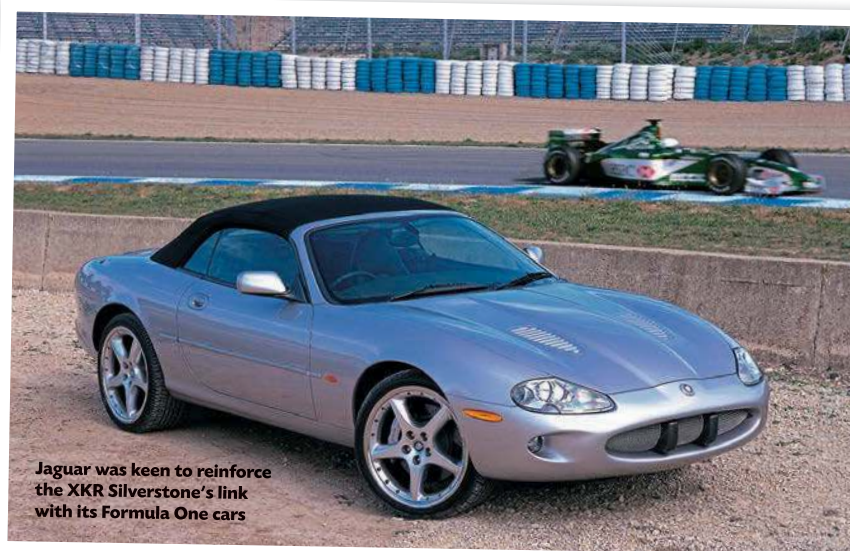
Where the Silverstone really stands out from its standard X100 brethren is in its stopping and handling abilities. The steel-bodied XKR isn't a small car – at 1,717kg it's relatively heavy so lacks the litheness of its aluminium replacement – yet the Silverstone's stopping power is so strong as a result of the larger Brembo braking system that I'm forced to remove my front teeth from the steering wheel the first time I step on the brakes. Yet they're progressive and can be controlled as much as the acceleration by gently squeezing the pedal.



CATS is an already-excellent system, of course, so the R performance pack removes the final traces of body roll and instability occasionally found in standard cars. This means it's much more confident through corners and, despite its size, its agility and nimbleness are more akin to a proper sports car. However, the ride remains supple, without the crashing-over-potholes sensation felt in modern versions. And, with the steering being fast and offering plenty of feel, it's clear Russ Varney fulfilled his ambition to turn the XKR into a genuine sports car while retaining the model's famed comfort.

Like all X100s, the Silverstone suffers from corrosion, especially to the front subframe V mounts, front chassis legs, sills, wheelarches and floors. The X100 is also prone to failure of its many sensors, which light up the dashboard with warning lights like Oxford Street at Christmas, but the big issue is the engine's plastic timing chain tensioners. They can crack and fail, resulting in an expensive engine rebuild (or even a replacement V8) and should be replaced by the steel versions from the 4.2.

Sadly, Jaguar's Formula One programme wasn't a success, but the car it spawned most definitely is.



Jaguar was keen to reinforce the XKR Silverstone's link with its Formula One cars

ADVERTISEMENT



A HISCOX COMPANY

Indicative comprehensive premiums are as follows from RH Specialist vehicle insurance:

Driver: Male, aged 46

Occupation: Graphic Designer

Postcode: DE4 4DL. Clean licence, vehicle kept garaged

Mileage: under 5,000 for XKR-S GT

Jaguar XKR Silverstone (2000) – value £14,000

Annual premium £585.58 + Insurance Premium Tax

£250 excess applies.

Legal cover optional at £10.50.

We would warrant that the vehicle is fitted with a tracker, immobiliser and that it is garaged. SDP use only.

Elite & Performance Jags

Independent Jaguar Specialists, Units 10 & 11, Derby Trading Estate, Stores Road, Derby, DE21 4BE
Amber Coachworks, Units 19, Derby Trading Estate (Bodyshop of EAPJ)

ELITE 'RR' EXHAUSTS

Systems for all modern Jaguars.
Full & part systems available.
304 grade mirror polished stainless steel with a lifetime guarantee.
We can't be beaten on quality.
Custom systems available on request.

New XK/XKR £819.99
Classic XK8/XKR £525.00
XF - all models £519.99



V8 Timing Chain/Tensioner Upgrade

Don't overlook possibly the most important upgrade you can make, complete replacement with 4.2 3rd gen OE parts, why risk your pride & joy, call us now for a quote



EAPJ SERVICE & MAINTENANCE

Servicing the easy way, new office space with wifi for while-u-wait servicing, or why not go shopping at 'Westfield Derby' with our free drop in & collection. With over 30 years Jaguar experience we pride ourselves on our reputation & customer satisfaction.

Example service price: XF 2.7D 45k 3rd yr £252.00 fully inclusive

CALL US ON 01332 265826 TO ARRANGE YOUR SERVICE
OR TO DISCUSS YOUR VEHICLE REQUIREMENTS

Internationally Renowned as the Leading Jaguar XJS Restoration Company

We also bring our 20 year experience to all XJ Saloons to 2002, XK8/R, E-Type, and earlier Jaguars.

To discuss your Jaguar Restoration, Repair or Servicing requirements,

Please contact KWE on 01635 30030 or info@kwecars.com.

To find out more, visit WWW.KWECARS.COM/JW

Located in Thatcham, Berkshire.





XJR 100

Such an important anniversary as the centenary of Sir William Lyons' birth deserved recognition with a special car



Other than Ferrari and Porsche, very few established manufacturers remain as closely associated with their founders as Jaguar. The British company has always been proud of its origins, which was strikingly marked in 2001 when 500 limited-edition XJRs (and XKRs) were produced to mark the centenary of Sir William Lyons' birth. It's hard to imagine the usually stern Mercedes-Benz doing something similar to mark Karl Benz' birthday.

Imaginatively called the 100, the technical specification of the 500 cars was identical to the standard XJR's, including the 370bhp 4.0-litre V8. It was their trim and colour that marked them out as special. All were painted in Anthracite (marketing speak for black), and they wore the 19in, nine-spoke 'Montreal' alloys first seen on the F-type Concept from 2000 [see *JWM*, September, 2012] with red centre Growlers.



Inside, the XJR 100 logo appears on silver treadplates inside the doors as well as on the passenger side of the grey-stained, bird's eye maple veneer. The seats are covered in Warm Charcoal leather (marketing speak for black), highlighted by the Cherry red stitching that was used around the steering wheel, door trims and centre console.

Jaguar's Premium ICE audio system was another part of the 100 package and included sat-nav, which was still reasonably big news in the early 2000s.

Although the changes were small – especially considering that the car's £58,935 list price was seven grand more than a standard XJR – it was an imposing car. Two decades later, it still is.

With close-to-perfect proportions and attractive, simple lines, the X308 generation of XJ was already one of the best-looking

saloons of the past two decades. Enhance that by the (slightly) menacing paint and gorgeous silver alloys, and it's clear that this is no ordinary saloon. They're also a rare sight on British roads. Of the 500 produced, just 80 were kept for the home market, making them (in the UK, at least) one of the rarest Jaguars of the past 20 years.

Like all XJR 4.0s, it is one of the best super saloons of the Nineties. Not ridiculously drag-car fast, but rather strong and responsive. The engine needs little encouragement to drop the Mercedes-sourced five-speed 'box down a couple of gears to release a torrent of confident acceleration. Sixty takes a mere 5.3 seconds and speed tops out at a limited 155mph.

It sounds great, too, and not just because of the tremendous roar of the V8. Dominating the cabin is the high-pitched whine from the Eaton supercharger that,

together with the growl from the engine, creates the distinctive noise that is as much a part of the XJR experience as its speed.

CATS (computer active technology suspension) is fitted as standard to all XJRs, although it isn't the sharpest sports saloon through corners on account of its hefty 1,775kg. If pressed hard, that bulk will let itself be known with some considerable body roll, yet the payoff is a supple suspension that makes light work of the worst our roads have to offer, even with its low-profile tyres. And while the steering is a little slow, it still offers enough resistance for fast cornering.

It's hard to understand, then, why XJR 100s are such good value. At the time of writing, in mid-January 2020, I could find just two for sale, one from Sussex-based classic car specialist Arun Ltd (www.arunltd.com) with 78,000 miles



XKR 100 and XJR 100 outside Sir William Lyons' former home of Wappenbury Hall, in Warwickshire

for sale at just £14k and another from a private seller with just 38k miles for £18k. Admittedly, you can buy standard XJR 4.0s for £10k, or even less, but considering the 100's rarity, specification and driver appeal, I reckon they're a bargain that should increase in value.

However, beneath the fancy paint and nice badging, the 100 is still an X308 with the potential to suffer from the same issues. This includes rust around the point where the chassis legs meet the bulkhead, at the bottom of the front wings where the mud

flaps are fitted, the seam around the rear arch where it meets the quarter panel, the windscreen pillars, and along the side of the sunroof where water can get underneath the seal and block the drain holes.

Mechanically, the rear suspension A-frame will corrode along the seams, while the mounting bushes for the anti-roll bar can wear, causing the bar to rattle.

As with the XKR 4.0, timing chain failure is a common problem due to the use of plastic chain tensioners. There are four timing chains, four tensioners (two upper

and two lower) plus four guides, and the best advice is to have them all replaced with an adapted version of the 4.2 V8 timing kit with aluminium guides. Other issues to look out for include water pump failure, resulting in the pump spinning without moving the coolant around the engine – and the plastic thermostat housing can crack and leak (replacement aluminium housing is now available).

Sceptics will suggest that using the centenary of Sir William's birth was a cynical marketing ploy to sell 500 examples of a car that was coming to the end of its life. Even if this is true (and, if I'm honest, with the X350 less than two years away it probably is), the XJR 100 remains one of the most desirable limited-edition Jaguars of all time.



ADVERTISEMENT



A HISCOX COMPANY

Indicative comprehensive premiums are as follows from RH Specialist vehicle insurance:

Driver: Male, aged 46

Occupation: Graphic Designer

Postcode: DE4 4DL. Clean licence, vehicle kept garaged

Mileage: under 5,000 for XJR 100

Jaguar XJR 100 (2001) – value £12,000

Annual premium £522.84 + Insurance Premium Tax

£250 excess applies.

Legal cover optional at £10.50.

We would warrant that the vehicle is fitted with a tracker, immobiliser and that it is garaged. SDP use only.

POWERBELL SERVICES INDEPENDENT JAGUAR SPECIALIST



POWERBELL Find Us At www.powerbell.co.uk

TEL: 01628 666216 / 665326 EMAIL: info@powerbell.co.uk

 MARSHGATE TRADING ESTATE | TAPLOW | BERKS | SL6 0LX 

JAGUAR ALL MODELS
INCLUDING CLASSICS

- SERVICING AND REPAIRS
- LATEST DIAGNOSTIC EQUIPMENT
- AIR CONDITIONING
- GENUINE, RELIABLE SERVICE
- COURTESY CAR WHEN AVAILABLE
- MOT TESTING

Servicing with Powerbell will not
invalidate your manufacturer's
warranty

Chiltern Jaguar Specialists

The Chiltern Experience



*Selling top
quality Jaguars
since 1994*

*See our
current stock on
page 129*

- ◆ Well respected and long-established – since 1994
- ◆ Wide selection of Jaguars – at least 50 in stock
- ◆ Highest quality and all models catered for
- ◆ All cars benefit from a comprehensive 120-point inspection
- ◆ All cars valeted and MoT'd prior to customer collection
- ◆ Warranties and finance available
- ◆ Back-up of a workshop of experienced Jaguar technicians, complete with all the latest diagnostics equipment



For the main dealer experience without the main dealer prices call today

01442 833311 Or visit www.chilternjag.co.uk

Unit 1 and 2 INDEPENDENT BUSINESS PARK, MILL ROAD, STOKENCHURCH, HIGH WYCOMBE,
BUCKINGHAMSHIRE, HP14 3TP JCT5 M40

X-TYPE 3.0

Fast, great to drive, yet overshadowed by a dated design, this could be, the most hidden of our six gems

Many years ago, back in the early 2000s, I had regular access to a Subaru Impreza WRX. Bright blue with a huge rear spoiler and golden wheels, it wasn't what you'd call discreet and caused huge amounts of attention wherever it went. But, beyond the over-the-top, laddish image, it offered spookily high levels of grip and, for entertainment value, it was one of the best-handling cars I'd driven.

That is, until I experienced an X-TYPE V6. It doesn't take long behind the wheel to realise that the little Jaguar is as much a driver's car as the Subaru. The secret behind its abilities is the permanent all-wheel-drive system that was standard on all 2.5- and 3.0-litre models (the first for a Jaguar production car) that results in Impreza levels of adhesion. Torque is split 60:40 in favour of the rear wheels through a transfer box developed jointly with Visteon and a viscous

coupling developed with GKN to optimise traction on slippery surfaces.

Because the 3.0 V6 is very torquy and responsive, it transforms the X-TYPE into a genuine sports saloon, more so with the five-speed manual (rather than the five-speed automatic 'box), which pushes it to 60mph in just 6.6 seconds (7.1 for the automatic), while its top speed is a still-not-too-shabby 146mph. But, the figures don't tell the whole story.





ABOVE:
Jaguar Racing F3 drivers, James Courtney
(left) and Andre Lotterer, with their
X-TYPES in the early 2000s



With its composed chassis (which, yes, was the same as the Ford Mondeo's, but I'll get back to that), I can hold the power through bends before flooring the throttle, at which point the car scythes out of the corner with remarkable agility. The other reason behind the car's liveliness is its suspension set up.

The X-TYPE has long been criticised for using the same chassis as the Ford Mondeo and same rear suspension as the Mondeo estate. What isn't so well known (or recognised by the critics) is that Jaguar's engineers tuned the suspension to make it more appropriate for one of its own.

So why, then, is the X-TYPE 3.0 not more recognised as the driver's car it clearly is? The problem lies in its design. Overtly traditional, its three-box shape (bonnet, roof, boot) and quad headlights make the saloon look like a mini XJ. To me, it's a handsome car with perfect proportions, but its design led many to judge the car boring. And, despite Jaguar trying hard to change

that opinion with sportier limited-edition models – such as the Indianapolis and XS – and giving an example to Jaguar Racing's young Formula Three drivers – James Courtney and Andre Lotterer – in the two decades since the car was launched, that opinion has never changed.

Perhaps this is also because of the interior's heavy use of wood and leather (similar to much older Jaguars), although this traditionalism disguises the fact that the X-TYPE was the most high-tech Jaguar ever. A 7in multimedia touch-screen display in the dashboard (a Jaguar first) provided the interface between the driver and the car's audio system, sat-nav, mobile phone, TV (with sound only when moving) and climate control. Although we take this for granted today, we forget what a big deal this was 20 years ago.

Yet still the car wasn't the commercial success Jaguar had hoped it would be because, in spite of its looks, it was developed to appeal to a younger, more diverse group of buyers than Jaguar's traditional customer. Three important groups were identified: young professionals without a family (a first for Jaguar), middle management executives with a family, and empty-nesters who could switch from larger models.

Although the latter group certainly bought the car (including my uncle; on retirement, he swapped his XJ for an X-TYPE), the younger and lucrative fleet market stayed away, preferring more contemporary models such as the BMW 3-Series. The fact that an estate didn't arrive until 2004, and neither did a diesel, didn't help matters. As a result, instead of selling the 100,000 a year that Jaguar prophesied when it was launched in 2001, the total production over nine years was just 355,000.

This incorrectly perceived old-fashionedness continues to effect X-TYPE's values today. While other sports saloons of the early 2000s (like that Impreza WRX)





are being seen as modern classics, X-TYPEs remain banger fodder. Less than £1,000 will still get you an early example with high mileage, while the very last examples are only £10k. These later cars benefited from

an Ian Callum-led facelift that consisted of new and larger bumpers, a squared plastic grille, and improved detailing to lend the car a slightly more contemporary appearance. However, those cars were only



on sale between 2007 and 2009 before the X-TYPE was canned for good.

Issues to affect the X-TYPE include corrosion (particularly the sills, which are not easy to check because they are hidden by plastic covers), corroded or fractured coil springs, and worn shock absorber mounts. Although the V6 is generally reliable other than failed lambda sensors, failure of the four-wheel-drive transfer box can also be a common problem.

Despite these issues, the X-TYPE 3.0 remains one of the best sports saloons of the early 2000s. The fact that very few recognise it as such only adds to its allure.

ADVERTISEMENT



A HISCOX COMPANY

Indicative comprehensive premiums are as follows from RH Specialist vehicle insurance:

Driver: Male, aged 46

Occupation: Graphic Designer

Postcode: DE4 4DL. Clean licence, vehicle kept garaged

Mileage: under 5,000 for X Type 3.0

Jaguar X Type 3.0 (2006) – value £4,000

Annual premium £297.08 + Insurance Premium Tax

Subject to being kept garaged overnight. £150 excess applies. Legal cover optional at £10.50.

We would warrant that the vehicle is fitted with a tracker, immobiliser and that it is garaged. SDP use only.

UNIPART

**HIGH QUALITY UNIPART
BRANDED PRODUCTS**

**Limited stock on these
Unipart branded products**

Take advantage of these great deals
Speak to a member of the sales team today!

OTHER PRODUCTS AVAILABLE

FRONT PISTON & CYLINDER
Original product made in the UK

8777# - £108.84 EACH INC VAT



JAGUAR XK150 / MK2 / MK10 / S-TYPE / E-TYPE S1&2

ALSO SUITABLE FOR A WIDE RANGE OF CARS INCLUDING

ALVIS	61-64	ASTON MARTIN DB4	60-61
BMW 502/507	60-61	BRISTOL 407/408	61-65
DAIMLER 2.5	62-70	FACEL VEGA	60-64
FERRARI 250 GT	61-64	FERRARI 330	63-66
FERRARI 275	64-66	FIAT ABARTH 2200	60 on
ISO GT COUPE	63-64	JENSEN	61-68
LAGONDA RAPIDE	62-64	LANCIA	60-70
MGA TWIN CAM	58-60		

Prices subject to change and correct as of
4th February 2020. All prices include VAT

GREAT PRICES ON UNIPART BRANDED PRODUCTS

AIR FILTERS

C2S11215*UNIPART	X-TYPE PETROL	£5.40
C2S36774*UNIPART	X-TYPE DIESEL	£4.78
NJA3558AA*UNIPART	XJ8 & XK8 ALL MODELS	£8.40



FUEL FILTERS

C2S27643*UNIPART	X-TYPE DIESEL	£5.40
C2S45278*UNIPART	X-TYPE V6 PETROL	£3.60
EAC3112*UNIPART	XJ SER 3 XJS	£6.00
XR81775*UNIPART	X-TYPE ALL MODELS	£3.60



OIL & POLLEN FILTERS

C2S43999*UNIPART	XF DIESEL 2.2	£3.96
EAZ1354*UNIPART	XJ8 S-TYPE 4L XK8	£4.20
C2S8622/1*UNIPART	X-TYPE	£3.60



BRAKE DISCS

C2C25336*UNIPART FRONT	S-TYPE XJ XK XF	£30.00 each
C2C25337*UNIPART FRONT	S-TYPE 4.2 S/CH	£36.00 each
C2C8354*UNIPART FRONT	S-TYPE X350	£18.00 each
XR858130*UNIPART FRONT	S-TYPE NO S/C >45254	£18.00 each
C2S35270*UNIPART FRONT	X-TYPE	£15.60 each
C2S35271*UNIPART REAR	X-TYPE	£15.00 each
XR858224*UNIPART REAR	S-TYPE >N52047	£18.00 each



BRAKE PAD SETS

C2C27291*UNIPART FRONT	S-TYPE X350 XK	£18.00
C2C39929*UNIPART FRONT	S-TYPE X350 XK	£21.00
XR813324*UNIPART FRONT	S-TYPE NO S/C <M45254	£14.40
C2S48022*UNIPART FRONT	X-TYPE	£9.60
C2C40194*UNIPART REAR	S-TYPE FROM M45255	£14.40
C2P17595*UNIPART REAR	XF XK XJ NON 5.0 S/C	£14.40
C2S48024*UNIPART REAR	X-TYPE FROM J05030	£9.60
C2S52080*UNIPART REAR	X-TYPE >E24053	£9.60
C2C27271*UNIPART REAR	S-TYPE N52048>	£12.00



ANTI ROLL BAR LINKS

C2S26883*UNIPART	X-TYPE FRONT D14966>	£4.80
C2S3248*UNIPART	X-TYPE FRONT D14965>	£4.80



Lucas



PARTNERED WITH TRUSTED BRANDS TO OFFER HIGH QUALITY PRODUCTS

DMG is proud to be affiliated with many of the most recognised suppliers of modern and classic car parts including trusted brands such as **Lucas, Unipart & Girling**

DMG supply a wide range of Lucas branded products and is the biggest stockist of head lamps and switch gear

XK120 | XK140 | XK150 | MK-II | E-TYPE | V8 | SP250 | 420 | MK-X | XJ6 | XJS | XJ40 | X300 | X308 | X350 | XK8 | XJ8 | X-TYPE | S-TYPE



0121 544 4040

E-MAIL: ENQUIRIES@DAVIDMANNERS.CO.UK

VISIT: 991 WOLVERHAMPTON ROAD, OLDBURY, B69 4RJ

WWW.DAVIDMANNERS.CO.UK

PARTS FOR CLASSIC MINI | JAGUAR & DAIMLER | MG & TRIUMPH | MORRIS MINOR | MX-5

S-TYPE R

One of the best sports saloons of the 2000s is also one of the most affordable

First, let me address the elephant in the room: the S-TYPE is not the prettiest four-door saloon of the 2000s. Its classic Mk 2-inspired oval grille and teardrop headlights have always reminded me of Edvard Munch's 1893 painting, *The Scream*. While it was overshadowed by its rivals of the day, the BMW M5 especially, if you can get past its slightly awkward nose, then the S-TYPE, especially in R form, is one of the most rewarding saloons of the era. Supercharged, super-fast and supersonic, if you're looking for an affordable sports saloon, this is it.

The heart of the car is its 4.2-litre supercharged V8. Arriving in 2002 (when the car received a minor facelift), it was the first Jaguar to use the engine that would later find its way into the X350 XJR and two generations of XKR.

With 400bhp, the car was earth-shatteringly fast. With a top speed of a limited 155mph, it reached 62mph in just 5.6 seconds. That a Ferrari 360 Modena was only just under a second faster to 60mph puts into perspective just how astounding that second figure is for a four-door Jaguar.

Not that you'd know it. Visually, the car is very subdued with only a mesh grille, 18in alloys, a tiny rear spoiler, and small R badges on its rear and flanks to mark it out from lower models. Yet, the S-TYPE R does have real presence on the road, due – ironically – to that nose. See one steaming

up behind you in your rearview mirror and there's no mistaking what it is.

Personally, I'd rather have the second facelift model from 2004, as featured here. From the hand of Jaguar's then design director, Ian Callum, although the S-TYPE's basic design remains the same, the detailing is greatly improved – modernising the look of the car. Plus, thanks to a revised pulley system to the supercharger, the 4.2 produces another 20bhp.

Step in and the interior seems more old-fashioned than the exterior. Other than the tight sports seats and the R logo stamped into the headrest, it is typical Jaguar, with plenty of wood and a traditional feel to the dash. Climb into an XJ40 from 20 years previous and it would look and feel very similar.

The moment I turn the ignition key, though, I'm rewarded with a deliciously deep burble – akin to the sound made, I imagine, of Thor gargling gravel. Under power, the burble becomes a symphony of thunder that, is then joined by a high-pitched wail from the Eaton supercharger as it kicks in. It sounds as if I'm driving a Spitfire.

Although nearly 20 years old, the S-TYPE R still feels fast. All of its 420bhp is delivered instantly and seamlessly in one big wallop of acceleration that's as awe-inspiring as London's New Year firework display. Press the throttle further, and the acceleration pushes me hard back into the seat.

The electronically controlled six-speed auto 'box changes up smoothly, yet resists







A preliminary sketch
for the facelifted S-TYPE

doing so when all that's needed is a little engine braking – at a corner, for example. Yet, when you require some of that 399lb ft of torque, a hard stamp on the throttle at around 2,500rpm will see it kick down with all the immediacy of a really annoyed donkey, unleashing an even larger dose of chaos.

But, don't panic, the brakes are more than capable of dealing with whatever is thrown their way. Fitted with four-piston Brembo calipers all round, the car's stopping power is strong, with plenty of feedback through the pedal.

Through corners, the beautifully weighted and precise steering lets this heavy car feel surprisingly agile and composed, which is further assisted by Jaguar's computer-aided adaptive-damping system, fitted as standard. The harder I push, the firmer it grips; at the limit, it feels little short of glued to the asphalt.

The car has stability control fitted, of course, but with such high levels of grip it's

not much needed. And when it is, the system acts so gradually that it allows a tiny amount of tail-out action before it sorts the rear out and sends you on your way in one piece.

The ride is smooth and relaxed, and although the cabin feels a little jittery over ruts that aren't always fully shrugged off, its occupants are better protected from the impact of larger potholes.

So why, then, does the S-TYPE R remain such good value? Certainly, the S-TYPE's controversial looks impact on the car's value, as does the car's poor reputation for reliability. Early examples from 2002 are as little as £3,000, while the first facelifted models from 2004/05 are between £4,000 and £5,000, depending on mileage. Even late 2007/08 cars can be picked up for as little as £7,000, which is incredible value for a 155mph saloon.

Physically, the sills are the biggest weak spot. Colour-coded plastic trim often hide a plethora of structurally damaging corrosion,

so have a good poke around. Wheelarches and around the boot lid lip can also show signs of the dreaded tin worm, while bubbling windscreen surrounds are a sign that the A-pillars are far from healthy.

Door latches are known to fail, resulting in the central locking refusing to work. The wiring for the air conditioning is located behind the front bumper where moisture and road dirt deteriorate the wires, so the air-con temperature can get stuck on either hot or cold.

Under the skin, the lower mounting bush for each coil-over is prone to wear, resulting in uneven tyre wear, poor handling and a hollow rattle. Worn anti-roll bar drop-links and D-bushes result in unwanted suspension rattles. At the rear, the lower arm bushes wear, as can the bushes for the upper double wishbones.

Thankfully, the 4.2-litre V8 is largely reliable, although it can suffer from locked engine breathers, resulting in oil being sprayed around, and the header tank can crack at the bleed pipe outlet, allowing coolant loss and potential overheating.

Thanks to the car's performance and relative rarity (just 8,043 S-TYPE Rs were produced), we're confident that anyone looking for a fast, powerful sports saloon will catch onto the car's many plus points, and finally ignore that elephant. And, when they do, expect prices to rise.

ADVERTISEMENT



A HISCOX COMPANY

Indicative comprehensive premiums are as follows from RH Specialist vehicle insurance:

Driver: Male, aged 46

Occupation: Graphic Designer

Postcode: DE4 4DL. Clean licence, vehicle kept garaged

Mileage: under 5,000 for S Type R

Jaguar S Type R (2007) – value £8,000

Annual premium £439.65 + Insurance Premium Tax

£100 excess applies.

Legal cover optional at £10.50.

We would warrant that the vehicle is fitted with a tracker, immobiliser and that it is garaged. SDP use only.

Nene Jag Specialists

Independent Service & Repair Centre



Factory trained Master Technician
25 years Jaguar experience.



Dealer level Diagnostic Equipment.



Servicing & all repairs carried out to Engine
ABS, Electrical & Air Conditioning.

Please contact us at:

8 Harvester Way, Fengate, Peterborough, PE1 5UT

Tel: 01733 349042 / 01733 352288

Web: www.nenejags.co.uk Email: info@nenejags.co.uk



WE ARE THE TRUSTED GARAGE IN SWINDON

FAMILY OWNED BUSINESS SPECIALISING IN JAGUAR



- Over 30 years Servicing Cars in Swindon • 2 Jaguar Master Technicians • MOTs & Servicing
- Wheel Alignment & Repairs • Full Main Dealer level diagnostic equipment • Modern and classic Jaguar's catered for.
- We pride ourselves on building trusting relationships • Modern Jaguar Online Service history update available.
- Located within 5 minutes walk of Swindon Train and Bus station's

WILTSHIRE JAGUAR CENTRE & MIKE ALLEN SERVICES

01793 612870

www.mikeallenservices.com • enquiries@mikeallenservices.com

Station Industrial Estate, Sheppard St, Swindon, SN1 5DB

**FOR MORE INFORMATION ON OUR COMPANY, PLEASE SEE OUR FEATURE IN
THE NOVEMBER 2018 ISSUE OF 'JAGUAR WORLD'**

XJ8 3.5

The 3.5 V8, eclipsed by the supercharged and diesel models, is a surprisingly good performer



With only 6,366 examples sold during the 3.5-litre's six-year production run, compared to 53,566 4.2 V8s or 8,786 2.7-litre diesels, this was clearly not a popular model. Yet, in these hedonistic times of 186mph Jaguar sports cars, its new-found desirability lies in its sensibility.

When the X350 replaced the X308 generation of XJ in 2003, it came as no surprise to see a smaller-capacity version of the V8 included in the range; the X308 XJ8

3.2 had been a strong-selling model with more than 24,500 shifted in just five years.

For the X350 version, engine size increased to 3,555cc, from 3,248cc, raising power to 262bhp, from 240bhp. Not a huge number now – or then – especially since the new car was considerably larger than the old one. However, its aluminium construction had a positive impact on its performance. Being 95kg lighter than the outgoing X308 3.2 model, the dash to 60mph was made in just 7.3 seconds – 0.8 faster – while its

top speed was an impressive 150mph, an improvement of 10mph. While still slow compared to the X350 XJR (which reached 60mph in five seconds and had a limited top speed of 155mph), the 3.5 isn't a car to hold up traffic. More importantly for the owner/driver market, the 3.5's economy increased from the X308's 23.5mpg to 26.5mpg. Perhaps not likely to save the planet, but better than the XJR's 23mpg.

Although many criticised the X350's dated design when it arrived in 2003, that





traditionalism today results in a handsome saloon with perfect proportions. And, yes, the XJ6 Series 1-influenced nose (consisting of quad headlights either side of a large grille) may look contrived, but the car has a grace and presence lacking in many of its anodyne German rivals.

The build quality and specification of this 3.5 are every bit as good as more expensive models; the burr walnut veneer has a deeper lustre than a comparable X- or S-TYPE, while discreet chrome accents increase its luxury image. Of course, with more buttons than a disc jockey's console, it isn't the most modern of dash layouts, but with lots of interior room and soft, cossetting leather, the X350's old-world ambience is more like a Jaguar saloon from several generations back, rather than a decade-and-a-half ago.

The V8 starts in a heartbeat, sounding subtle and without the raucousness of the more sports-orientated variants. Yet the engine's intentions are still made clear when I pull the gearlever into drive and press the throttle pedal. Unlike the sloth-like X308 3.2, the 3.5 accelerates with a surprising keenness, feeling strong and willing as the six-speed ZF gearbox changes up on cue. Even without a supercharger, there is a strong spread of power: at 60mph, the car accelerates crisply, finally filling the cabin with a harder-edged sporting note as it does. Yet, its performance remains modest and ▶



The XJ8 3.5's litheness is due, in part, to its aluminium construction, as seen on this unpainted show car from 2002



controllable – there's no suggestion that you're riding in a chrome-encrusted missile, as with the XJR.

Because all X350s have Jaguar's computer active technology suspension (CATS) as standard, the car's ride is superb. Being 60 percent stiffer than an X308, even when I shift the six-speed automatic 'box down to third, using the famous J-gate gear selector, and push hard through a series of fast left-right-left corners, the X350 remains composed. With its ZF Servotronic power-assisted steering, the turn-in is sharp and precise, offering plenty of resistance. As I aim for a corner's apex, the big bonnet turns in with so much relish and lack of body roll, that coupled with its responsive engine, I doubt if any of

its luxury rivals could keep up on a twisting mountain road. I might prefer the X308's looks, but the X350 is the sharper driver's car.

But still the ride remains classically XJ-like: mainly supple and cossetting, and gliding over bumps and potholes as if they were not there. There's not much wind noise, either, resulting in a whisper-quiet cabin.

And what do you pay for all this refinement? Not much. Find an early 3.5 with well over 100,000 miles and it'll be worth just £2,000, while cars with 60k-80k miles are between £4,000 and £5,000.

So, what's the catch? Well, like all X350s, 3.5s have several issues, the most salient being failure of the air suspension pump and wear of the reluctor ring, which is wrapped

around a rear driveshaft or attached to the front wheel hub, resulting in a DSC warning light on the dash. Rear suspension bushes are known to wear, as are front banana arms. Thankfully, the 3.5 V8 is generally reliable, as proven by the many high-mileage examples we found for sale.

There are clearly faster Jaguar saloons than the XJ8 3.5-litre, but none offer such a perfect combination of refinement, quality and incredible value for money.



ADVERTISEMENT



A HISCOX COMPANY

Indicative comprehensive premiums are as follows from RH Specialist vehicle insurance:

Driver: Male, aged 46

Occupation: Graphic Designer

Postcode: DE4 4DL. Clean licence, vehicle kept garaged

Mileage: under 5,000 for XJ8 3.5

Jaguar XJ8 3.5 (2003) – value £5,000

Annual premium £297.08 + Insurance Premium Tax

£100 excess applies.

Legal cover optional at £10.50.

We would warrant that the vehicle is fitted with a tracker, immobiliser and that it is garaged. SDP use only.

DCR AUTOPARTS

Dave C Roche

**Independent
XK8/XKR Parts
and Accessories
Specialist**



enquiries@dcrautoparts.com
www.xk8parts.com

Glenview, Gartally, Drumnadrochit, Inverness-shire,
United Kingdom, IV63 6XS

L: +44 (0) 1456 450756

M: +44 (0) 780 1495324



adamesh

Styling & Performance Specialists for Jaguar Cars



Specialist suppliers
of a stylish range of
accessories and
finishes, designed
to complement the
elegance of your
Jaguar.



**Comprehensive NEW
160 page product
catalogue available
- contact us to order
your copy now.**



+44(0)1525 852419 | www.adamesh.co.uk

email: info@adamesh.co.uk



Follow us on
Facebook and Twitter

North Wales Jag Centre

The Leading Independent Jaguar Specialist in the North West

Friendly and personal service
from a family business with
more than thirty years
experience specialising
exclusively in Jaguars.

Whether you own a classic
Jaguar or a current model,
you can trust your car to the
experts for all servicing
requirements and repair work.



CAR SALES

Please visit our website or phone for an
up-to-date stock of quality, used Jaguars.

SERVICE, REPAIRS & MOT

AIR CONDITIONING SPECIALISTS

TYRES - SUPPLY AND FIT

ALL TYPES OF SPARE PARTS



HIRE A FORMULA 1 JAGUAR

Jaguar's original Formula 1 show car is
available for hire. Please phone or visit:

www.F1-hire.com

PERFORMANCE UPGRADES

ACCIDENT REPAIR SPECIALISTS

JAGUAR COURTESY CARS

Your Jaguar is a sophisticated
and complex motor vehicle
requiring specialist knowledge
to maintain its performance.

Our workshop is dedicated to
Jaguars and fully equipped
with the very latest diagnostic
equipment which enables us to
identify and rectify any faults
quickly and efficiently.



North Wales Jag Centre Ltd
Unit 2 Cae-Bach (Off Builder Street)
Llandudno LL30 1DR

www.northwalesjag.co.uk

northwalesjag@btconnect.com

Phone: 01492 870150

Fax: 01492 860360





XF SV8

This car represents one of the rare times when a supercharged Jaguar didn't have R branding, yet the SV8 is no worse for that



f all the six cars featured here, the SV8 is, perhaps, the most overlooked. As the XF saloon's top-of-the-range model when launched in 2008, it shares the same supercharged 4.2-litre V8 of the S-TYPE R, with 420bhp and a 0-60mph time of 5.1 seconds, yet the car wasn't given the R moniker. That was reserved for the supercharged 5.0 model that arrived in 2009, as part of the XF's mid-life facelift.

Following the C-XF concept (revealed at the 2007 Detroit Auto Show) that showcased some of the eventual production

car's design cues, it was not only Ian Callum's first all-new Jaguar saloon since taking over as design director in 1999, it was also the first since the XJ40 to feature a brand-new design with little or no references to earlier cars. Over a decade later, the XF remains as fresh and contemporary as the day it went on sale and, in many ways, could be a current model.

The SV8 was on sale for just two years, and, according to www.howmanyleft.co.uk, there were only 394 on the UK roads in 2009. With natural attrition, the figure today has dropped to a mere 325,

leaving the SV8 as the forgotten member of Jaguar's supercharged club, forever overlooked and overshadowed by the XFR 5.0. And that's a real shame.

One of the reasons why is, perhaps, the car's looks. Not the XF's overall design, but the SV8's lack of aero aids or outlandish body kit that keeps it relatively subtle, because other than the handsome 20in 'Volan' alloys, the car looks little different from the 2.7-litre diesel model that went on sale at the same time.

This lack of recognition continues to impact on the car's values. I saw examples

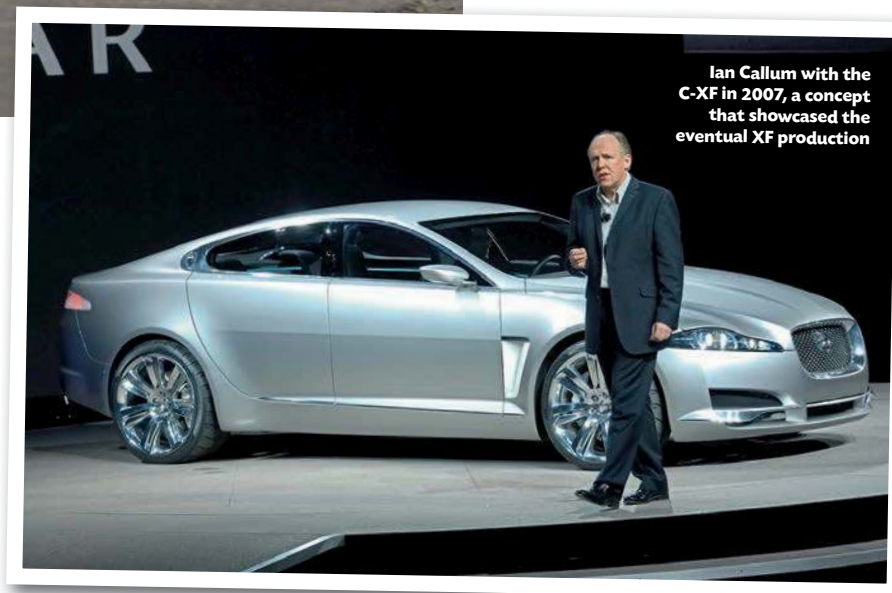


with 120k miles for less than £6k, while cars with fewer than 100k miles are still only £8k, around £1,500 less than an early XFR 5.0.

Yet the car is one of the best performance saloons from the 2000s, and it paved the way for the XFR. Jaguar's programme manager, Mick Mohan, said around the time of the XF's facelift that the SV8 had a direct impact on the XFR, saying the praise it garnered gave the engineers the confidence to make the supercharged 5.0 model more focused and edgy.

The SV8's acceleration is strong and confident. The supercharged V8 delivers an instant and seemingly never-ending stream of torque, one that is more controllable than in the S-TYPE R, thanks to steering wheel-mounted paddles linked to the six-speed automatic gearbox.

Although the XF's chassis is made from steel, it has aluminium panels – which means the SV8 weighs just 1,840kg, 40kg more than an S-TYPE R. So, despite its bulk, the SV8 doesn't drive like a heavy car, instead feeling light and agile. Strong grip, plus limited body roll, matched with



Ian Callum with the C-XF in 2007, a concept that showcased the eventual XF production



perfectly weighted and precise steering allows the car to scythe through corners with remarkable nimbleness. But, this is no hard sports saloon and its ride remains almost as supple as an XJ6 Series 1.

With its relatively modern and sensibly laid-out interior, plus capacious boot, the SV8 is a car you could use every day for an exciting commute to work, although the V8's 22mpg might reduce it to a Sunday afternoon-only drive for many.

Other than that, the only negative aspect of the first generation of XF is its rear leg room, because space is surprisingly tight for such a large car – even one with the same chassis as the S-TYPE.

As a reasonably new model, the XF suffers from few issues. The known ones are the fuel filler grommet coming undone, making refuelling difficult on account of the filler neck becoming loose; the fusebox can suffer water ingress, causing electrical faults that may need a new fusebox to solve; condensation can accumulate inside the headlight unit and settle on the inside of the lens; the door latch and window regulator can fail, usually sticking in either the locked or unlocked position; the front-most bush inside the banana-shaped control arm can



wear, as can the coil-over's lower mounting bush, resulting in a knocking noise when driving; the tyre-pressure monitoring system can fail when the valve-mounted sensors corrode and give up; and the rear brake pads can wear quickly.

There will come a time when the XF SV8 is as well remembered as the Mk 2 3.8, or any R model. When that happens, expect prices to rise – so if you're looking for a fast, handsome and reliable saloon, buy one now.

ADVERTISEMENT



A HISCOX COMPANY

Indicative comprehensive premiums are as follows from RH Specialist vehicle insurance:

Driver: Male, aged 46

Occupation: Graphic Designer

Postcode: DE4 4DL. Clean licence, vehicle kept garaged

Mileage: under 5,000 for XF SV8

Jaguar XF SV8 (2008) – value £10,000

Annual premium £487.20 + Insurance Premium Tax

£150 excess applies.

Legal cover optional at £10.50.

We would warrant that the vehicle is fitted with a tracker, immobiliser and that it is garaged. SDP use only.

JAGUAR PARTS... JAGUAR SMARTS.



We specialize in Stock, Performance and Restoration parts for all Jaguar models - from the XK120 to the 2016 Jaguar F-Type.



Since 1976, Terry's Jaguar has been more than just a genuine Jaguar parts supplier - **We are your supplier** of knowledge, integrity, and above all... Good Value.



 **1.800.851.9438**
email: info@terrysjag.com
terrysjag.com

**TERRY'S
JAGUAR PARTS**

 5850 STADIUM DRIVE KALAMAZOO, MI

A DIVISION OF  **ENGEL** IMPORTS

4X4 DYNO TUNING FACILITY

**FULL VEHICLE CONVERSIONS
& UPGRADE PACKAGES**

**TITANIUM & STAINLESS STEEL
EXHAUST SYSTEM SPECIALISTS**

**BESPOKE CONVERSIONS, VEHICLE
WRAPS, PAINT & UPHOLSTERY**

**12,000FT FULLY EQUIPPED
WORKSHOP & SHOWROOM**

**UK WIDE SERVICE & INTERNATIONAL
MAIL ORDER**



THE UK'S LEADING CUSTOM & BESPOKE ECU REMAPPING AND TUNING SERVICES

T: +44 (0)1789 774444 E: info@viezu.com

www.viezu.com

VIEZU™
REASSURINGLY POWERFUL

FORGET ME NOT

We highlight four very-low-volume performance models from the 2010s that deserve better recognition



WORDS **PAUL WALTON** PHOTOGRAPHY **MICHAEL BAILIE & PAUL WALTON**

XKR 75

Developed from a one-off prototype that appeared at the 2009 Festival of Speed, the limited-edition XKR 75 marked Jaguar's 75th anniversary in 2010. It was the first X150 designed to be a harder, faster and more focused supercar.

With 523bhp, the extra power came from removing the torque limiter – fitted to standard XKR 5.0s to conserve the gearbox's life –

which also raised torque from 460lb ft to just under 516lb ft. As a result of this hike, the 75's 0-60mph time dropped slightly from the standard XKR's 4.6 seconds to 4.4, and the limited top speed increased from 155mph to 174mph.

To ensure the car remained stable at high speed, it received a new front splitter, side sill extensions, a rear diffuser and a larger rear spoiler to provide a reduction in lift.

With a 10mm lower ride height and the subtle Stratus Grey paint (there were no colour options), the car appeared meaner and leaner than the standard model.

Of the 75 cars built for Europe, only 20 were destined for the UK market, which is why the XKR 75 is often overlooked in the X150's history. The 75's rarity means it has a premium over standard XKRs – expect to pay more than £30k for a low-mileage example.

F-TYPE V8 S

For the first 12 months of the F-TYPE's production (before the 550PS – 543bhp – R arrived in 2014), the top-of-the-range model was the rarely remembered V8 S, available in convertible form only.

Despite having 'just' 495PS (488bhp), it was fast: it reached 60mph in 4.2 seconds (a mere 0.2 less than the eventual R) and it had a top speed of 186mph – making it one of the fastest supercharged V8-engined Jaguars not to be given the desirable R badge.

Physically, other than four tailpipes rather than two, little differentiated the V8 S between it and the V6 S model, one reason it's often overlooked in favour of the R. But, if you can get past that, you'll be rewarded with a highly entertaining car.



Now seven years old, these cars are great value. Early examples from 2013/14 are down to £30k, which is around five-grand less than an early R. Maybe the V8 S isn't the most dramatic F-TYPE to look at, but it remains one of the most fun.

XE V6 S 380PS

The XE launch in 2014 saw a supercharged 3.0-litre V6 S model from the outset. With the same 340PS engine as the entry F-TYPE it was quick, reaching 60mph in 4.9 seconds. However, to give the slow-selling saloon a kick up the backside, in 2017 Jaguar dropped the 380PS version of the V6 under the bonnet to create a genuine sports saloon in the same mould as the Mk 2 3.8. Although the 0-60mph time remained roughly the same, the performance was harder, edgier and more focused.

The V6 S 380 featured a subtle body kit, including a new front bumper, gloss black extended side sills and rear valance, a body-coloured bootlid spoiler, plus gorgeous 20in Satin Grey alloys. Sadly, though, the car's days were numbered.

There wasn't a huge market for a £50k V6 compact saloon especially when the new 300PS (296bhp) 2.0-litre, four-cylinder engine gave similar performance but with better economy and for less money. As a result, the XE S 380 lasted less than 12 months before it was discontinued, reduced to a footnote in the history of Jaguar's fast saloons.

Today, it's possible to pick up an XE 380 S for just £25k, making them tremendous value.



XJR575

The XJR wasn't a new idea, having started with the XJ40 in 1988. Nor was a supercharged V8 version: the X308, X350 and X351 all had an R variant. What makes the 575 different is its power, huge amounts of it. As its name suggests, it features the 575PS (567bhp) version of Jaguar's supercharged 5.0-litre V8 – 25PS more than the standard X351 generation of XJR – that had previously only been seen in the F-TYPE SVR. Its top speed is 186mph and it can reach 60mph in just 4.4 seconds, fast for a performance car, never mind a luxury saloon.

Physically, other than Devil Red 575 badging on the rear and seats, it differs little from the standard XJR, yet remains a highly purposeful machine.

Costing close to £100k new, and with interest in uneconomical super saloons like this waning, production of the XJR575 lasted less than 12 months. It was discontinued in late 2018, a few months before the X351 model as a whole came to an end.

The next generation of XJ will be all-electric, which means the 575 will go down in history as the ultimate interpretation of the XJR.

The lack of interest in super saloons continues to have an impact

on the car's values. At £45,000, the few examples we saw for sale are now less than half price, despite being just two years old.





WORDS **BOB WEIR** PHOTOGRAPHY **BOB WEIR & GORDON FAMILY**

EARLY START

Restoring your first car while still in primary school could be seen as farfetched, but not for Damien Gordon and his 1969 240





LET'S FACE it, restoring any old car while still at school is quite an achievement, but TVF 443G is not just any old car. The Jaguar Mk 2 is still the height of cool, and harks back to the days when British marques still dominated the luxury car market. However, while you certainly had to be well-heeled to own this big Jaguar, a sinister element lurking behind the Mk 2's distinctive radiator gave the car a bad-boy image, fuelled by popular Seventies television dramas such as *The Sweeney*. The Mk 2 seemed to be the favourite getaway car for London's gangsters, or Inspector Morse when it was used to catch them.

Certainly, the Mk 2 was a fast and capable saloon in line with Sir William Lyons' Fifties advertising slogan: grace... space... pace. The car was in production for ten years, being renamed 240 or 340, depending on the engine, until it was eventually phased out in spring 1969. The model that 14-year-old Damien owns – a 2.4 240 – is one of the last off the line.

Explains Damien's father, Paul, "Our family have been big Jaguar fans for years. It all started with Eric, Damien's grandad, who owned a couple of Jaguars in his early twenties. This was unusual back in the mid-Seventies, as the Mk 2 was a step up from the typical young man's old banger. Eric never forgot those good old days and he always wanted to get his hands on another Mk 2."

Fortunately for the Gordon family, who live in Airdrie, Scotland, the answer to Eric's quest lay just around the corner. "Because of our connections with various car clubs, we already knew the location of several old Jaguars," explains Paul. "I had a word with one of my mates, whose father, Donald, owned a 240. Donald had driven TVF 443G around North Lanarkshire for many years until he had a bad motorcycle accident. He then stored the car away in a shed, where it remained for more than 20 years."

Like most cars from this era, left to its own devices the Jaguar started to deteriorate.

"There'd been talk of a member of Donald's family restoring the car, but nothing came of it," Paul continues. "This is often the fate with would-be restorations. In 2017, we decided to pay Donald a visit and check the car out. It obviously needed a complete makeover, but we were able to come to an arrangement and brought the Jaguar back home."

Paul already had some experience of owning and refurbishing a Mk 2, that he had sold on, so had a fair idea of the work involved and felt up to the challenge.

"We decided I would buy the car, and Eric would pay for the restoration work," he recalls. "Damien was still in his last year at primary school at the time, but was already keen on old cars. We thought it would be good work experience if he also got involved."



Naturally, Damien was over the moon, but it was made clear to him from the start that this would be no easy ride. "If Damien wanted to be the registered owner, he was going to have to get his hands dirty," Paul says. "The plan was to finish the restoration in time for one of our favourite rallies, which meant we were on a three-month deadline. There was no time for messing around, so we had to hit the ground running. Fortunately, Damien knuckled down from the start and helped me and his grandad with some very important jobs."

TFV 443G was one of the last to leave the Browns Lane factory and is fitted



Having brought the 240 home, Eric and Paul put together a plan for the car's restoration. They had refurbished a few cars over the years, so this was familiar territory. "I'm a mechanic by trade, and my day job is servicing commercial vehicles," says Paul. "Eric learnt his mechanical skills working on a farm. Back in the days when he was growing up, boys of his generation became familiar with tools at a young age. By the time he was a grown man, using them was second nature. This was the sort of attitude and experience we were looking to pass on to Damien."

The key to a successful restoration is having both time and money, and working to a plan. Eric would come around in the early evening and start on the car, while Paul joined him when he got home from work. Damien would help out when he had finished his homework and any other chores. The three of them also spent a lot of time in the garage during the weekends.

Paul and Eric made sure that Damien was safety conscious at all times. Says Paul, "Damien would be given a list of jobs, and he would work his way through them, but safety was paramount. He knew not to do anything silly, such as working underneath the car when the vehicle was jacked up. He had seen me on other projects over the years and was used to being in a garage. Just as importantly, Damien had the right attitude and didn't consider restoring the Jaguar a chore. He was up for it, and really wanted to help."

Although there were the inevitable distractions, the three generations of the Gordon family quickly made progress. "The first thing we did was to strip the car," Paul recalls. "We started with the inside, removing all the wood. Then, we sanded it down, using mainly an electric sander. This job was mostly done by Eric and Damien and took a lot of man hours. As most restorers will tell you, this type of work needs to be done in a methodical manner."

with the standard four-speed manual gearbox, plus overdrive. "Although it is only the base 2.4-litre, the car still has a six-cylinder engine, and it is also equipped with the late-production fully synchronised gearbox, which wasn't fitted to the early Mk 2s," says Paul. "The car also has the later skinny bumpers. I believe these were not to everyone's taste, but I think they make the car look lighter and more streamlined. I don't know whether the Jaguar's mileage of 87,000 is genuine, but it runs as sweet as a nut."



TOP TO BOTTOM:

The car arrives home. Always time for a celebration... and just a little trepidation

The discovery of fibreglass spells a lot of work. Time for Damien to hone his sanding skills

Damien starts work on the brakes – a fiddly job that could not be rushed

Damien also worked on parts of the engine. Safety was paramount at all times

Patching up the bodywork took a lot of time and patience. Damien had to learn several new skills, including welding



“

The traditional leather upholstery was replaced by Ambla, and tufted carpet was used on the floor



While Eric and Damien were sorting out the bodywork, Paul turned his attention to the car's mechanics. "The engine was seized, so we left the car on the driveway and filled up the bores with oil. We kept gently rocking the car until the engine eventually freed off. It was a slow process, but we got there in the end. The twin HS6 SU carburettors needed a thorough overhaul. All the jets and needles had to be thoroughly cleaned, which certainly took time. The fuel tank had to be

removed and scrubbed out, and we even replaced the ignition system.

"The 240 was a budget model, so there are a few differences from earlier Mk 2s," he continues. "The traditional leather upholstery was replaced by Ambla, and tufted carpet was used on the floor. The usual front fog lamps were replaced by circular grilles."

Damien recalls that one of his most important tasks included removing the grille and helping to mend the brakes. "Taking

the car's grille off was a bit difficult as it can only be accessed via a small hole," he says. "I also did a lot of the preparatory work on the brakes and handbrake. First of all, it had to be freed off. To make things easier, we jacked the car up and put it on axle stands. All the brake pads and pins had to be taken out, and this took several hours."

Both Paul and Damien had to get up early in the morning, so they rarely burned the midnight oil. "One of my friends, another classic car enthusiast, gave me some good advice," Paul says, "such as always try to finish an evening's restoration work on a high. This puts you in a good frame of mind for the following morning."

With three pairs of hands helping out, the Jaguar's restoration started to take shape. "We turned our attention to the paintwork," says Paul. "We were all given a specific task, so things could proceed smoothly. Although we didn't have access to a sealed booth, we decided to use a spray gun. This can be a risky proposition if you don't make thorough preparations, and I was advised that the best time to use a spray gun is in the spring, when there is less dust and not so many insects flying around."

"We gave Damien the choice of colour, and he chose a Scania metallic red, which I think looks good on the car. First, though, we had to prepare the surface to get it nice and smooth. There's no real short cut to this particular job, so the three of us had to spend a lot of time rubbing and sanding."

"Unfortunately, we discovered that several temporary repairs had already been made. This particularly applied to the inner wheelarches, where most of the metal had been replaced by Fibreglass. This meant cutting and welding and applying a lot of filler and hi-build primer. Luckily, the chrome was in good shape and didn't need much attention."

Rust is the Achilles' heel of cars from this era, and it came as no surprise to discover





THOUSANDS OF PARTS AVAILABLE FOR CLASSIC AND MODERN JAGUARS, VISIT OUR NEW WEBSITE



REAR LIGHT ASSEMBLY DHC
RH C16084# £104.25
LH C16085# £104.25



FRONT LAMP S1
RH C16080 £122.45
LH C16081 £122.45



PETROL PUMP (DUAL POLARITY)
AZX1308# £90.00



GLASS WASHER
BOTTLE ASSEMBLY
C17004 £192.00



REVERSE LAMP
S1 C18724 £39.75



NUMBER PLATE LAMP
S1 C18219 £24.73



STARTER MOTOR - S1
UPRATED C22256U £178.00
STANDARD C22256R £170.00



BATTERY - 6 CYLINDER MODELS
C16061 £156.92

www.martinrobey.com | info@martinrobey.co.uk | +44(0) 2476 386 903

All prices exclude vat. All prices subject to change without prior notice.

06/10

INTERNATIONAL JAGUAR SPARES DAY

STONELEIGH PARK, WARWICKSHIRE, CV8 2LZ

SUNDAY, 15TH MARCH 2020

10.00 a.m. – 4.00 p.m. Admission £10.00 Free Parking
Jaguar Drivers Club will be present
also Jaguar Enthusiasts Club with their latest raffle car.
Up to 200 stalls and 20 cars for sale.
Trade Stands Welcome

For further information go to:

www.jaguarsparesdays.co.uk

Or telephone Michael Byng on:

01635 278440 or 07771 544 752

E-mail: info@jaguarsparesdays.co.uk

RESTORATION

240

that sections of the car's floor had rotted through. "The work seemed never-ending at this stage," remembers Paul. "On the plus side, it meant Damien could have his first go at welding. The car eventually needed five coats of paint, but it was well worth the effort."

Although Eric had taken responsibility for the woodwork, sorting out the car's interior was a team job. "All the wood had to be removed and the inside of the car completely emptied," says Paul. "A lot of the original wood was past saving, so we ended up using a veneer. We bought the veneer in different packs, so we could match it to suit."

While Damien was picking up plenty of new skills, the restoration was also a learning curve for the two elder members of the team. Says Paul, "Thanks to a programme on YouTube, I discovered that it was better to use superglue on the veneer instead of ordinary glue because it dries more quickly. But, there was no room for error, and you had to place the veneer in just the right spot. We ended up putting together a high-build, scratch-proof lacquer, which appears to have worked a treat."

One of the things that surprised the three generations of restorer was the number of old signatures they uncovered scratched into the Jaguar's woodwork, which likely



dated from 1969. "It brings it home that these old cars were built by people and not just machines," says Paul. "In today's hi-tech society, it does make you pause and think."

As the car was readied for the show, Paul and Damien gave TVF 443G a quick test drive (Damien sitting in the passenger seat, of course). "I was particularly pleased with the overdrive," Paul remarks. "This is available on fourth, but you have to remember to switch it off when you change gear. The Mk 2 handles really well, and the straight-six is still very smooth with plenty of performance. The car isn't fitted with power steering, but you get used to this over time. We even drove the car all the

way down to Jaguar Heritage, at Gaydon, which is a seven-hour haul. You are only allowed to park in front of the main building if you are driving a Jaguar, and people kept asking, 'Where's the trailer?' They could not believe we had driven the car all the way down from Scotland, but the Jaguar didn't miss a beat. Fortunately, we didn't leave any oil leaks on the tarmac.

"When we bought the car from Donald, he gave us a really good price, so we have promised to keep it in the family for the foreseeable future. Damien is itching to have a drive as he is the registered owner, but he's still got two years to go before he is 17, so he will have to be patient." **BW**



ADVANCED COOLING SOLUTIONS



www.nargroup.com

Established 1967

Cooling Specialists

- ❖ Radiators
- ❖ Oil coolers
- ❖ Fuel coolers
- ❖ Intercoolers
- ❖ Charged coolers
- ❖ Header tanks
- ❖ Fuel tanks
- ❖ Water Pipes
- ❖ Condensers

- ❖ Manufacture
- ❖ Remanufacture
- ❖ Repair



All classic makes and models catered for



Tel:01604684850 Fax:01604751461

Email: info@nargroup.com

www.nargroup.com

Unit D 409 Harlestone Road, Duston, Northampton

NN5 6PB



Discreet Classic Car DRL's
Headlights
Flashers
Dashboards
Stop & tail
More

Superb lighting upgrades



inside & outside



+44(0)1789 576109

www.bettercarlighting.co.uk
enquiries@bettercarlighting.co.uk



SPECIALIST IN CLASSIC CAR RESTORATION & REPAIR

WE HAVE WON NATIONAL PRIZES

Show winning restoration, repair and paintwork

Roll over Jigs • Low Brake spray booth • Steel, Alloy Welding & lead loading • Trimming, Chroming & Plating service available • Undersealing & Wax oiling • From a chip or a scratch to a full nut & bolt re-build • We Specialise in Insurance, accident Repair.

PLEASE CALL OR E-MAIL US :-

TEL 01902 790320 E-MAIL ENQUIRIES@JULESBODYCRAFT.CO.UK

PLEASE VISIT OUR WEBSITE WWW.JULESBODYCRAFT.CO.UK

BREWOOD ROAD COVEN WOLVERHAMPTON WV9 5DA



XK/XJ Manual 5 Speed Gearbox Conversion

All parts to replace existing OE Manual Box

Now available with optional NEW Gearbox

Toyota Supra Conversion set consists of -



- New or reconditioned Gearbox
- Conversion Mounting plate Inc Bolts
- High Performance Clutch Driven Plate
- Gearbox alignment Ring
- Set with New G/Box £ 2750.00
- Spigot bush
- Speedo cable to suit Jag Speedo head
- Rear mount including metallastis
- Propshaft to suit £195.00
- Set with reconditioned Gearbox £1950.00

The Finishing Touch



All Prices are plus VAT and delivery

Realm Engineering

Tel: 01386 849116 info@realmengineering.com



LYNX EFFECT

Although better known for its XJ-S Eventer estate conversion, Lynx also produced a body kit and other modifications for the XJ-S. We've tracked down a rare survivor



WORDS & PHOTOGRAPHY **PAUL WALTON**

V

of those that did, few did it well. One of the exceptions was Lynx. For more than 15 years, this East Sussex-based specialist produced some of the

VERY FEW independent specialists have had the audacity to try to improve Jaguar's designs. And,

most commercially and aesthetically successful modified Jaguars from an independent specialist. It is most known for the Eventer, which transformed the XJ-S from a cramped GT into a practical three-door estate, Lynx produced more than 67 customer cars and one prototype between 1982 and 2002, a fine figure for a handmade special, one that clearly illustrated Lynx's technical abilities.

What isn't so well known is that Lynx also produced several modifications for the XJ-S, including turbocharging the 3.6-litre straight-six and designing a subtle body kit. Expensive, and coming at the same time as Jaguar's own range of additions under the JaguarSport banner, very few were produced. Yet, we've found a rare survivor.

Today, the name Lynx is as linked to Jaguar as TWR or Lister, although it was never intended to be. When Guy Black

MODIFIED XJ-S LYNX

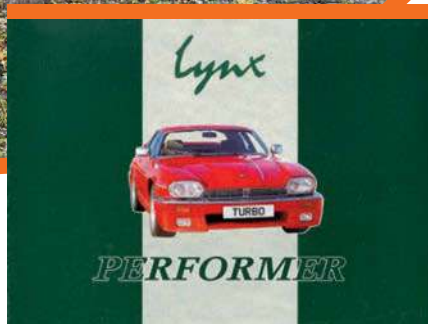


formed the company in 1968, he planned to concentrate on general classic car restorations. The inspiration for his company name was the Riley Lynx, the first car he restored while still an engineer with renowned engineering specialists Weslake Research and Development.

During a 1983 interview in *Motorsport* magazine, Black admits that Lynx's Jaguar bias was started by accident. He says, "Early on, we did a restoration on one of the early works C-types and word just got around. That's how we started on our Jaguar tack." The company later moved into producing a replica of the D-type, which it launched at the Racing Car Show in 1973, and followed up with a reproduction C-type three years later.

The change in direction from recreating classic cars to modifying modern ones came in the mid-Seventies, when a customer asked Lynx to transform an XJ6 Coupe into a convertible. Realising there was still a market for open Jaguars, Lynx developed its own convertible version of the then coupe-only XJ-S, which was called the Spider. This two-seater convertible filled the void created by the E-type's 1975 demise.

Although popular – more than 180 were produced – when Jaguar announced its own XJ-S Cabriolet in 1982, Lynx knew the Spider's days were numbered (although it still took several orders for a four-seat convertible until the late Eighties), and went to the other extreme by designing an XJ-S estate. Chris Keith-Lucas, who joined Lynx as a director in 1974, told me, "We



realised our steady earner was coming to an end and we wondered what to do next. And then someone within Jaguar – I can't remember who – said why don't we do an estate? There was no chance the company was ever going to do one, and he thought we should. We agreed." Called the Eventer, it was a handsome and practical conversion that helped solidify Lynx's association with the model.

In the late Eighties, Lynx moved in another new direction once more, producing a series of upgrades for the XJ-S 3.6-litre. Marketed under the Performer name, it included three stages of turbocharging for the straight-six engine, finishing at a whopping 450bhp. A well-designed GRP body kit also added to the XJ-S' handsome lines, although the massive Ford Sierra RS Cosworth-style rear spoiler wing didn't match the car's usual discreet look.

At £11,000 for the full Performer transformation (on top of the cost of the car), it was an expensive conversion, especially considering the JaguarSport XJR-S arrived at around the same time;

similar in looks and character, but with a genuine motorsport connection and officially available through Jaguar's dealers, in 1989 the XJR-S 5.3 cost around £8,000 less than a Performer. As a result, only a handful of Performers were produced, its lack of success being one of the major reasons for Lynx going into liquidation during 1992.

The company was rescued by one of its former customers, John Mayston-Taylor, who abandoned the Performer package, turning the company's attention back to D- and then C-type replicas. In 2009, he sold the Lynx name to a rival replica manufacturer, Proteus.

The cost of the full Performer transformation meant that a few cars had just the body kit, including this metallic blue 3.6 coupe. Little is known about the car's early history, other than it was registered in March 1988, but because Lynx did not allow anyone else to fit its modifications, it must have been converted when new. It doesn't have that huge spoiler wing, but the larger front and rear bumpers, plus the deep, Lynx-branded side skirts, give it a more menacing presence than a standard XJ-S coupe of the same age.

By the early 2010s, the car was looking the worse for wear having apparently stood outside for several years. It was brought back to life for its then Newcastle-based



owner by a specialist in Bradford, Enkahnz, which repainted the car in its current colour, retrimmed the seats and covered the dashboard in blue leather. The Bradford company's logo can still be seen on the boot lid and front headrests.

In 2018, XJ-S enthusiast Kieran Tarpey bought the car. He says, "I knew about the Eventer, but I didn't know anything about Lynx's body kit. I thought it looked beautiful." That was my thought when I first saw the car, displayed on the XJS

“
It certainly
is distinctive
alongside
standard
models



MODIFIED XJ-S LYNX



Club's stand, at the 2018 NEC Classic Motor Show. It certainly is distinctive alongside standard models.

To drive, Kieran's XJ-S feels like a standard XJ-S 3.6 of the late Eighties. The straight-six engine pulls strongly and the ride is beautifully comfortable, although the steering is a little vague. So, despite what the exterior additions might suggest, it is no sports car.

What makes the car stand out from the 8,866 other 3.6 coupes produced is its rarity, and the Lynx logo on the side adds to that exclusivity. All XJ-Ss are special, but with its unusually stylish additions from a highly respected and well-established specialist, this one is uniquely so. **PW**



Thanks to: Owner Kieran Tarpey, and the XJS Club (www.xjsclub.org)

ADVERTISEMENT



A HISCOX COMPANY

Indicative comprehensive premiums are as follows from RH Specialist vehicle insurance:

Driver: Male, aged 46

Occupation: Graphic Designer

Postcode: DE4 4DL. Clean licence, vehicle kept garaged

Mileage: under 5,000 for Lynx XJS

Jaguar Lynx XJS (1988) – value £15,000

Annual premium £209.14 + Insurance Premium Tax

£150 excess applies.

Legal cover optional at £10.50.

We would warrant that the vehicle is fitted with a tracker, immobiliser and that it is garaged. SDP use only.



www.longstone.com Tel: +44(0)1302 711123



Requested in 1977 by Jaguar for their luxury cars, Pirelli developed the P5, It was the first time a car maker, Jaguar, had 'created' its own range of tyres. And the Pirelli P5 was homologated in 1979 for the XJ6, XJ12, XJS and later for the XJ40..



PIRELLI
CINTURATO™

OWNER'S STORY

Passed down

This two-owner 1971 Daimler Sovereign has been cherished by the same family since 1977. We find out why

WORDS & PHOTOGRAPHY **PAUL WALTON**





OWNER'S STORY

DAIMLER SOVEREIGN



WHAT'S YOUR favourite family heirloom? It might be your grandfather's grandfather clock or your grandmother's Chesterfield sofa. Mine is a beautiful Twenties leather coat that was given to my father in the Sixties by a chauffeur employed at a long-since-demolished Yorkshire mansion. At some point, I will also pass it down to one of my sons. For Barry and Denise Newitt, their treasured heirloom is a 1971 Daimler Sovereign bought by Denise's father in 1977. "If he knew the pleasure we get from it, he'd be over the moon," says Denise.

The car – a 4.2 automatic in Ascot Fawn, chassis number 1U5945BW – was manufactured on 3 August 1971. Six days later, Mr GW Whitsed, a director of agricultural machinery manufacturer Root Harvesters Ltd, Peterborough, bought it

from Birmingham dealer Reve & Stedeman. According to the raft of original invoices that are part of the car's history, the Daimler was regularly serviced at a local garage by the name of Kennings.

After six years, Mr Whitsed decided to replace his Daimler with a Rolls-Royce and asked Vic Ellingworth, the owner of the garage opposite Root Harvesters, to sell the car for him. Three weeks later, Vic found a buyer: himself.

Says Vic's daughter Denise, "He'd always loved the car, and after a few weeks said to my mum, Connie, 'I think I'm going to buy it.' So he did."

Although the Jaguar was not an old car, Vic treated it like you would a classic, never using it for work and never taking it out in the rain or when there was salt on the road. Instead, he saved the car for sunny day trips. "My parents were great ones for picnics,"

Denise remembers fondly, "and in the summer they loved to drive to Sandringham or the Norfolk coast somewhere for a picnic. When we inherited the car, one of my daughters asked if we were going to be like gran and granddad and, 'have an ice cream in Hunstanton every weekend.'"

Vic also used the Daimler to tow a caravan all over the UK, travelling as far north as John O'Groats and as far south as Cornwall. "Dad just loved driving it," says Denise.

Meticulous in his maintenance, Vic took the exhausts off in the winter. "They run upward at the back," Denise's husband, Barry, explains, "allowing condensation to gather, rotting them out. So, every winter, he'd hang the exhausts off the rafters in the garage."

Denise was married with two young daughters of her own by the time Vic bought the Daimler, and recalls, "My girls used to





LEFT: Connie and Vic Ellingworth with the Daimler during a caravan holiday in the Seventies
BELOW LEFT: Vic sits on the bonnet of his Daimler, in Blackpool, in the early Eighties
RIGHT: Denise's youngest daughter, Helen, used the Daimler for her wedding in 2000



call the armrest on the back seat 'the perch' and they'd take it in turns to sit there." As a sign of the affection they hold for the beige Daimler, Vic's two granddaughters used it as their wedding car in 1999 and 2000, as did Denise and Barry in 2001.

Vic used the Daimler even more once he retired and continued to do so until 2010, when he was nearly 90 and considered it time to stop driving. But, he never sold it. "He thought about it once, when someone offered £3,000, but he said it was worth far more to him. So, it stayed in his garage."

The Daimler wasn't completely idle, though. During Vic's last few years, Barry often took him out in it – visiting the Norfolk coast or family – and he started to form his own attachment to the car. One of the first trips was to a classic car

show in Stamford, Lincolnshire. "We saw it advertised on the roadside and it was Barry who said we should go in," explains Denise. "Dad didn't really want to, but Barry parked up anyway. After so many people stopped to look and admire the car, dad was glad we had gone after all."

Says Barry, "One man came over and said it was a lovely car, but a shame that Vic had had it resprayed in an incorrect shade. Vic replied firmly, 'It's Ascot Fawn, an original colour!'"

For Vic's 90th birthday celebrations, at Heacham on the Norfolk coast, there was only one car they could use... if they were allowed to, that is. Barry takes up the story. "When we got ready that morning it was pouring with rain. After knocking on Vic's door, it wasn't





There was no one better to entrust the care of this beautiful old family heirloom



'good morning' I was greeted with – his first words were, 'We can't take the Daimler; it's raining'. After a coffee, the weather improved enough for us to take it, although it rained on the way home. I think he spent the next week cleaning and drying it."

It was only after Vic's passing in 2014 that the Daimler ceased to be used. The car was not mentioned in his will and, with Denise's niece living in his bungalow, the car was left in the garage. Says Barry, "I asked Denise's brother what was going to happen to the car and he said, 'It's not worth anything. We'll just leave it standing there.'"

Thankfully, that changed in early 2016. Says Denise, "One day, one of my brothers called me to ask whether Barry would like the Daimler since nobody else did. I replied, 'Would he?!'" There was no one better to entrust the care of this beautiful old family heirloom. Barry, a classic car enthusiast, had previously owned and restored several models, including three Triumph Heralds and a Hillman Minx. Plus, in the Nineties and 2000s, as a sideline to his main horticultural business, Barry used to transport cars, moving anything from brand-new BMWs, Citroëns and Volvos for a main dealer to classic cars



ABOVE: The Daimler is loaded onto a truck in early 2015 to be recommissioned by one of Vic's sons before giving it to Barry

such as a Ferrari Dino, Stirling Moss' racing Maserati and an unrestored Jaguar E-type.

For the first time in several years, the car was taken from its slumbers and transported on the back of a truck to Vic's old garage in Peterborough (owned by Vic's sons until their retirement in 2017) to be coaxed into life. "Denise's brother Paul then drove the car to my house in Cambridge on trade plates, parked it on our drive, threw me the keys and said simply, 'There you go – enjoy it.'"

Prolonged storage had dulled the paint, so Barry used a renovation polish to carefully bring back the shine. He then found the missing chromed windscreen surround in Vic's old garage, although the screen rubber had hardened and become unmalleable, so new rubbers were fitted front and back.

A surprise awaited them, though, when they lifted up one of the fuel flaps because, says a laughing Denise, "Dad had put a red sticker across saying 'danger, do not use.'" Barry removed the tank and found a huge hole at the top, as big as the filler itself, so replaced both with new ones sourced from parts specialist David Manners.





PARTS FOR CLASSIC AND MODERN JAGUARS - E-TYPE - MKII - CLASSIC XK - XJS - XJ8 - XK8 - AND MORE...



STEERING RACK ASSEMBLY
S1, S2 RHD C25492# £323.35
S1, S2 LHD C24531 £305.00



DOOR HANDLE PAIR
BD19245/6 £150.00



BRAKE MASTER CYLINDER
S1, S2 UPPER C19968# £70.00
S3 C26767# £165.00



EXHAUST MANIFOLD
FRONT C18396 £161.15
REAR C18396 £161.15



ALUMINIUM RADIATOR
EARLY 3.8 E-TYPE C16770 £995.00
OTHER VARIANTS AVAILABLE



PISTON CYLINDER
8778# £95.75
8777# £95.75



REAR LIGHT ASSEMBLY
RH C16084# £104.25
LH C16085# £104.25



FRONT SIDE / INDICATOR LAMP
RH C16080 £122.45
LH C16081 £122.45



SEAT FRAME
FHC BD24175 £165.00
DHC BD20820 £150.00



E-TYPE SERVO ASSEMBLY
S1, S2 C24625 £175.00
S3 C35564 £275.00



CLUTCH KIT
4.2 E-TYPE 42CLTCHKIT# £199.00
3.8 E-TYPE 38CLTCHKIT# £214.50



WATER PUMP ASSEMBLY
C15694 £79.50



FRONT BRAKE DISC
C23484 £25.00



REAR SHOCK ABSORBER - BOGE
C25951B £38.00



GLASS WASHER BOTTLE
ASSEMBLY
C17004 £192.00



MOTIF BAR
S1 BD17700 £56.50
S2 BD35500 £189.13

THOUSANDS MORE PARTS AND ACCESSORIES AVAILABLE FOR CLASSIC AND MODERN JAGUARS ONLINE

OWNER'S STORY

DAIMLER SOVEREIGN



After that, the radiator was recored, the power steering rack reconditioned, the sills replaced and a new stainless steel exhaust fitted. It's a testament to Vic's precise maintenance that the car needed so little to get it back on the road.

Barry and Denise's first trip together in the Daimler was to a classic car show at Audley End House, in Essex, in 2016. Said Barry, "As we were driving there, Denise realised that it was the first time she'd ever sat in the front passenger seat." Continues Denise, "If Dad took us out as a family, Mum always sat in the front."

Cosmetically, the Sovereign is exactly as it was when Vic owned it, even down to the aftermarket rear mudflaps, dual pinstriping down its flanks and his huge, wonderfully Seventies, self-fitted eight-track stereo on the front parcel shelf.

Although the car is not a concours example, the beige paint lacks the lustre of a

recent respray, some of the chrome is pitted and the leather upholstery is worn, it is all the better for a patina that gives the car its own unique character. Barry and Denise realise that if they were to have the car fully restored they would lose some of Vic's association with it, and the car would become just another Daimler Sovereign, rather than his.

The pair now enjoy the Daimler as much as Vic did, driving it as often as they can. In 2018, they took part in a tour of the Republic of Ireland organised by the Jaguar Enthusiasts' Club, finishing their trip by exploring the Brecon Beacons and visiting relatives in Cardiff, a trip covering an impressive 1,700 trouble-free miles in ten days.

Although they have plenty of years to further enjoy the Daimler, both want to hand the car down to another member of the family when the time is right. "It's often in the back of my mind what will happen to the car," says Denise. "I want it to stay

in the family – I don't want it to go to someone else. I know my son-in-law would absolutely love it, but I have two sons-in-law and three grandsons."

Wherever the future holds for this grand old Daimler, it's clear that – like my father's old leather coat or any other heirloom – it will be with the family that has loved and cherished it for more than 40 years. **PW**



Thanks to: Barry and Denise Newitt (above)



JAGUTEK

22 LANCASTER WAY, BUSINESS PARK, ELY,
CAMBRIDGESHIRE CB6 3NW

TEL: 01353 667147 EMAIL: info@jagutek.co.uk

INDEPENDENT JAGUAR SPECIALISTS

- FULL SERVICE & WORKSHOP FACILITIES
- FACTORY TRAINED TECHNICIANS
- MAIN DEALER LEVEL DIAGNOSTICS
- 25 YEARS EXPERIENCE IN JAGUARS
- COMPETITIVE LABOUR RATE
- NEW & USED PARTS
- IN-HOUSE MOT



AUTOLOGIC
DIAGNOSTIC
CENTRE

SPECIALISTS IN ALL LATE MODEL JAGUARS

www.jagutek.co.uk

MCT Jaguar Restorations for interiors



2012 pebble beach best in class winner, 'the gable car'.
Phone Mick or Chris Turley on 02476 371110
email: mctjag@btconnect.com

3 Veasey Close, Attleborough Fields Ind. Est. Nuneaton, Warks. CV11 6RT
Visit us on our website www.mctjag.co.uk

SOUTHERN CLASSICS

Classic Car Specialists



Show standard
restorations & paintwork.
Classic & prestige vehicle
maintenance & upgrades

Our Services include:

Full or part restorations

Body, panel and paintwork

Insurance approved accident and
chassis repairs

Inspections & valuations

Body modifications and conversions

Servicing and repairs

Engine rebuilds and modifications

Air conditioning & power steering

Brake & suspension upgrades

Rewiring & trimming

SOUTHERN CLASSICS

Your love is our passion

Unit 5 Twickenham Trading Estate, Rugby Road,
Twickenham, Middlesex TW1 1DQ

01932 787636

enquiry@southernclassics.co.uk
www.southernclassics.co.uk

WinSpeed

of Guildford

Chassis No: 850055



WSM
High Quality Jaguar Engineering

www.winspeedmotorsport.com

01483 537 706 – 07831 164 460

EXPERTS IN CLASSIC & MODERN JAGUAR SALES & ENGINEERING



When you visit us at WinSpeed Motorsport you will be assured a welcome that echoes our enthusiasm for all classic Jaguars. Located just outside Guildford in Wood Street Village, our workshops are fully equipped and our showroom reflects our emphasis on quality.

- High Quality Classic Jaguar Engineering
- Full E-Type Restorations Undertaken
- Engine Rebuilding for Road, Fast Road & Race
- Specialising in E-Types, XKs & Histories
- Race & Rally Preparation
- Intelligent Upgrades
- Bespoke Engineering
- Quality Jaguar Sales

Visit us and see for yourself.
Service – as it *used* to be!

Chris Window & Peter Hugo

WINSPEED MOTORSPORT LTD

148 Broad Street, Wood Street Village,
Guildford, Surrey, GU3 3BJ

enquiries@winspeedmotorsport.com





IT'S IRONIC that the commissioner of this XK 120, who chooses to remain anonymous, is not a fan of older cars. While he loves the history, shape and lifestyle, he freely admits that he could do without reliability issues, oil leaks and the often-recalcitrant behavioural nature associated with the classics. But, Suffolk Sportscars was there to help him, as it had been with this customer's two previous builds.

His first was six years ago, when a tentative approach at Suffolk Sportscars was met with a positive response to his needs. He adores the SS 100's shape and was drawn by its modern components: the latest XK engine with foolproof ignition, a decent gearbox that didn't require a degree in archaic engineering to master, and brakes that not only bring the car to a halt, but

do so in a manner befitting modern cars. It helped that the steering was easy to manage, while also being precise in operation. Resistance to these attractions was futile.

Back then, Roger Williams was at the helm of Suffolk Sportscars, aided by his son, Fraser, who had previously been learning his trade with other specialists, including XKs Unlimited in America. Fraser worked with the new client on the build to deliver an SS 100 that met his needs. The Suffolk Sportscars SS 100 was then delivered and the customer went off to continue a life now made complete with his new, old car.

Suffolk Sportscars attend many car events around the country and it was during one of these charming days that its SS 100 customer popped by to say hello and relay details about the fun he'd been having with his car. It was then that he saw, and was taken by, one of the C-type

replicas on the stand. He asked for a few more details, and the more Fraser talked, the more boxes were ticked. The customer consequently ordered a Suffolk C-type – the body would be aluminium – and he just had to have the 300bhp engine. In fact, he wanted everything he could, and a projected target date was discussed.

Every Goodwood event is a bit of an occasion, so Suffolk Sportscars like to book a stand and encourage owners of their cars to park up alongside. The recently ordered C-type had yet to be finished when the customer breezed onto the stand to talk about its progress. By coincidence, Roger had his old XK 120 there, prepared for sale. This really caught his client's attention, who, tall by nature, found getting into the car – let alone driving it – a challenge. Still, he was truly smitten by the shape, and dismayed that his height denied him ownership.



RESTORATION

Tall order

This once-derelict XK 120 now wears bespoke all-aluminium bodywork following Suffolk Sportscars' alterations to produce a tailor-made fit for its tall owner

WORDS JIM PATTEN
PHOTOGRAPHY PETER VAN DEN BERG,
COURTESY OF SUFFOLK SPORTSCARS

Then, the idea of a car specifically designed to suit his every requirement was posited. Not a replica on a Suffolk chassis, but an original XK 120, the design duly altered and remanufactured in aluminium, thereby eliminating the frustrating barriers to XK ownership, while at the same time dialling in the essential mechanical modernity. They shook hands on the path forward.

It didn't take too long to find a semi-derelict XK 120 open two-seater. The one located had a body well suited to yard art, but its life back on a chassis was over. Using the original chassis and running gear proved the basis of the project. Because it featured an ENV rear axle, changing to wire wheels would be difficult. Thankfully, this car was to wear its spats, fully enclosing the rear wheels, so the sturdy live axle would remain in place.

The chassis was converted at the back to allow fitment of more efficient telescopic dampers. The front, though, came under severe scrutiny. Items on the revision list included a conversion to rack-and-pinion steering using the XK 140 system, with brakes upgraded to discs, using the Suffolk four-pot calipers. Unlike the XK 140, the engine would remain in the standard place, retaining the optimum position for front-to-rear balance.

From the beginning, a 4.2-litre engine on twin two-inch carburettors would drive through a Jaguar all-synchromesh gearbox with compact overdrive. The original XK 120 clutch shaft (running from the bellhousing into the chassis) was redundant, allowing Suffolk free rein with the pedal controls, and hydraulic operation.

With the chassis restored and key components fitted, attention turned to

the body and the need to free up internal space for their tall driver. Restrictions on an original car include the front toe boards, especially where the pedals pass through, and the rear bulkhead, which limits adjustment of the seats. However, the Suffolk pedal-box assembly can be fitted on the engine side of the toe board, eradicating the original pedal restriction and gaining four inches of legroom. The area behind the seats was redesigned to liberate another three inches of travel, which necessitated cutting back the rear deck, effectively enlarging the circumference of the cockpit. There was a knock-on effect with the hood-frame, but with plenty of room in the wheelarch box, a section could be cut-in to allow the frame to fall out of sight. New seats, based on those from its C-types, would be designed to look just right in the new position. ►



ABOVE: Purity of line

RIGHT: A late-model 4.2-litre XK engine is built for reliability without sacrificing power



Work wasn't yet finished in seeking out extra room, though. Fitting fixedhead coupe body mounts lifted the body an extra inch, but, with the open two-seater floor pan in the original position, vital space was found.

With their workings complete, four inches had been liberated at the front, another three at the rear along with an extra inch in height. It was enough. Now the whole enterprise could be put into action and, while plans for the mechanical side of things were implemented, the newly designed body was fabricated out of flat pieces of aluminium.

Gradually, the enterprise came together. The rack-and-pinion steering was given a Suffolk Sportscars-designed electric power steering aid, fitted to the bespoke column. Of course, plenty of trial fitting was needed to ensure that every part of this difficult jigsaw fell into place. The exhaust system was designed using a special silencer box, exiting into twin pipes; efficient,

but without the shattering noise of an original Burgess system. A smaller, 17in Bluemel steering wheel, as fitted to Suffolk Sportscars' C-types was favoured. While paying homage to the original style of XK and C-type seat, the new items, specifically designed (and handed), fitted their role perfectly. Plus, they were heated.

There were subtle changes to the interior, too, including a two-tone effect, inspired by the original, that had the darker colour running around the top edge of the seats. However, unlike the original, the theme continues through the door cards, giving a very pleasing effect. Instead of the leather-covered flaps that allowed access to the door void (difficult when the door was

closed), an elasticated section was let in, allowing easy entry. Meanwhile, a revised centre armrest contains an internal cup-holder, and an added USB charging port. Finally, standard steel wheels were used, fitted with 185 x 16in Blockley tyres, the wheels adorned by chrome hub-caps.

On a bright, very cold, November in Suffolk, the XK 120 looks just like every other XK 120 I have ever seen. Still, I am pleased to see that the wire wheel conversion was avoided and that this car sits in its pure state, proudly wearing those delicious rear-wheel spats, which themselves hark back to the idyllic Art Deco period.



MORE PARTS AVAILABLE ONLINE, VISIT OUR NEW WEBSITE WWW.MARTINROBEY.COM



MOTIF BAR
S1 BD17700 £56.00
S2 BD35500 £189.13



SERIES 1 OVERRIDER
FRONT BD19111 / BD19112 £81.98
REAR BD19136/BD19135 £81.98



REAR BUMPER
S1 3.8 BD15887 / BD15888 £347.49
MODEL VARIANTS AVAILABLE



FRONT BUMPER
S1 3.8 BD15532/BD15533 £181.11
MODEL VARIANTS AVAILABLE



WINDOW WINDER HANDLE
BD10729 £29.50



PILLAR CHROME FHC
BD19562/BD19561 £159.26



PILLAR CHROME DHC
BD20881/BD20882 £111.56



HEADLIGHT CHROME
RH BD16789 £147.28
LH BD16790 £147.28



BONNET REAR GRILLE E TYPE
BD19178 £57.21



REVERSE LAMP BODY
BD20754 £66.64



DOOR HANDLE PAIR
BD19245/6 £150.00



E-TYPE LUGGAGE RAIL
£28.70 - £54.93
VARIOUS LENGTHS



WIRE WHEEL
CURLY HUB - C14802 £247.00
FLAT HUB - C28044 £244.00



GRAB HANDLE BRACKET
BD24857 £36.91



HARD TOP HOLD DOWN BRACKET
BD2376 / BD23761 £43.81



CENTRE SILENCER
SSJR57
£201.54

THOUSANDS MORE PARTS AND ACCESSORIES AVAILABLE FOR CLASSIC AND MODERN JAGUARS.

RESTORATION

SUFFOLK XK 120

The interior of the original XK 120 was never restrained, and this one even less so. Had a customer asked for a similar treatment back in 1951, I can just imagine the ol' man (as Sir William Lyons was affectionately known) welcoming this customer into his office to explore the possibilities. Not for a moment can I see where the rear has lost three inches around the tonneau panel, as nothing looks out of place.

Nor am I conscious of the extra inch gained in height inside the car as I ease my way onto the very comfortable driver's seat, a favourable improvement over the virtual bench seats favoured in the Fifties. As my feet seek out the pedals, I welcome the extra space for my legs and, coming from somebody who has driven thousands of miles compacted behind the wheel of a standard XK 120, this is relief enough. Then, for the first time in my life, the seat adjustment doesn't hit the back stop (at such times, it necessitated that my legs be bent at the knees, struggling for position). This is a very comfortable place to be.

The standard dash layout has been retained, so starting is via the usual procedure of turning the ignition key and pressing the starter button. There's a subdued note from the engine, not loud or brash, but deep and meaningful. The clutch is light and gear selection is easy through the later 'box. I was concerned that the electric power steering might have deadened the feel of the car, but the assistance is almost unnoticeable. Had it not



ABOVE MIDDLE: Monza fuel filler cap is recessed – 'Frenched' – into the rear panel

ABOVE: Gone are the door panel flaps, to be replaced with useful expanding pocket curtains

BELOW: Fabulous interior pushes the XK theme, with the addition of a useful armrest cubby hole and heated seats

been for a steering effort lighter than that I am used to, I would never have known.

We try a mix of Suffolk roads, starting with the twisties. Devoid of traffic at this time of year, we almost have them to ourselves and can exploit all that this XK has to offer. The power is there without question, although it is the handling that most impresses. Without pushing too hard, it feels neutral and confidence-inspiring, but then, my speed is brisk rather than full on. Even so, I get the impression that it would be a forgiving car should we get into trouble. After playing with downshifts into bends, hard accelerations on exit, and repeating it over and over again, we turn into a section of dual carriageway. This is a quick car and, as soon as we reach cruising speed, the overdrive slips in and the revs drop to make touring a very relaxed affair.

This XK 120 is a subtle mix of the conventional and unconventional. Suffolk Sportscars has found a way to literally open up the model to a whole range of people who were previously denied due to their height. Having made the cut, the way was open for any number of upgrades to suit any number of individuals. There are other derelict XK 120s out there just waiting to be reawakened to offer a chance for more owners to experience XK 120 motoring. And, it seems, the guys at Suffolk Sportscars are just the people to do it. **JD**

Thanks to: Suffolk Sportscars (tel: 01728 745055; www.suffolksportscars.com)



Leaping Cats Ltd.

— THE XK SPECIALIST —



FOR SALE - POA - XK 120 DHC 3.4 1953

All matching numbers • Upgrades include: Electric power steering, Upgraded frt & Rr brakes, 5 Speed gearbox, Polybush suspension, Modified extended pedal box, 2" HD8 carbs, 2" SS exhaust system, 140 Rad & electric fan, Electric ignition, LED light conversion.

XK150 DHC soon available

THE COMPANY THE TRADE USES & TRUSTS

HEADING FORWARD INTO OUR 35TH YEAR AS A PROVIDER OF ASSURED QUALITY

• PANELS • PARTS • BODY SHELLS • BESPOKE.

Tel 02476 313139 Fax 02476 643513 E-mail: leapingcats@btconnect.com

16 SCHOOL ROAD, BULKINGTON, NR. NUNEATON, WARCS CV12 9JB

www.leapingcats.co.uk



JAGUAR SERVICE AND REPAIR

We have been caring for Jaguar cars for over 22 years. We service & repair all British, European & American classic cars. Our skilled craftsman and technicians provide professional quality and service in repair and maintenance for your cherished car. We can manufacture unavailable parts & make upgrades to suit your needs. In house fabrication & trimming.

Nationwide collection & delivery by our own fleet.

Competitive hourly rate of £58 +VAT

01728 745055 Woodbridge, IP13 0HP



Motor Wheel Service

Renowned worldwide for the manufacture and restoration of wire wheels



Cinturato
185VR16 CA67



185VR16

600-16



Turbo Speed
600-16



Turbo Steel
185VR16



185HR16

Tyres to suit Jaguar XK models - professional fitting and balancing available

www.mwsint.com

+44 (0)1753 549 360



info@mwsint.com





TWIN TEST

Different strokes

WORDS CRAIG CHEETHAM PHOTOGRAPHY PAUL WALTON

When the contrasting X300 XJ6 and P38A Range Rover arrived in 1994, both were competitors in the executive car market. We look into the changing face of the car industry

TWIN TEST

XJ6 vs RANGE ROVER



B RITAIN IN 1994 was in an interesting place. Having emerged from three years of recession, the economy was starting to make a comeback and, while the yuppie excesses of the mid-to-late Eighties were a thing of the past, the market for luxury goods was undergoing a renaissance.

Chief among them were two new cars that had more in common than either manufacturer would care to admit, and that were seen as the vehicles of choice for those with cash to spare – unlike the companies that built them. They were both developed on a tight budget using existing parts as much as possible, yet they were beautifully executed.

The X300 XJ6 and the P38A Range Rover (to give them their internal product names, by which both have become better known in recent years), were seen as critical cars for their manufacturers, both replacing iconic vehicles past their first flush of youth on which entire brands had been built.

Less well-advertised, though, was that each of the pair wasn't a wholly new vehicle. Far from it, in fact, with the X300 relying on the chassis and main body components of the outgoing XJ40 saloon, while the P38A was built on the exact same chassis as the Range Rover Classic – a vehicle that had changed in image, but not in architecture, over a 24-year period.

Each of these high-tech new cars concealed aged technology, but both managed to pull it off brilliantly, kickstarting



an eight-year battle at the top of the luxury car sales charts. It was a fight that ended with both of them on the same side when Jaguar's parent company, Ford, bought Land Rover from the struggling Rover Group in 2000 to bring the brands under its Premier Auto Group, and a move that ultimately led to Tata buying both Jaguar and Land Rover in 2008 to form today's alliance.

Perhaps more pertinent, though, was the pairing of the XJ6 and the Range Rover in a twin-test environment, where a traditional luxury saloon and a posh SUV were brought together for the first time as genuine rivals

by a few of the contemporary car magazines. It was a recognition that the car market was evolving from traditional sectors to more diverse and less traditional ones, and the reason why Jaguar now builds three crossovers, or sport utility vehicles (SUVs).

Back then, though, the idea of vehicles crossing traditional market boundaries was still alien to most – indeed, it was the Range Rover that probably kick-started the phenomenon despite using some pretty ancient technology under a modern façade.

First of all, there was the chassis. It was no different to that of the original Range

“

The idea of vehicles crossing traditional market boundaries was still alien to most



Rover of 1970, with coil springs and a 100in wheelbase, although on all but the most basic examples the car used active air suspension to reduce body roll and disguise its age.

Then, there were the engines. With the exception of the 2.5-litre diesel, which was a BMW-sourced unit brought in during the German company's tenure of Rover Group, the Range Rover power units were overhead-valve engines based on the iconic, and aged, Rover V8 – an all-alloy unit originally developed by General Motors, but acquired by Rover back in 1965, almost 30 years before the P38A made its debut.

Yet the lightweight V8 was ahead of its time when new, and, although it was thirsty, it was also a tractable unit with decent performance and a beguiling soundtrack – certainly not something that would count against Range Rover's desirability.

The XJ, meanwhile, received new and more efficient engines that were an evolution of the XJ40's AJ6 powerplants, yet sufficiently revised to be distinctive. These new AJ16 units were coil-on-plug engines with distributorless ignition, and were more efficient than the outgoing units, with around 30mpg possible from

the entry-level 240bhp 3.2-litre. A 4.0-litre unit was also offered, as well as a scorching supercharged variant in the XJR. However, Jaguar had originally wanted the X300 to feature a new range of V8 engines, but the reality was that it couldn't develop the new powerplants in time, which is why the X300 was sold for two years before the new AJV8s were ready.

A quarter of a century on, the juxtaposition of the two cars parked here highlights their obvious differences. In isolation, the SUV's lines hide its overall bulk, but alongside the Jaguar it suddenly looks huge – and while



the Range Rover looks modern and imposing (for its era, at least), with styling that gives it a presence that's neither too bold nor too outlandish, the XJ's roof is around the same level as its door handles.

In part, the difference is so stark because, in a market where cars were generally getting taller, Jaguar used the central body structure, roof and glass from the XJ40 (albeit with new panels all around to give the car a softer, rounder look that echoed the silhouette and four-headlamp nose of the original XJ saloons). That meant it sat lower than most cars on the road – something that worked wonders for the delicacy of its styling and its aerodynamics, but not for its overall packaging. But, compared to the Range Rover, the XJ was certainly the more subtle and upmarket offering, with a smart, high-quality look.

At the time, some commentators criticised the XJ for being a bit old-fashioned compared to the likes of the Range Rover. Yet, whereas the Range Rover today looks blocky and dated, the Jaguar's styling has transcended generations in a far more organic way – it still looks as pretty and as

delicate as it always did, with a profile that's unlike anything else on the road.

The Range Rover does have the more practical cabin, of course, with a vast amount of space for those in the front to stretch out and relax on sumptuous leather seats. The well laid out dash features a digital odometer alongside analogue dials, while much of the switchgear is shared with the Rover 800. It's a pleasant cabin in which to sit, with a commanding view of the road ahead.

Those in the rear are less well catered for, the limitations of the original Range Rover chassis and wheelbase offering limited leg room and less access through the back doors. The trade-off is a huge luggage area, something XJ owners can only dream about.

Indeed, packaging is the XJ's biggest bugbear. For such a large car, the cabin space is embarrassingly small, especially in terms of rear legroom, while the low-slung body means that it's also extremely shallow and is compromised as a result, despite the boot being quite long. Still, that's the price you pay for such timelessly elegant styling.

The two cars are vastly different out on the road where the Jaguar is, naturally,



“

The Land Rover's go-anywhere capability is a fundamental part of the brand's DNA

TWIN TEST
XJ6 vs RANGE ROVER



The air suspension helps, of course, but it still bounces and pitches on broken and uneven roads, while the ride is always a bit jiggly – not to the extent of being unpleasant, and better than most 4x4s of its era, but compared to the XJ (or any other luxury car) it would have represented a compromise in the mid-Nineties. As, indeed, would the Range Rover's handling, which offered decent enough grip for its type of vehicle, but nothing like the agility or handling prowess of the Jaguar.

Neither is anything you wouldn't have expected. It's not a criticism of the Range Rover at all, but more an observation of how the car market began to evolve and

shift towards a landscape where SUVs became more luxury objects than vehicles built for utilitarian purposes. Of course, the Range Rover can go places where other vehicles can't. The Land Rover's go-anywhere capability is a fundamental part of the brand's DNA, as is luxury today. This combination was first explored with the original Range Rover Vogue of the Eighties, but further ratified by the P38A, which was luxurious from the outset. It's from here that the company started building a car that was as much to take on the likes of the Jaguar XJ as it was to compete with its SUV rivals – something it did very well indeed, and which further

far more engaging to drive. Like every XJ saloon before and since, the X300 has a poise and grace that makes it an absolute pleasure to drive. Whether that's threading through heavy urban traffic, high-speed motorway cruising or driving quickly along a twisty road, it's never less than supremely comfortable, while the steering, ride and handling are fantastic whatever the situation. Our test car here is a 3.2 Sport and has a slightly firmer ride than the more luxury-oriented Sovereign models, but without detriment to ride comfort.

By contrast, the Range Rover is harder work to drive; it feels less eager. This example, a 2.5 DSE, is the most leisurely of the bunch, but even the V8s are slower than the Jaguar straight-six, while their road manners are much more about smoothness and comfort than performance. Power delivery is, nevertheless, also smooth and quite relaxing.

Unlike today's SUVs, the Range Rover relies on more old-fashioned mechanical elements such as recirculating ball steering, which requires lots of wheel twirling during manoeuvring and leaves it with a slightly vague feel on the open road.



TWIN TEST

XJ6 vs RANGE ROVER

enhanced its meteoric rise from farmer's family car to celebrity status symbol.

As the Range Rover went on to take sales from across the luxury car market, Ford's decision to buy Land Rover in 2000, as part of the formation of the Premier Automotive Group, probably did Jaguar a huge favour, because any sales impact didn't take too much money out of its coffers.

By 2003, the Range Rover and the Jaguar XJ even shared powertrains – something that continues to this day – while the ever-blurring boundaries of the car market mean that Jaguar and Land Rover as JLR, a completely separate entity from their Ford days, sells cars that compete directly against each other in the market. In 1994, there was one Range Rover; today, there are four. In 1994, there were just two Jaguars (XJ and XJS) and today there are seven.

While these two cars may not seem the most obvious rivals, they were where this metamorphosis of the luxury car market began – both critical cars for the manufacturers at the time and luxury icons in their own right, but ones that would eventually come together to put the Jaguar and Land Rover brands at the very top of the luxury car market.

Of the two, the Jaguar is the traditional favourite and by far the better drive, but the Range Rover is more important in terms of how it transformed the car industry. 



Thanks to: Colin and Calum Brown for the Range Rover 2.5 DSE in this feature



FurnitureClinic
Leather Care & Repair Specialists

Use code 'JE10' for 10% off!

Cleaning & restoration products available for leather, fabric and wood.

Leather & Fabric Cleaning
Leather Repairs | Stain Removal
Colour Restoration | Wood Repairs

Nationwide repair service also available

www.furnitureclinic.co.uk Email: enquiries@furnitureclinic.co.uk
 Tel: 0844 879 3691



DÖNNI CLASSIC CAR AG

SS/JAGUAR · Parts · Maintenance · Restoration

EXCLUSIVELY SS & JAGUAR SINCE 1988

Phone +41 62 754 19 29 · info@jaguarclassic.com · www.jaguarclassic.com


 SWISS CRAFTSMANSHIP

AJ6 ENGINEERING

LOOK OUT FOR MORE UPDATES COMING TO OUR WEBSITE!

Performance parts
 for E Types, XJ6/12, XJS & V8s.
 ECU testing, repairs and upgrades.
 Technical articles and guides.
 General and historical features.

www.aj6engineering.co.uk
 also still at: **www.jagweb.com/aj6eng**
 Tel: 0044(0)1625 573556 Email: aj6engineering@ntlworld.com

TASKER & LACY
 Independent Jaguar Specialists
 Est. 1967

Our reputation is your safeguard

We offer:

- + Sales and Servicing on classic to current Jaguar and Daimler vehicles.
- + Considerable savings to that of the Jaguar main Dealer
- + I.D.S. Jaguar Diagnostic
- + Welding Specialists
- + Jaguar technician on site
- + Air conditioning specialists.
- + Mechanical, tyre and MOT warranties available
- + Vehicle Detailing

Leeds, West Yorkshire, LS5 3BT
 Tel: 0113 274 3362 **www.taskerandlacy.co.uk** **sales@taskerandlacy.co.uk**





QUALITY JAGUARS ALWAYS WANTED.
 WE REPLACE HEADLININGS ON ALL JAGUARS MODELS.

Suffolk & Turley

JAGUAR CLASSIC INTERIOR TRIM SPECIALISTS
COMPLETE INTERIOR RESTORATIONS TO CONCOURS STANDARD, BY EX-FACTORY CRAFTSMEN

We also supply a comprehensive Range of Interior Kits to the same exacting standards, numerous Concours and Champion Winners to our credit.

Over 100 years combined experience retrimming Classic Cars.

Visitors welcome. Contact: Eric Suffolk
Tel: 02476 381429 Fax: 02476 350765
 Address: Kelsey Close, Attleborough Fields Industrial Estate, Nuneaton, Warwickshire CV11 6RS
www.suffolkandturley.co.uk E-mail: **eric.suffolk@googlemail.com**


 Your local independent Jaguar specialist

Independent Jaguar Specialist.

- JAGUAR MASTER TECHNICIAN
- LATEST DIAGNOSTIC EQUIPMENT
- LOCAL COLLECTION AND DELIVERY
- UP TO 50% SAVING ON DEALER PRICES

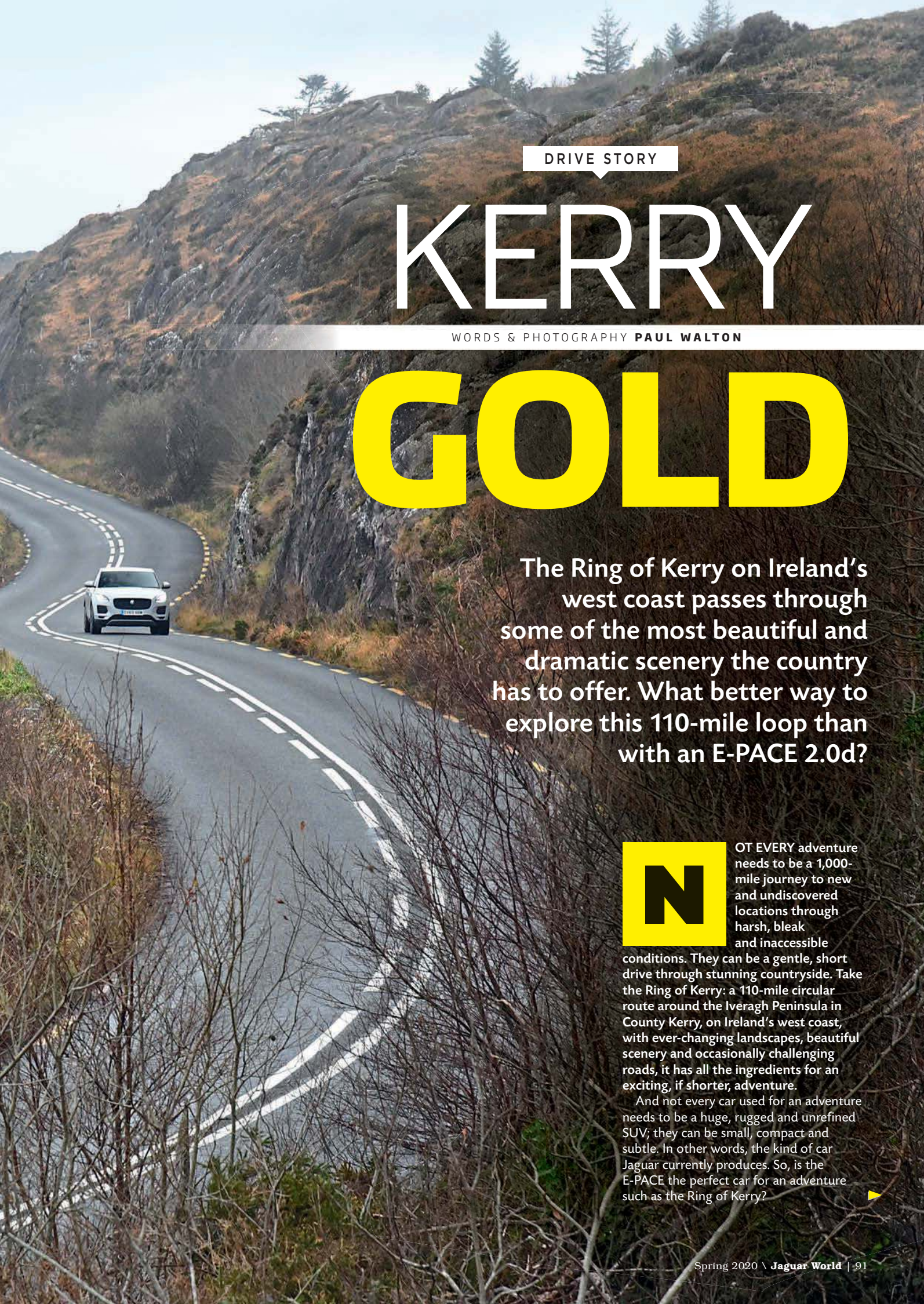


E & E Services MK Ltd, 38 Tanners Drive, Blakelands, Milton Keynes MK14 5BW.
 Email: info@eandeservices.co.uk Phone: (0)1908 218 875 **www.eandeservices.co.uk**

JAGUAR MASTER TECHNICIAN
 VERY LATEST DIAGNOSTIC EQUIPMENT
 ATA ACCREDITED
 MEMBER OF THE FSB, RMI
 AND TRUST MY GARAGE SCHEME



A full-page background image showing a winding asphalt road that curves through a dramatic, rocky landscape. A white SUV is driving away from the viewer on the road. The surrounding terrain is steep and covered with sparse, dry vegetation and some evergreen trees. The sky is overcast.

DRIVE STORY

KERRY

WORDS & PHOTOGRAPHY **PAUL WALTON**

GOLD

The Ring of Kerry on Ireland's west coast passes through some of the most beautiful and dramatic scenery the country has to offer. What better way to explore this 110-mile loop than with an E-PACE 2.0d?

NOT EVERY adventure needs to be a 1,000-mile journey to new and undiscovered locations through harsh, bleak and inaccessible conditions. They can be a gentle, short drive through stunning countryside. Take the Ring of Kerry: a 110-mile circular route around the Iveragh Peninsula in County Kerry, on Ireland's west coast, with ever-changing landscapes, beautiful scenery and occasionally challenging roads, it has all the ingredients for an exciting, if shorter, adventure.

And not every car used for an adventure needs to be a huge, rugged and unrefined SUV; they can be small, compact and subtle. In other words, the kind of car Jaguar currently produces. So, is the E-PACE the perfect car for an adventure such as the Ring of Kerry?

DRIVE STORY

E-PACE ON THE RING OF KERRY



ABOVE: The road cuts through the actual rock of Mangerton Mountain
LEFT: The forest section of the Killarney National Park

My starting point is Killarney in south-west Ireland that will be forever immortalised by such hits as *There's Only the One Killarney*, *How Can You Buy Killarney?* and my own personal favourite, the foot-stomping *My Little Cottage Home in Sweet Killarney*. With the exception of Dublin, there are more hotel beds in Killarney than in any other Irish town or city, its popularity no doubt partly due to the 110-mile loop I'm about to navigate. Other than the thick fog obscuring what looks to be a pretty town, I'm glad I've come in January since it must be rammed in the summer.

My transport for this mini adventure is a gorgeous E-PACE SE D180 in Borasco Grey (a £640 option). Although several wags have suggested the car appears as though

it still needs the top coat of paint, I reckon the light hue highlights the car's attractive, chunky and modern lines, complemented perfectly by the dark satin finish of the 19in, five-spoke alloys (a further £310).

I start by heading south out of town on the N71. Since tourist buses are supposed to drive anti-clockwise to avoid blockages at some of the narrower sections, I'm going in the opposite direction. If I wanted to get stuck behind a smoky old bus, I'd have driven around London.

At the tiny village of Cloghereen, I enter the thick forest of the Killarney National Park. Created in 1932 when Senator Arthur Vincent and his family entrusted Muckross House & Estate into the care of the Irish State, it is Ireland's oldest national park. Spreading out over 26,000 acres, its scenery

is in contrast to the later coastal views from the Ring of Kerry, including the unfortunately named Muckross Lake. It doesn't look dirty but I still don't want to go swimming.

With the edge of Mangerton Mountain on one side of the road and the south shore of the larger Upper Lake on the other, I'm pleased with my choice of car. Although on a map you'd think an F-TYPE would be better suited to the road's tight twists and turns, the reality is very different. Extremely narrow in places (such as where a tight hole has been blown out of the actual rock face) and with a loose surface, it's not an ideal recipe for a wide, low and powerful sports car. The E-PACE, by comparison, scampers around the bends with the same agility as the many mountain goats that run wild in the area. With 180PS (176bhp) and 317lbft





of torque, the engine has enough grunt to accelerate smoothly out of any corner while its Active Driveline all-wheel-drive system (which intelligently controls torque distribution between the front and rear axles) ensures there's always plenty of grip, no matter the surface.

The issue the car has on these roads is the nine-speed automatic gearbox – not the unit itself, which is sourced from ZF and works just fine. The problem lies in having too many gears for 176bhp. On twisty sections like this, the 'box is forever changing up and down, hunting for the correct gear. If it were a six-speeder, for example, the 'box would hold the gear until it was the correct time to change.

So, it's easier for me to simply knock the gear selector (the same as used in the

“
**There's
always
plenty of
grip, no
matter the
surface**

F-TYPE) across to the left, putting the car into Sport mode. Now, I can change gear manually by pushing the lever up or down. The manual changes are fast and accurate, but hold the revs without changing up, ready for me to blast out of a corner.

After the road climbs 500ft, it reaches Ladies' View, one of Ireland's most photographed vistas – the lakes I've just passed. The *Irish Times* ranks it as one of the most photographed places in Ireland, while the *Daily Edge* considers the view to be among Ireland's finest on Instagram. The name, which stems from a time before social media, relates to the admiration that Queen Victoria's ladies-in-waiting had for the view during the 1861 royal visit to the country. I'd like to agree with them, but because the mist is so thick I could slice it, I can barely



Overlooking Muckross Lake,
Ireland's deepest lake



Blackwater Pier

see the car, let alone the sights. While I might like the car's colour, Borasco Grey is apparently the exact same shade as the fog.

Thankfully, as our elevation lowers, the mist starts to clear, so that by the time I reach the tiny village of Kenmare – known for its stone circle (think a smaller, less-impressive Stonehenge) – and take a right onto the N70, it's gone.

The route now follows Kenmare Bay and offers some tremendous views of the typically Irish, craggy coastline. The road is also straighter, smoother and faster here, so I put my foot down, the 2.0 responding instantly. It's a pity there is such an anti-diesel backlash at the moment, because JLR's 1,999cc turbocharged Ingenium unit is a fine engine, the smoothness of its power delivery matched by its refinement. It's economical too, returning on average 40mpg.

I pass through the unusually named village of Sneem, the word coming from *An tSnaidhm*, meaning The Knot. It is said that a knot-like swirling takes place where the River Sneem meets the currents of Kenmare Bay in the estuary just below the village. Another explanation is that Sneem village comprises of two squares, north and south, and a bridge in the middle viewed from overhead acts as a knot between the two squares. Like every village along the Ring of Kerry (and Ireland, for that matter), with many of the shops and bars brightly painted to attract tourists, and a lack of familiar, big chain stores, it is a pretty, vibrant place.

The N70 continues along several miles of desolate moorland that remind me of my native Yorkshire, before picking up the coast again at Whitesand, where a sharp left turn just outside the village takes me onto the picture-postcard Killeen

Beach. Feeling adventurous, I park on the white sand and marvel at the views, the cleanliness of the beach and how spookily quiet it is. I can't see another soul as I walk along the shore – it feels as though I have the entire coastline to myself, which is hard to understand with such incredible views. That is until a sea breeze whistles past – one so chilly it would make polar adventurer Ranulph Fiennes reach for another coat.



I drive back to the rocky access road since I'm worried the tide is about to come in (I don't want to finish my journey on the east coast of North America). Although this isn't a true SUV (there's no high/low ratio box, for example, and I'm not able to engage permanent four-wheel drive), the E-PACE still has some proper off-roading credentials to scramble up the access road. On very slippery surfaces, the Active Driveline will fully use all the available traction from each tyre, adjusting torque transfer to each rear wheel to minimise wheel slip and maintain vehicle stability. In extreme conditions, the control system will even lock both rear clutches to provide traction performance that is equivalent to a conventional AWD vehicle equipped with a locking rear differential. Admittedly, that doesn't make it a car to explore Ireland's many soft bogs, but it is enough to escape a beach.



DRIVE STORY

E-PACE ON THE RING OF KERRY

BELOW: One of Sneem's many brightly painted bars



At Caherdaniel, the N70 heads north, following the coastline of Ballinskelligs Bay. This is my favourite section of the Ring of Kerry so far; not only does it offer amazing views of the North Atlantic Ocean, but, with long corners, fast straights and a table-

top-smooth surface, the road is as good as any I've driven. I still don't regret bringing a diesel E-PACE because, with plenty of grip, a torquey engine and nicely weighted, accurate steering, it's almost as engaging as a sports car. And although the SUV suffers from more

body roll than a cross-Channel ferry, I couldn't have got an F-TYPE on – or off – the beach without some painful rock-on-metal scraping.

The other petrol-engined E-PACEs I've driven (the 300PS I drove to Salcombe in the November 2018 issue, and the 250PS I took to Le Mans the following August) have been too firm for my liking – feeling more like hot-hatches as they crashed and banged uncomfortably over even the smallest road imperfections – but, thankfully, the ride this diesel offers is more forgiving. The suspension irons away the majority of the bumps before they can reach the cabin, despite some of Ireland's roads not being the smoothest.

The N70 then crosses Beenarourke Mountain and I stop to admire the view from its summit. Standing at 1,000ft, I can see all of Ballinskelligs Bay clearly. Looking west across the sea, it's a humbling (and chilly) thought that there's nothing between me and the east coast of America other than the grey, unwelcoming North Atlantic Ocean below me.

The viewing area here features a tall statue of the Virgin Mary. ►

BELOW: Killeen Beach





The route offers some tremendous views of the typically Irish, craggy coastline

While it's unclear if she ever visited the area, Charlie Chaplin and his family certainly did, holidaying in the next town along the coast, Waterville, throughout the Sixties. To remember the Hollywood actor's time here, a bronze statue of him (which looks more like legendary entertainer Bruce Forsythe) has been erected on the town's seafront.

The Ring now leaves the coast and passes through typically fertile Irish farmland. More than 200 miles from Dublin, the desolate countryside feels isolated from the rest of society, like the Brecon Beacons, the Scottish Highlands, and Swindon.

At Cahersiveen, the route begins to head east towards Killarney. Although it follows the Iveragh Peninsula's north coast, it doesn't feel as welcoming as the west coast, with few, if any, pretty seaside towns and less-attractive scenery. Thankfully, the E-PACE is an agreeable place to spend several hours. It is, in my eyes, better built than the XE (the result of being produced by contract manufacturer, Magna Steyr, in Austria maybe?), with better-quality plastic touch points. It uses the same large heater controls as the F-TYPE, making the ventilation easy to operate, but, like all Jaguars fitted with the InControl Touch Pro



infotainment system, I have to take my eyes away from the road too often to change from the sat-nav to the phone function or to switch from the radio to the music streaming page.

I've almost come full circle and finished the Ring, but it throws up one last surprise: a gigantic metal viaduct suddenly appears from nowhere at a corner halfway between Cahersiveen and Glenbeigh, rising out of the ground like the Martians from HG Wells' *War of the Worlds*. The 11-span

Gleensk Viaduct, with rusticated sandstone tapered pylons, was built in 1893, as was part of the Great Southern and Western Railway Line, which ran from Valentia Island Harbour to Farranfore Junction until its closure in 1960. Disused and derelict, it's a ghostly reminder of a bygone age.

Five hours after leaving, I arrive back in Killarney. My final destination in the now-filthy E-PACE is St Mary's Cathedral, which dominates the town's skyline. Designed by Augustus Welby Pugin, the man behind

DRIVE STORY

E-PACE ON THE RING OF KERRY

LEFT: Overlooking the one-kilometre-long Ballinskelligs Bay



London's iconic clock tower on the Houses of Parliament, it is one of Ireland's most beautiful cathedrals and offers the perfect closure to my journey.

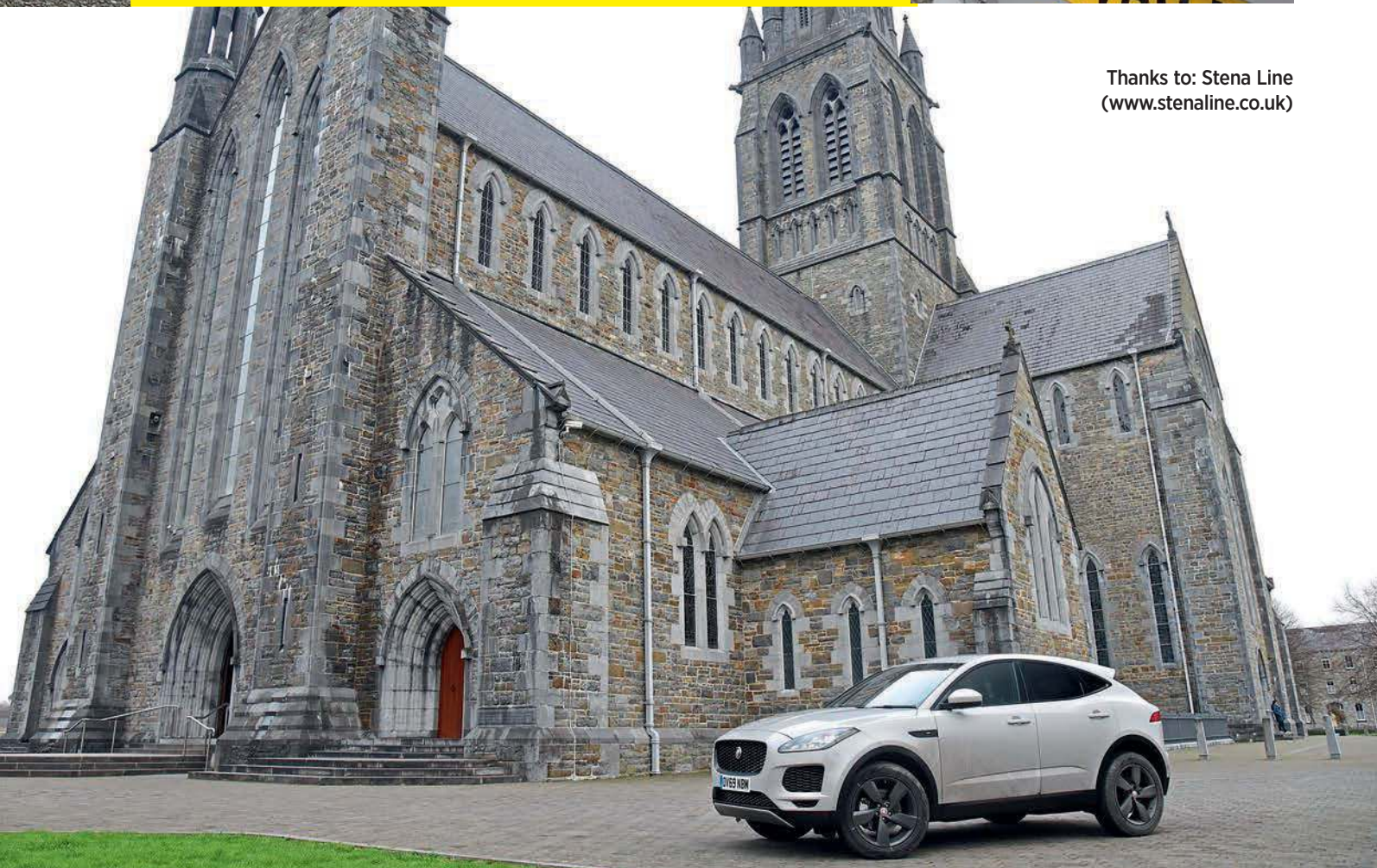
I couldn't have explored this beautiful route in a more suitable car, either. Yes, an F-TYPE would have been more glamorous, but I doubt it would have been as comfortable and I would have missed out parking on Killeen Beach, my highlight of the 110-mile loop.

The Ring of Kerry might only be a short adventure, but with its beautiful scenery, and challenging, enjoyable roads driven in the perfect choice of car, it is up there with my favourites. **PW**

ABOVE RIGHT: The statue of the Virgin Mary at the Ballinskelligs viewing area
LEFT: The 1893 curved Glensk Viaduct



Thanks to: Stena Line
(www.stenaline.co.uk)



ABOVE: Construction of St Mary's Cathedral in Killarney began in 1842

NEW! CELEBRATING THE BEST OF JAGUAR

Inside each issue we outline key milestones of the Jaguar
- the models, the people and the iconic moments from history!



COMING UP:

- Model Overview • The Swinging 60s
- The Ford years • The Factories

SUBSCRIBE FOR JUST £28.77 SAVING 20%

To subscribe simply visit shop.kelsey.co.uk/jagmem
or call **01959 543 457*** and quote ref **jagmem**

Lines open Monday – Friday 8.30am-5.30pm. Calls are charged at your standard network rate.

Terms and conditions: *Offer applies to UK direct debit subscribers only. Savings are based on full cover price. Your subscription will start with the next available issue. Prices correct at time print and subject to change. For full terms and conditions and overseas prices visit shop.kelsey.co.uk. Unless you inform us otherwise, payments will be taken every twelve months (4 issues). You may cancel at any time and no further payments will be taken.

CLASSIC JAGUAR SERVICING & REPAIRS



A MODERN, FULLY EQUIPED WORKSHOP PROVIDING A RANGE OF SERVICES: FULL OR PARTIAL REASTORATIONS, UPGRADES FOR HEATING AND AIR CONDITIONING, ELECTRICAL FUSE BOARDS, PARTS SUPPLY, SERVICING, REPAIRS & MOTS.



OUR BODY AND PAINT DEPARTMENT ARE EXPERTS IN DEALING WITH MAJOR OR MINOR ACCIDENT DAMAGE, FROM PAINT SCRATCHES AND PANEL REPLACEMENT, THROUGH TO COMPLETE BODY REBUILDS.

WE CAN ARRANGE COLLECTION AND DELIVERY OF YOUR VEHICLE IN OUR COVERED TRANSPORTER FROM ANYWHERE IN THE UK

claytonclassics.co.uk
44 2476 691916

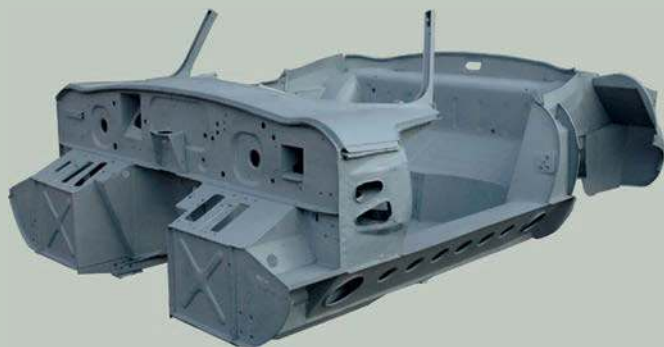
Quote JE05 for a 10% discount off service work when booking (Offer ends 25/10/19)



NEW BODY SHELLS FOR E-TYPE SERIES I, II AND III



THOUSANDS OF PARTS AVAILABLE FOR CLASSIC AND MODERN JAGUARS, VISIT OUR WEBSITE



SUB ASSEMBLY UNITS SERIES I, II AND III

A body shell without the outer panels fitted. complete with new bulkhead fitted. Shown with Inner Sill Re-inforcing.

OUTER PANEL KITS AVAILABLE:

Alpha	Base Kit
Beta	Base Kit, Boot Lid and Doors
Delta	Base Kit, Boot Lid, Doors and Bonnet

FULL BODY SHELLS SERIES I II AND III

Fully fitted with doors, boot lid, bonnet, lead loaded and cleaned back. System three shown. System two without bonnet

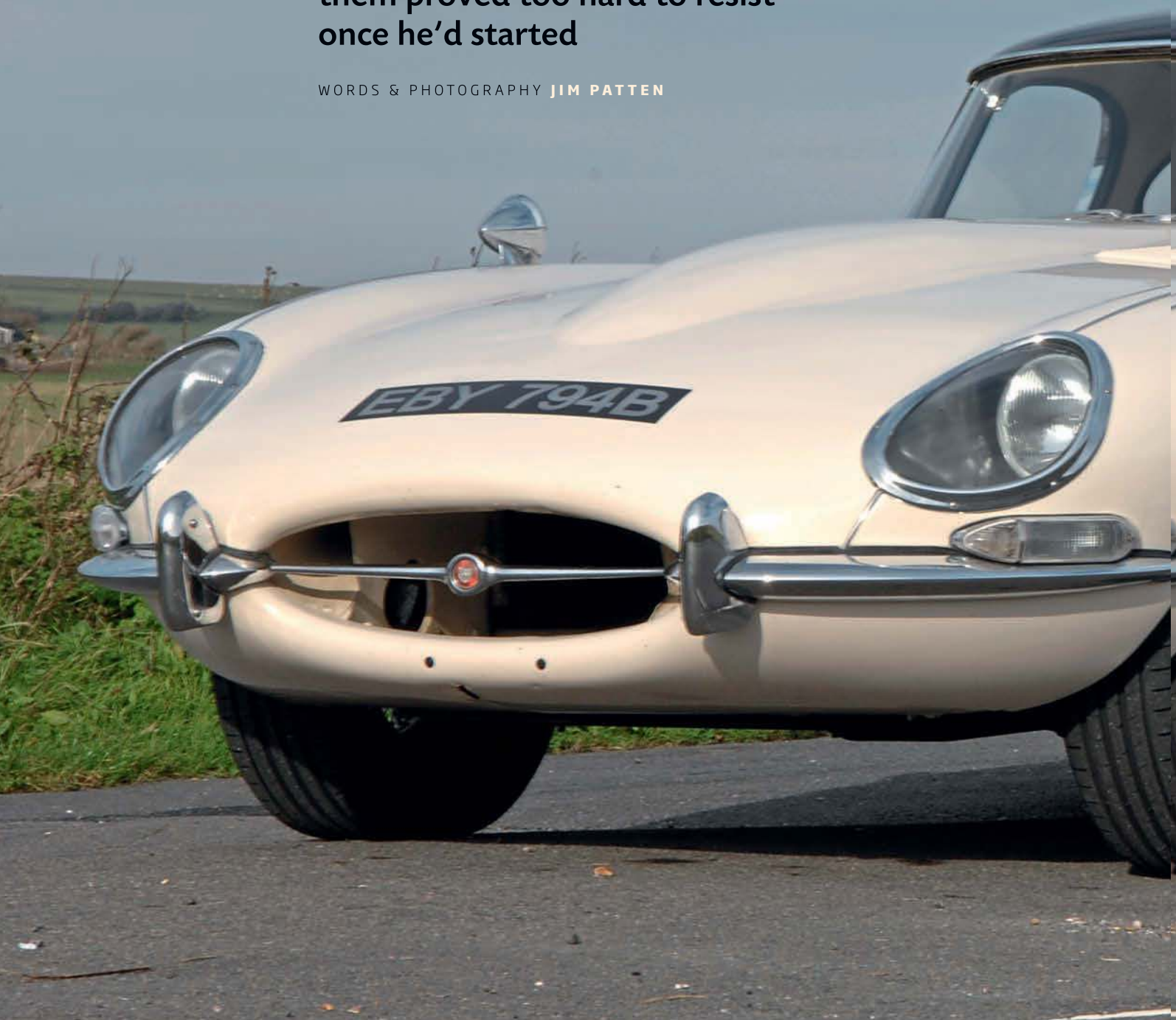


RESTORATION

JUST THE JOB

Brought up with an E-type,
Simon Welch's love of restoring
them proved too hard to resist
once he'd started

WORDS & PHOTOGRAPHY **JIM PATTEN**



SIMON WELCH was just seven years old when he had his first E-type experience in 1975. His stepfather, John Horrex (who had previously raced a Cooper-Norton, among other cars), owned a Series 2 E-type from 1971 and Simon remembers every trip in it.

By the age of 12, he had learnt clutch control and could drive the E-type in and out

of the garage. John later gave the Jaguar to Simon when he was 26, although it did need considerable work.

Although that work was taxing and expensive, in Simon's mind it forged a path that was priceless, meeting some incredible people along the way. That first restoration cost Simon £38,500, not to mention a lot of dead ends. However, through John, Simon met up with Eagle's founder Henry Pearman. Henry

was most welcoming and invited Simon over to look around the E-types at his premises, and proffered advice that proved invaluable.

The rebuild continued, although the car required a new body from Martin Robey. Using the best specialists around, Simon made such a superb job of his first restoration that when he finally decided to sell the car to buy a house, Henry Pearman didn't think twice about buying it. ►



E-TYPE 3.8 RESTORATION

Flirting with other cars was not enough to scratch the itch and, in 2002, Simon just had to have another E-type. With a budget of £60,000, he called Eagle. The closest Henry could offer was a 3.8 open two-seater, the ex-Jim Davidson car, for £90,000 but this was to include numerous upgrades including a rebuilt engine. Simon dug deep and came up with the extra 50 percent over his budget and never looked back. He owned this car for three years and it was used on *Top Gear*, compared against an Aston Martin DB5. This was also sold to Eagle.

Then, in 2005, he acquired a part-dismantled 4.2 open two-seater that he rebuilt in conjunction with Eagle. This had the full works: sports engine and rose-jointed suspension with Reiger dampers. It proved a fabulous car and took Simon across France. Once again, he sold the car to Eagle.

A 1965 fixed-head came from Chequered Flag Cars, USA, in 2009, and another full restoration was undertaken in conjunction with Eagle, taking three years and six months to complete. By this point, Simon realised that he enjoyed building the cars to Eagle's standard as much as driving them, although he bought another open two-seater to drive for a year while work continued on the fixed-head, a car that he never drove; it went straight to Eagle.

Simon was thinking of taking a career break as an estate agent when fate kicked in. Henry called to ask if Simon could help out at Eagle. With significant events like Salon Privé and filming for *Top Gear*'s E-type 50th anniversary looming, it was an opportunity Simon couldn't resist. Even if it was temporary, it was just what he needed.

Being without an E-type felt strange, though, so after browsing the website of Dusty Cars, San Francisco, Simon bought an original 1963 fixed-head. The two-owner car was subjected to 18 months of mild work, including suspension and brake upgrades. By then, Simon was back in the estate agency business, only now with his own company. When he sold the E-type he declared,

"That's it, I'm not buying any more." How wrong could he be.

Although Simon's business was doing well, the business lease was due for renewal and it was decision time – to extend the lease and continue, or to close the business. Simon and his partner, Wendy, decided to close the business, buy a motorhome and head off travelling around Europe. However, a chance conversation with Henry brought about a permanent job offer. Simon (and the rest of the crew for that matter) reckon that working with Henry was about as good as it gets, and as bosses go, there was no one better. Fellow directors, Paul Brace and Matthew Dewhurst, were equally respected. Yet, however tempting the big trip was, the E-type draw was greater, and they both agreed that Simon would return to the charmed atmosphere at Eagle. Titles can be vague, but parts and site manager is as close to his primary roles as it gets, although there are many other functions that he performs.

Reinvigorated by E-types, Simon found himself looking on Dusty Cars' website once again, where he saw a 1963 open two-seater billed as a 'true survivor'. Without the opportunity to fly over to America and check out this E-type, Simon put a lot of trust in his previous experience with Dusty Cars and bought it unseen, despite his earlier announcement.

When the car landed in the UK, Simon saw that his faith had been justified. The engine was in superb order and it drove like the original, low-mileage car he had hoped it would be. There were issues, of course, but he would enjoy putting these right. There were questions to answer, too. Was the original factory hardtop there from new? And what about the beige-covered dash? Not to Simon's taste, but superbly executed – the material was a perfect match for the interior. It was time to dust off the deerstalker, fill the Sherlock pipe and seek out the truth.



“

**Flirting with other cars
was not enough to
scratch the itch**



Cleaned and recommissioned, the under-bonnet area is otherwise untouched



The oh-so-original interior

The two-owner car, showing just over 46,000 miles, is believed to have been a Christmas present to the first registered owner, Miss C Blakey, who lived in Atherton, California, one of the most expensive addresses in the USA. (Today, a property in the neighbourhood would be valued at around \$25m.)

Built in November 1963 and registered on 7 January 1964, Simon's E-type would have been ordered mid-way through 1963. Even then, in its third year of production, there was a six-month waiting list for an E-type, making planning ahead essential. Simon knew that Miss Blakey had covered something like 20,000 miles and, as might be expected at such a prestigious address, it was cosseted, rather than garaged. Would the Blakey family have ordered the beige dash top, upholstered to match the seats? Possibly. But, it is unlikely to have been a Jaguar installation – the most probable answer is through the US dealer.

For as more of a curiosity, and he would return it to standard black. With some trepidation, the dash top and panels were removed, and, with extreme patience and care, the covering was eased away and put to one side. The original black appeared to be in as-new condition; the lack of marks or scuffs suggests it was covered very early in its life. Taking the removed material into the Eagle trim shop, Matthew Dewhurst reckoned it was so close to Jaguar's original that he was hard-pressed to tell the difference.

Low-mileage cars are, by nature, blessed with scant paperwork. But Simon had enough to start chasing. The American registration document showed the owners



Service wallet is crammed with the original paperwork as supplied by Jaguar



Sticker hails back to a trip to Lake Wildwood, USA

prior to Dusty Cars to be Richard and Valerie Stallman, of Granite Bay, a suburb of Sacramento in California. A stroke of luck turned up an email address. What's more, they responded to his enquiry and were able to fill in details of their time with the E-type.

When they bought it in 1971 it was a very standard car, with just the soft top. The Stallmans decided to fit a factory hardtop, supplied by their local Jaguar dealer. The beige dash was already in place. They used

the E-type predominately for fun, spending a lot of time in the cool mountains during the long, hot summers. They covered more than 25,000 miles, and when the car was not in use it was garaged in perfect conditions. It was eventually stored for some ten years, after which it was recommissioned and taken out for an occasional trip, although nothing like the big drives into the mountains.

Unfortunately, Simon was unable to track down Miss Blakey, although he could see the house on Google Earth, which is quite something.

With the E-type registered for the UK roads, Simon needed to work out what to do with it. He temporarily removed the wheels and tyres for a thorough clean and to fit new Dunlop SP Sport tyres, but ended up fitting instead a spare set of six-inch rims with 215-15 tyres. Then, it was a question of going through the perishables, replacing most rubber mounts and checking the suspension. Fortunately, this was a routine operation, although a clutch master cylinder needed early attention. This, he discovered, was the original item and, when stripped, found the bore to be perfect. A check on engine compressions revealed high readings, reflecting its condition. Oil leaks were minimal, while the gearbox and 3.54:1 rear axle were free of noise. All the fluids and filters were changed.

The E-type is in Simon's garage when I arrive at his home. It starts easily from cold and is soon idling smoothly on his drive. Together, we investigate the paintwork for signs of any work. Simon is convinced that it has never been touched and I am inclined to agree. We search for evidence of overspray or discolouration of the panels, but find nothing. ►



E-TYPE 3.8 RESTORATION



The view most cars saw back in the Sixties – the rear of an E-type

Things under the bonnet are equally untouched, and Simon tells me that he made a meticulous investigation for witness marks on the usual nuts and bolts. There was none. The windscreen has never been changed. A sticker for Lake Wildwood, just over an hour's drive from Granite Bay, in Nevada County, USA, looks as though it was fitted last year. I suspect that the Stallmans would have taken the picturesque route.

It's a curious feeling sitting behind the steering wheel, feeling the so-called steeple-back seats across my back and looking at an interior almost 60 years old but wearing its time well. Few unrestored cars look this fresh. The original Blaupunkt radio is apparently in good working order, but not under scrutiny today.

Ignition on and the starter button pressed brings life into the 3.8-litre engine. The oil pressure needle climbs up the gauge showing very healthy readings. There's minimal top-end noise and certainly nothing sinister. We reverse off the drive and head towards Beachy Head. The roads are relatively clear and the weather mild, but we have no need to head off to the cool mountains – this is Sussex, not California.

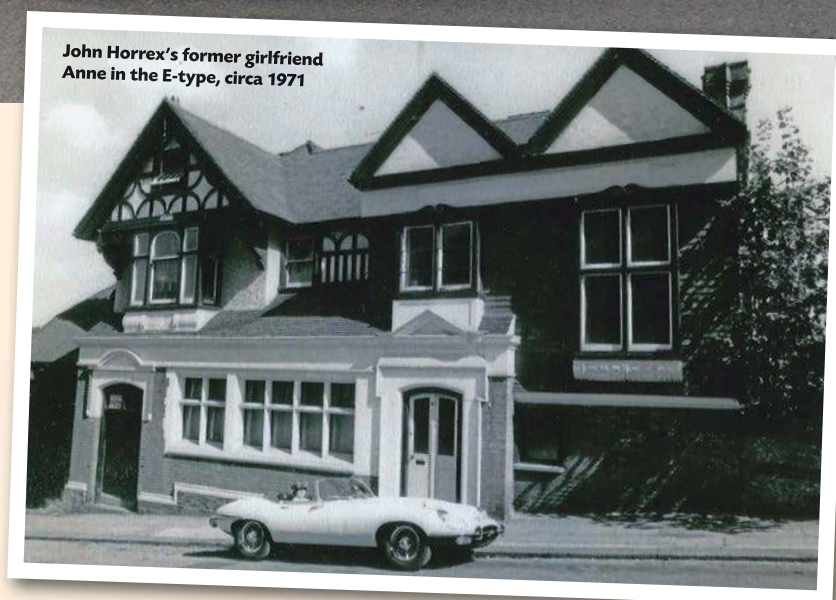
I love the mechanical nature of the Moss gearbox, made better by this delightful example. There's something so satisfying about judging the revs and slipping through

the 'box from third into second without grating the gears. Simon doesn't mind if I pile on the power, so I oblige and feel the thrust, enhanced by the 3.54:1 diff' ratio, exploiting the free-revving nature of the 3.8. My hooligan side is soon put back in its box, though, more out of due reverence to the car than the owner sitting next to me because Simon is keen for feedback.

This car should never be touched. It is a time warp example with a story to tell. Some

of the tale we already know, and more may or may not come to light as time passes, but the facts already to hand and the car's condition is sufficient to put this example high on the preservation list. And there are few enough of those. But, now that Simon has finished his latest project, he wants to move on, and so this lovely, unmolested car is on the market. **JP**

Contact him on: s-welch@sky.com



ADVERTISEMENT



A HISCOX COMPANY

Indicative comprehensive premiums are as follows from RH Specialist vehicle insurance:

Driver: Male, aged 46

Occupation: Graphic Designer

Postcode: DE4 4DL. Clean licence, vehicle kept garaged

Mileage: under 5,000 for E Type

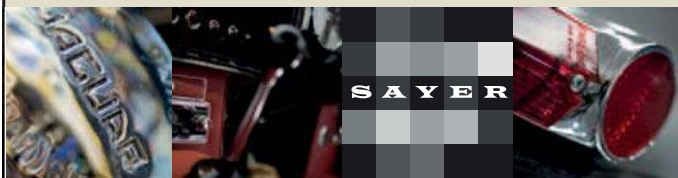
Jaguar E Type 3.8 (1963) – value £135,000

Annual premium £302.50 + Insurance Premium Tax

Subject to being kept garaged overnight. £150 excess applies. Legal cover optional at £10.50.

We would warrant that the vehicle is fitted with a tracker, immobiliser and that it is garaged. SDP use only.

M&C WILKINSON



35 years of providing Classic Jaguar Spare Parts

Mk2&Xk Power steering upgrades, rubber kits, ignition systems, uprated suspension components, high torque starter motors, Zinctec E-Type panels, plus many more high quality components & upgrades.

Original parts available on request & hard to find items a speciality.
Unrivalled knowledge of what will fit your Classic Jaguar

Tel 01777 818061

Email: mike@jaguar-spares-uk.co.uk

www.mandcwilkinson.com



Jaguar E-Type Performance Parts

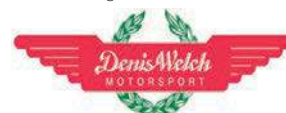
Racing and high performance enthusiasts demand only the very best parts. We design and manufacture ours to be 'Better than Original' but without damaging the cars irreplaceable heritage.

In our long experience, parts fail in competition for a variety of reasons, but there is always a cause and often a remedy. We have taken a pro-active attitude towards these issues for many years and re-engineered products to enable superior performance to the original part. Our reputation for building some of the fastest racing E-Types includes the 2016 Jaguar Classic Challenge series winner.



For our latest products and prices visit our website at:

www.bighealey.co.uk



DENIS WELCH MOTORSPORT, YOXALL, BURTON-ON-TRENT, STAFFS DE13 8NA, ENGLAND
Parts Hotline: +44 (0)1543 472244 | E-mail: sales@bighealey.co.uk



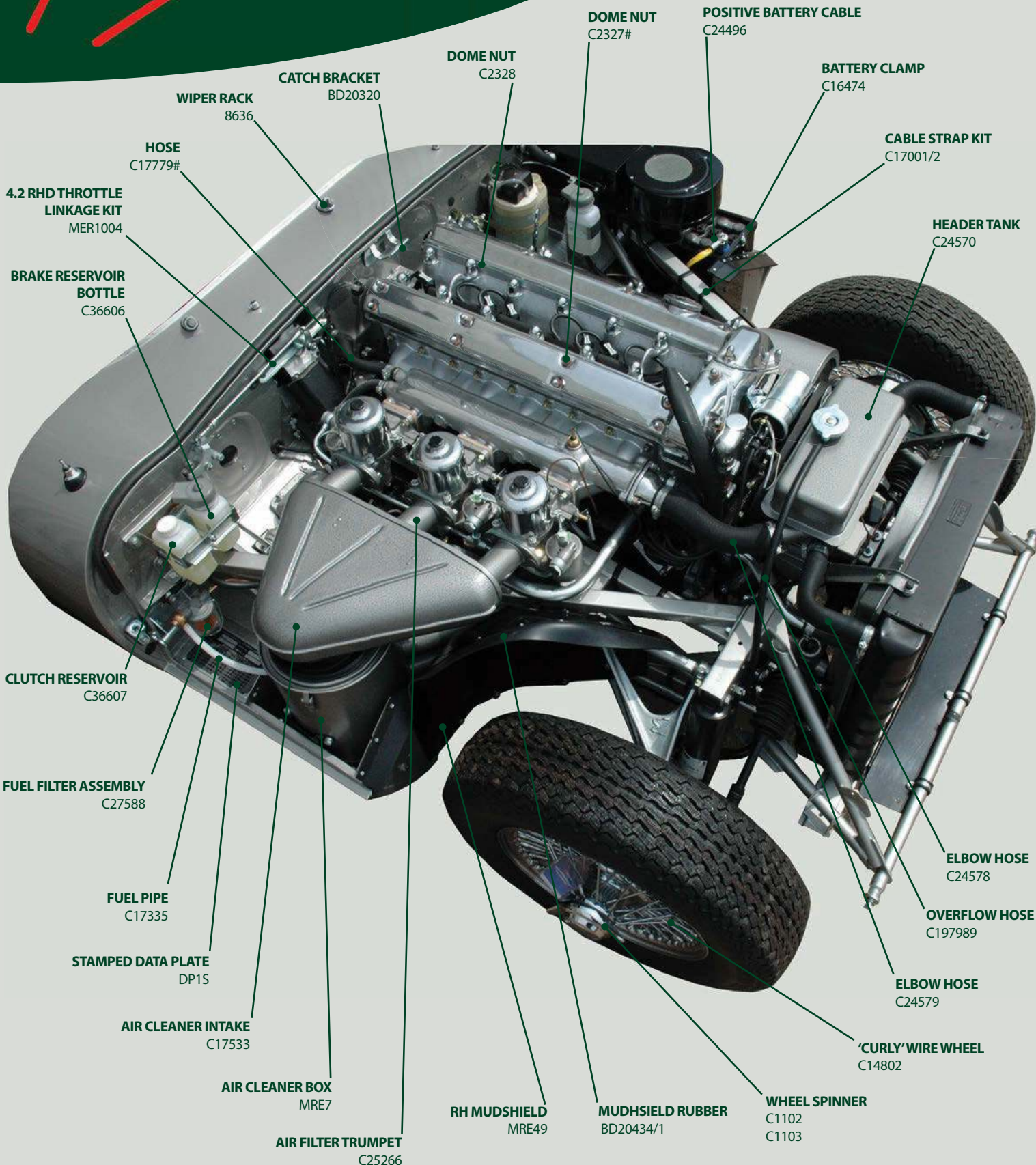
Classic Jaguar Trim

catalogue available
Contact us to request
the latest edition

telephone **+44 (0)1633 873664**
email enq@bas-international.com

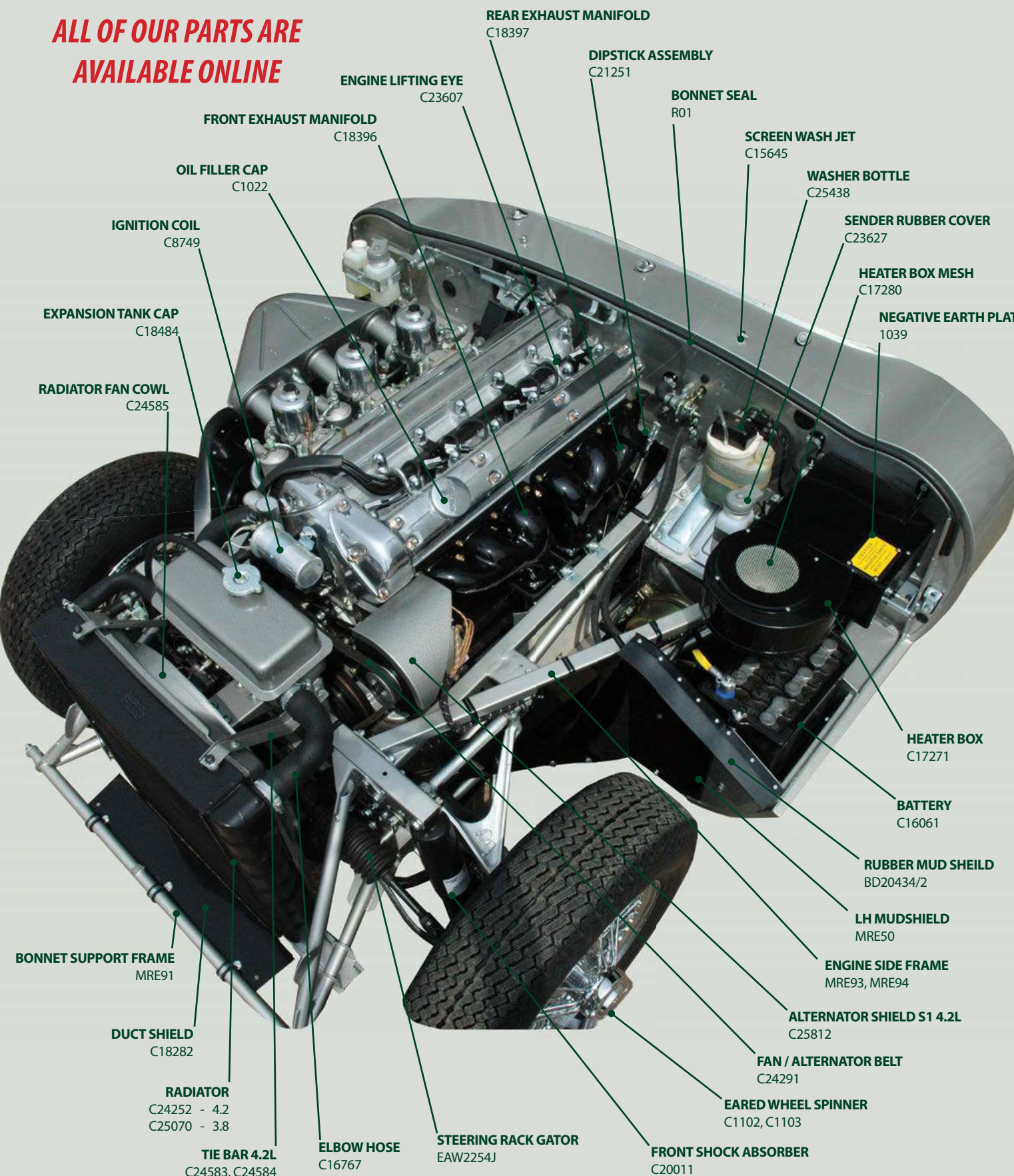


www.bas-international.com



SUPPLIER OF OVER 15,000 GENUINE AND RE-MANUFACTURED PARTS FOR JAGUAR AND JENSEN CARS

**ALL OF OUR PARTS ARE
AVAILABLE ONLINE**



**NEED A PARTS CATALOGUE?
CONTACT US TODAY TO GET ONE SENT FREE OF CHARGE!**



PAUL WALTON – EDITOR

2002 X-TYPE 2.5 Sport

Despite a lack of technical ability – and the correct tools – Paul attempts to replace the X-TYPE's cracked boot plinth and dirty button



The X-TYPE's original cracked boot plinth and faded release button

BELOW: The Zircon Blue replacement boot finisher, as found on eBay



IT'S THE little things that tend to annoy me the most. Broken kitchen window? I'm okay with it. Collapsing wall? It can wait. Overgrown garden? There's always next weekend. But, an unaligned sofa cushion? I won't settle until it's straightened.

I feel the same way about my cars. Although the X-TYPE still has several more pressing issues that need attending to (such as discovering why there's always a small pool of power steering fluid on the garage floor), it has always bothered me that the rear boot finisher had cracked above the boot-release switch, which itself is dirty and dull. When *JW*'s technical editor, Rob Hawkins, was fitting the rear bumpers last year [see *JW*, January 2020, p86], I sourced a replacement switch from Jaguar parts specialist Adamesh (www.adamesh.co.uk).



Adamesh's shiny new button release (top) with the faded, dirty original



The paint's orange-peel finish aside, Paul is happy with the end result

Costing just £9.99 (including VAT), it's an exact replacement for the original, meaning it should slot straight into place, yet the button remained in the packaging because, unlike the bumper, I couldn't find a boot plinth in the correct Metallic Racing Green (paint code HGZ).

Recently, I started to hear a little voice in my head (well, the Yorkshire tones of Rob Hawkins) that kept suggesting I should paint a plinth in the correct colour and replace the old one, and the button, myself. The last time I listened to a voice in my head about fixing one of my cars, the car ended up in two garages to put right. Still, I buy a plinth off eBay in Zircon Blue for £22.50, plus a rattle can filled with the correct green, and another of lacquer, which together cost £15.

I start by removing the replacement plinth's boot-release switch, which is held in place by two screws, and then use liberal amounts of masking tape across the two numberplate lights and their electrical connectors. Needing a suitable place to paint it, I decide to hang the plinth on the washing line (obviously, there were no clothes on it; well, none of mine, at least). I begin with a grey undercoat followed by several coats of the metallic green, finishing with the lacquer.

While that's drying in the airing cupboard (okay, there are clothes there), it's time to remove my car's cracked plinth. The plastic poppers holding the bootlid liner in place come out easily, as do (despite using a screwdriver since I don't have the correct tool) the two Torx bolts for the plastic interior handle. The black plastic fasteners, which keep the plastic lock cover in place, are more difficult. Some struggling later, everything is removed, giving me access to the bootlid's interior.



ABOVE: Paul sprays the new plinth in undercoat while it hangs from the washing line

BELOW: Paul removes the four bolts that hold the plinth in place by using a 10mm socket



The plinth is secured on the bootlid by four 10mm bolts that are reasonably easy to access, plus two metal clips either end that aren't. However, after poking a long-handled screwdriver into the tight crevice to undo the fasteners, I finally remove the plinth.

I secure the new button using the two screws and slot its correct electrical connector, as well as those for the lights, into place, then offer the newly painted plinth to the bootlid and tighten the bolts.

The new paint isn't a bad match, although judging by the 'orange peel' finish, my spraying technique could have been better. But, the new shiny button is a vast improvement and – more importantly – it works. Still, with no access to the boot from the interior, it is a scary moment when I close the lid for the first time.

I'm so pleased with the end result because it's given me confidence to tackle larger problems, although because they don't annoy me as much as the old boot-release button had done, I probably won't. **PW**



CRAIG CHEETHAM - SENIOR CONTRIBUTOR

2000 S-TYPE 3.0 SE

Craig gives his S-TYPE's non-standard Leaper the heave-ho and makes light work of its headlamps



ABOVE: It's easy to remove the Leaper, but it reveals a scratch



LEFT: The replacement bonnet badge in place

EVER SINCE I acquired my S-TYPE last summer, there have been two things about it that irritated me. The first was its non-standard Leaper bonnet ornament, the second its rather myopic headlamps, which were mentioned as an advisory at its last MOT test and have since deteriorated.

So, with a spare afternoon and some unseasonably dry weather, I decide to do something about the pair of them. I already have a spare S-TYPE bonnet in my parts collection, left over from my previous (dear, departed) S-TYPE, that features the original Growler roundel as fitted to earlier models, so I carefully remove it. That is a task easier said than done, since the quality of Jaguar's adhesive is substantially better than the quality of the metal it used to make the early S-TYPE's sills.

The Leaper is easier to remove, although, annoyingly, it does reveal a deep scratch on the bonnet, probably caused when whoever fitted it removed the original badge in the first place. I've polished the worst of it out, but I'll need to give it some assistance with a pot of touch-up paint when the weather gets drier and warmer.

In fairness, the leaping cat doesn't look too out of place on the S-TYPE – it certainly looks better in my eyes than it does on the X-TYPE or X300/X308-era XJs, where the

addition of a bonnet mascot looks well and truly out of place. Because of the S's unashamedly retro styling, it never looks too bad (indeed, it was offered as a dealer option in the USA), but I like my cars to be as they left the factory. Plus, I've decided I'm going to make myself a paperweight using the Leaper I took off and have it on my desk. Yes, I lead a rock-and-roll lifestyle.

With the new-old badge in situ, my next job is to see if I can do something about X584 ANW's headlight cataracts – clearly a common fault if the price of good used headlamp units on eBay is anything to go by.

A friend of mine has recently done an excellent DIY job on the headlights of his Vauxhall Astra, so, on his recommendation, I get hold of a Quixx System Headlamp Restoration Kit, which is widely available

for less than £15 and comes with plastic polish, sealant, fine-grade wet-and-dry paper and even a selection of cloths to help you use it.

To say I'm astonished is an understatement (and no, they haven't paid me to write this). With just five minutes' worth of effort per lamp unit, the lights are transformed from cloudy and ugly to almost as good as new – and that's without having to employ the wet-and-dry paper. The paste is sufficient enough to restore translucency to the lenses, while the sealant that I then put over the top to protect the repair is simplicity itself to apply. Time will tell if they go cloudy again, but this is by far one of the most useful car care products I've bought lately, the best bit being I only used a quarter of a tube; to a serial, impulsive car-buyer like me, that's great news, and I'm sure my Alfa Romeo will agree with me when it gets the same treatment next week.

For now, though, I'm enjoying wafting around in what must be one of the best surviving early S-TYPEs, certainly for the pittance I paid for it. My last S-TYPE experience wasn't all that rosy, but this one's getting under my skin. I've even started to like the colour. 

BELOW: Craig rubs the paste into the lenses

BOTTOM: The headlights are translucent once again





PHIL WEEDEN – CHIEF OPERATING OFFICER

2002 XJ8 4.2 Sport

Over the past couple of months, Phil has racked up a few thousand miles in the X350 XJ8 4.2. It's been great, but expensive



The nearside rear height sensor had failed, so the air suspension collapsed. A new sensor costs £91, plus labour



The X350 at independent specialist Chiltern for a much-needed service and to rectify faults such as the sunken suspension

THERE COMES a point in any car's life when its value is lower than some of the basic costs it will incur to simply keep it on the road. It's why, inevitably, many cars end up on the scrapheap, but a minority will endure this uneconomic phase and transcend into classic status. Our 2002 XJ8 is at that very junction.

We've had our 4.2 V8 Sport for a few years now, although I haven't had much time behind the wheel. Instead, it's been put to good use in the capable hands of several of my editorial colleagues. However, come the back end of last year, the X350 had completed its tour of duty and was in the office car park, looking a little unloved. Knowing from the experience of owning Jaguars (two XJ40s and an S-TYPE R) that these machines need regular use to stay on top form, I took it upon myself to put some miles on it and assess its current condition.

The diagnosis was not good. About half-way into my journey between Peterborough and Oxfordshire, the air suspension collapsed on the left-hand side. I pulled into a car park to check wheelarch clearance was okay. It was. Just. I filled up with fuel and, in a moment of pure comedy, I tripped, stumbling into the open filler cap and ripping it clean off.

Having nursed the car back home, the next morning I rang independent specialist Chiltern Jaguar (tel: 01442 833311; www.chilternjag.co.uk), now based in a rather lovely facility in Stokenchurch, Buckinghamshire. Chiltern has been around forever; I remember my first visit 20 years ago when the forecourt was adorned with row upon row of XJS coupes and convertibles. Nowadays, it's more XFs and XKs, but the expertise and professionalism remain undimmed. I left the X350 there for about two weeks, while they kindly kept

me mobile in a 2007 X-TYPE 2.0-litre diesel. Proper taxi spec, this shabby-looking saloon had 150k miles on the clock and never missed a beat. It was flawless, and I loved it.

With the instruction to go through the X350 with a fine toothcomb, the final job list read like *War and Peace*. So, the nearside rear suspension sensor was replaced, as were the sidelights, numberplate lights, track-rod ends, lower ball-joint gaiters, exhaust silencer heat shield, anti-roll bar drop links, rear upper wishbones, and much more besides.

At £3,500, the bill exceeded, arguably, what this 140k-miler XJ is actually worth on the open market. Yet, I don't regret spending the money. It will ensure the car drives as it should, handles like it should and brakes like it should.

Sadly, that's not the end of the work required if we want to make it show condition. The paintwork has seen better days as the Pacific Blue paintjob has reacted on parts of the aluminium panels, notably the bootlid. The boot is also presently unusable because the lock mechanism is temperamental. Sometimes, it simply won't close and the electronic microswitch doesn't



Sat-nav DVD isn't working, which means using some initiative if route guidance is required

work, nor does the interior boot-release. The front nearside wheelarch liner has come loose, the headlights occasionally turn off for no apparent reason and the sat-nav disc needs replacing. Nothing major, but irritating nonetheless, and things I'm storing up for its next service, due in about 4,000 miles.

It might be madness, but I'm keen to persevere with the X350. It's an early model, and an unusual spec, so it's a significant car. I think we stay the course and see this XJ into true classic status. It's 20 years old in 2022, so not long to go now. **PW**



Jaguar XJ X350 - Cheap Luxury, But A REAL Jag?
16,274 views • 6 Nov 2019



See more of Phil's thoughts on the X350 on the Classics World YouTube channel. Visit YouTube and search for Classics World, where you'll find loads of videos to enjoy. Or visit www.classicsworld.co.uk for more great content.

PART
FOUR

Project X-TYPE: Servicing on a budget

Can our bargain-basement X-TYPE be inspected and serviced without having to spend too much money? We find out

WORDS & PHOTOGRAPHY
ROB HAWKINS

MANY OF you may be appalled at the thought of keeping costs down when it comes to routine servicing, but perhaps the idea is a little misleading. When you're faced with a low-value car, such as our X-TYPE, there's no point spending lots of money on it because there are plenty more cheap examples available that probably don't need as much investment. When it comes to servicing, it's essential to inspect and clean as much as possible to help extend the car's lifespan. Tyres can be swapped around if necessary. Brakes can be stripped and cleaned to reduce the risk of them binding and wearing excessively.

Our X-TYPE has clearly been looked after, as we discover when we find the brakes are almost brand new along with the air filter, although the pollen filter probably hasn't been renewed for several years. Even the Pirelli P7 tyres are in good condition and not that old – and one of them was recently replaced. There are a few issues, such as leaks that need to be considered and probably lived with as they're not that bad. One leak that can possibly be fixed is from the power steering, where a brush-shaped pipe behind the front bumper is a common cause of fluid loss, but we'll need to remove the front bumper to replace it, which we'll be doing in part six of this project series.

For now, our X-TYPE appears to be in good condition, so we're taking the gamble and holding off replacing most of its serviceable items for a few more months.

DOING IT YOURSELF

Difficulty ★★★★★

Time required: 3-4 hours

On your own? Yes

TOOLS

- Battery tester
- Brake cleaner
- Brake fluid tester
- Brake grease
- Coolant tester
- Screwdrivers
- Spanners/sockets: 10mm-19mm
- Torque wrench
- Trolley jack and axle stands or ramp
- Wire brush



1 Starting with the front brakes, the 13mm upper and lower slider bolts for the brake calipers are a little tight for Rob to undo with his $\frac{3}{8}$ in ratchet, so he uses a bicycle seat post as an extension tube for more leverage



2 The section that each slider bolt threads into starts to spin, so a screwdriver is wedged in position to jam against it. A thin-walled spanner could be fitted here instead, but the screwdriver works well



3 After removing the caliper and suspending it out of the way, Rob sprays over the caliper carrier with brake cleaner and scrubs it with a wire brush before spraying over it again



4 The slider bolts appear to be in good condition with adequate grease and no corrosion. The brakes appear to have recently been replaced, but it helps to strip and clean them



5 The brake pads are cleaned with a brush to remove traces of brake dust, then refitted with a smear of brake grease added to the top and bottom edges, where they sit in the caliper carrier



6 The rear brakes are just as clean and new-looking as the front brakes. The slider bolts are a little easier to undo, but they still spin, so a 19mm open-ended spanner is required to grip the threaded section



7 After removing the offside rear caliper and suspending it on the lower arm, the pads are extracted and the caliper carrier is cleaned and sprayed over with brake cleaner. There's a little brake dust to remove



8 The nearside rear brake isn't so easy to strip and service. The 10mm lower slider bolt appears to have seized. Rob manages to undo the upper slider bolt, ease the caliper off and check the brake pads

ADVERTISEMENT



Specialist Jaguar insurance from
people who share your passion.

0333 043 3911
rhspecialistinsurance.co.uk

ENGINE CHECKS



It may seem ridiculous that we're inspecting the air filter instead of automatically fitting a non-genuine one for around £7, but looking at the condition of the one that's fitted, there's no point renewing it



Rob takes a look at the auxiliary drivebelt from above and below the engine bay. It's in good condition with no visible cracks across the ribs or signs of damage or perishing



The power steering fluid leak strangely doesn't seem to be affecting the fluid level in the reservoir, even after Rob drives the X-TYPE for 400 miles. It surely can't have fixed itself?



The windscreen washer fluid needs a little topping up. As for the engine oil, this is almost halfway between the MIN and MAX markers on the dipstick, and it's checked every few days



With the engine cold, Rob unscrews the coolant reservoir cap and tests the coolant's freezing capacity. It's almost -30°C. The coolant hose attached to the tank looks a little distorted



A battery tester is attached to the positive and negative terminals of the Bosch 12-volt battery inside the engine bay. The tester lights up a 12.5V good rating. Rob checks the battery and its terminals are secure



A Gunson brake fluid tester is used to check the moisture content of the brake fluid. A green light appears on the read-out, indicating the moisture level is satisfactory



On a visit to Rob's local garage, MJ Motors, he asks apprentice Levi to help extract the pollen filter, which is rather dirty, and surrounded by dried leaves. A new one is promptly ordered and fitted

LOOKING FOR LEAKS



Editor Walton discovered he needed to top up the power steering fluid after a few months of taking on the X-TYPE, and found the fluid dripped out at a slow pace. So Rob decides to find the cause of the leak and removes the undertray



Viewed from underneath, there's an oily residue across the front, but it's not so easy to see where it's coming from. Power steering fluid leaks often emerge from the brush-shaped pipe at the front. This will be checked and if necessary, replaced when the front bumper is removed in part six



There's another leak emerging from the gearbox where it's mated to the bellhousing. The oil level inside is checked by undoing the 8mm Allen key inspection/filler plug to find it's just below the hole



The transfer box appears to be relatively dry. Has it run out? Rob undoes the filler plug with a $\frac{3}{8}$ in square extension bar and ratchet, dips his finger inside and discovers there's enough oil

TYRES



While the brakes are being serviced, this is a good opportunity to inspect the tyres. A full set of Pirelli Cinturato P7 tyres are already fitted. We discover their year of manufacture ranges from 2014 to 2017



The nearside rear tyre is, perhaps, the most worrying. It was manufactured in 2014 and still has plenty of tread, but perhaps it has been run when flat as there are crease marks around the sidewall



For now, the tyres are legal and in good condition with no signs of major damage. Rob carefully picks stones out from between the tread blocks, refits the wheels and tightens the wheel nuts to 105Nm

NEXT ISSUE

Our X-TYPE's MOT test is due, so we wisely submit it for a test with just under one month remaining on the old certificate in case any repairs are required. Find out next month whether it passes



ADVERTISEMENT



Specialist Jaguar insurance from
people who share your passion.

0333 043 3911
rhspecialistinsurance.co.uk

Q&A

Jaguar World's technical advice service

Edited by Ray Ingman



E-type gearbox swap

Q I have a 1963 3.8 E-type FHC that I have been using on a regular basis over the last decade. I have improved the cooling system, deleted the Kelsey-Hayes servo and fitted Series 2 Girling brake calipers to the front and rear – addressing what I see as the major elements detracting from full enjoyment of the car.

I have obtained an overhauled all-synchromesh four-speed gearbox, also sourced from a Series 2. Will I encounter any specific problems in fitting this unit in place of the rather worn Moss three-synchro unit, specifically mating it with the existing bellhousing, which appears to be visually compatible?

T O'Rawke

A This is an excellent upgrade and something of a well-trodden path that retains a degree of originality – and reversible should circumstances call for it. Taking your major query first, while the Moss bellhousing is very similar it still requires modification to fit the later gearbox.

The early 'box has a smaller-diameter front bearing and associated retainer circlip and spacer ring compared to the four-synchro unit. The illustration shows the relevant area on a bellhousing attached to a retaining jig. Comparative measurements can be made to determine the exact diameters and depths to be machined to affect the conversion.

The Moss 'box uses six Whitworth threaded retaining bolts, while the newer 'box employs UNF. Otherwise,

the swap is straightforward: propshaft length, gearlever position and mounting pin centre are identical. Earlier cars than yours use bobbin gearbox mountings, as opposed to the later spring mount that should be fitted to your car. You may need to source a later speedo cable and matching angle drive, and then check the speedometer calibration by employing a stick-on sat-nav.

Alternatively, if you choose to source a later bellhousing, this must come from an all-synchro 3.8 Mk 2 or S-type. If a 4.2 unit is obtained (most commonly from a 4.2 XJ6 or 420), you need the matching flywheel and pre-engaged starter motor. Mixing and matching will end in a non-functioning starter.

As a final note, the Series 2 gearbox will have a slightly wider ratio spread when compared to the original 3.8, which suits the lazier characteristics of the 4.2 engine. However, this should not present a problem in normal road use.

Courtesy of Sealey Products (www.sealey.co.uk; 01284 757500), the sender of each issue's Star Question will be the envy of their friends when they receive an aluminium adjustable-focus 3w LED torch (worth £28.74 Inc. VAT). The 'LED020' produces an extremely bright white light with an output of 110 lumens – count them! The illumination pattern can be altered from spotlight to wide area with a simple twisting action of the head and a three-function on/off push-button provides full, half and blinking light possibilities. All this is contained within a lightweight aluminium housing and is powered by three AAA batteries (not included).

SEALEY



Oil economy?

Q Can you please advise on a technical question about engine oil for my Jaguar XF SV8?

I have two cars that require different types of oil, and it would be more convenient to use the same oil in each. A higher-spec oil is required for my Vauxhall Mokka. The General Motors-branded oil (GM Dexos 1 gen 2) is made by ExxonMobil, 5w-30 API SN+RC. Is there any reason why I should not use this oil in my XF SV8? I have always changed the oil in my cars every six months figuring that as it costs less than a tank of petrol it's worth the small investment, because my cars will cover 100,000-plus miles and still run beautifully.

By the way, great magazine. I look forward to it every month. My wife says she cannot get any sense out of me until I've read it from cover to cover

Tim Boulding

A Classic Engineering's Martin Pike sheds some technical light on the matter, "A specific oil starts life as a base oil with a package of additives to suit its design application. Generally, an oil with a higher specification can be used in place of a lower spec one, although there are cases where chemicals added to satisfy modern engine requirements can cause damage to materials used in an older engine (more on this later).

Manufacturers in partnership with their chosen oil suppliers spend a lot of money specifying the recommended oil. Hence, I would suggest using the correct oil for each of your cars, as the relative convenience and economy seems minimal. Any engine problems with your Jaguar in the future could be blamed on the oil."

Tom Lenthall also followed this up for us with JLR OE supplier, Castrol. He says, "The difference between the two vehicles is that the Vauxhall specification is a C3, which is a low SAPS* oil while the Jaguar is a high SAPS. If you were to use the Jaguar oil in the Vauxhall, the particulates of metal that are used in the oil would block the catalyst and DPF (diesel particulate filter). This is analogous to the time when leaded fuel was superseded by unleaded and the metals used to soften the older fuel had to be replaced, and explains what has now

happened with lubricant, a tiny percentage of which is burnt during combustion. Fine amounts of certain metals would superheat and then cool within the DPF, thereby blocking it over time. The Jaguar oil is specifically co-engineered between Castrol and JLR and is an OEM [original equipment manufacturer] specific oil. These days, oils are becoming more OEM specific.

"There is also a slight variance in viscosity but that would not cause too many issues; it's the low SAPS that does."

*SAPS

Low-SAPS oils are those with a low content of sulphate ash (SA), phosphorus (P) and

sulphur (S), sometimes referred to as 'low ash' oils due to a low tendency to form ash. These engine oils contain low-emission additives and are mainly used in vehicles with diesel particulate filters and three-way catalytic converters.

When sulphur and phosphorus are burnt in large quantities, the residue clogs the fine pores of the filters or the lamellae of the catalytic converters. Phosphorus and sulphur neutralise the surfaces of the catalytic converters and prevent exhaust detoxification.

Also, as a result of the low ash-forming content and reduction of the catalyst poisons sulphur and phosphorus, the engine oils guarantee a longer service life and efficiency of the exhaust gas purification systems, and lower pollutant emissions.



Our technical experts are ready to give you help and advice on any problem. If your question is a particularly complex one, it may take time to respond, and in some circumstances it may be beyond our resources to do so. In this unlikely event, we will let you know. Please allow up to three months for a response via the magazine. Personal responses can be given, but at our discretion. Fax: (FAO Jaguar World Q&As): +44 (0)1959 541400. Email: jwm.questions@kelsey.co.uk Post (enclosing an SAE): Jaguar World Q&As, Kelsey Publishing Group, PO Box 13, Westerham, Kent TN16 3WT, England.

JW would like to thank Martin Pike of Classic Engineering, (01992 788967)  Keith Parrington of Xj Restorations (01323 885110) and Tom Lenthall of Tom Lenthall Ltd (0118 9731614) 



Keep your nuts and bolts tightened

Discover the tricks of the trade for avoiding the risk of loose fastenings

WORDS & PHOTOGRAPHY
ROB HAWKINS

ANNOYING PANEL rattles and loose components can often be resolved by fitting the correct fastenings and tightening them to the correct settings. On a more serious level, components such as driveshafts, engine mounts, brake and suspension parts need to be securely fitted, so it's essential to not only ensure their respective nuts and bolts are tight, but that the correct fastenings have been used.

A general nut-and-bolt check over the major parts on a car is worth completing at every service interval, and it helps to devise a systematic routine as there is potentially so much that can be tightened and checked. However, it's not simply a case of tightening everything as much as possible. Recommended torque settings should be adhered to wherever possible. And there are numerous fastenings that can help to reduce the risk of a nut or bolt loosening. So the following pages outline a few of the typical components that should be checked,

but also examine preventative methods, such as using lockwire, Shakeproof washers and Philidas locking nuts. We've compiled this information over several months through visiting all the specialists listed on this page.

DOING IT YOURSELF

Difficulty 
Time required: 1 hour
On your own? Yes

TOOLS

- Brake cleaner
- Lockwire
- Lockwire pliers
- Screwdrivers
- Side cutters
- Soft mallet
- Spanners/sockets
- Spray grease
- Torque wrench

THANKS TO

Elite & Performance Jags

Derby Trading Estate
Stores Road
Derby DE21 4BE
Tel: 01332 265826
Website: www.eapj.com

Malton Coachworks

Showfield Lane
Malton
YO17 6BT
Tel: 01653 692090
Website: www.maltoncoachworks.co.uk

Marshall Morrison Classic Car Workshop

Unit 1B Crigglestone Industrial Estate
Crigglestone
Wakefield WF4 3HT
Tel: 01924 256426
Website: www.marshallmorrisonltd.co.uk

Tom Lenthall Limited (Jaguar Land Rover)

Hogwood Farm Industrial Estate
Sheerlands Road
Finchampstead
RG40 4QY
Tel: 0118 973 1614
Website: www.tomlenthall.co.uk

WHEEL NUTS AND SPINNERS



1 The wheel nuts or bolts should be regularly checked to ensure they are tight. Ideally, they should be tightened to their recommended torque setting using a torque wrench



2 For wheels with centre spinners, use a soft mallet to check the spinner is tight. Look on the face of the spinner for which direction it needs to be turned for it to be tightened



3 If a wheel spinner is difficult to tighten, but there's movement between the wheel and the hub when waggling it (not play in the suspension components or wheel bearing), remove the wheel and see the next step



4 Clean the threads and mating surface of the hub where the spinner and wheel are fitted. Clean inside the spinner and the wheel where it sits on the hub. Apply a light spray grease or oil to the threads. Refit the wheel

ENGINE BAY CHECKS



1 The battery should be secured with a clamp, strap or some other means of ensuring it cannot move around. It's a heavy object, which doesn't want to move, especially in the event of heavy braking or an accident



2 Regularly inspect the coolant hoses, looking for signs of leaks. Check all hose clips are sufficiently tight, but avoid overtightening them because the metal clip can dig into the rubber hose and damage it



3 The throttle linkage often consists of several small components, held together with small nuts and clips, so regularly inspect them to ensure nothing has slackened and there's no danger of a clip falling off



4 A tip for spotting whether a nut or bolt has slackened is to add paint to one side of it and an adjacent component. If the nut or bolt slackens in the future, the paint marks won't line up

LOCKWIRE



1 Lockwire reduces the risk of one or more bolts coming undone. The head of the bolt must have a hole drilled through it to allow the lockwire to be fitted. Some bolts for suspension and brake parts have such a hole



2 A pair of lockwire pliers is needed to fit lockwire. Machine Mart sells them for £23.98 (Clarke CHT167), along with other stockists. They allow the lockwire to be twisted when fitting it



3 Threading lockwire through the hole in the head of one bolt and twisting it is only half the job. The second half is to either wrap the lockwire around an object, or to thread it through a second bolt



4 Once the lockwire has been fitted and twisted, it may be necessary to cut off any excess and wrap the end of it around an object. The aim of lockwire is to reduce the risk of the bolt(s) slackening

THREAD LOCK AND LOCKING NUTS



1 In some cases, a bolt should be fitted with a small amount of thread lock applied to help reduce the risk of it slackening. Manufacturers such as Loctite produce thread lock in a bottle and tube



2 Some bolts for suspension and brake components are supplied with thread lock already applied. They may need to be renewed if removed because the thread lock won't be as effective when refitting the bolt



3 Locking nuts have a small amount of nylon inserted inside the thread. These are often not suitable for components that get hot (exhaust, engine, driveshafts), and must be replaced after undoing them



4 Philidas's self-locking nuts are suitable for securing components that get hot, such as the driveshaft coupling shown here. These fastenings can be reused up to six times

WASHERS



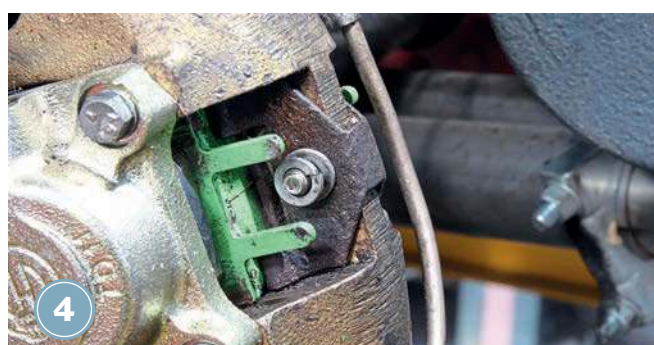
1 Lock tab washers are often fitted on brake components to help prevent a bolt head from loosening. The ends of the washer are bent over and against the flats of the bolt head to reduce the risk of it moving



2 Shakeproof washers are fitted where a nut or bolt may be subject to excessive vibration. The jagged edges of the washer help to dig into the nut or bolt and whatever it's fitted to



3 Flange nuts and washers have a serrated face, which reduces the risk of the nut or washer spinning and slackening the fastening. A flange nut is a combined nut and washer, so a washer may not be needed



4 A spring washer helps to reduce the risk of a fastening from loosening. Where it's fitted with a flat washer, always fit the spring washer against the nut or bolt head to help with gripping against it

SPLIT-PINS AND R-CLIPS



1 Split-pins are often fitted through a hole in the end of a thread, or a clevis pin. Make sure the split-pin is fitted all the way through before bending one part of it over and cutting off the other



2 Small R-clips are fitted to brake pad retaining pins to ensure they don't fall out along with the brake pads. Each R-clip has a spring action to it, allowing it to be securely fitted. They can often be fitted and extracted by hand

FREE BUT TIGHT



1 Some fastenings need to remain tight, but should be checked to ensure they can be undone and adjusted. The handbrake cable, for example, on many classic Jaguars has an adjuster and a locking nut



2 The long inner mounting bolt on some suspension arms (XJS is shown here), must remain free to avoid damaging the bushes, so its securing nut should be undone and the bolt rotated periodically

GEARBOX



E-type manifolds

SNG Barratt has invested in new tooling to enable the company to put E-type exhaust manifolds back in stock. Part numbers C18396/C18397 are coated in the correct finish with the high-quality enamel said to increase longevity, which was always a failing with the originals.

Battery conditioner

When vehicles are left standing, batteries can run down. One solution is to use a battery conditioner, such as this compact, powerful one from SNG Barret, suitable for both six- and 12-volt units. A built-in temperature control regulates the current to keep the battery charged to the optimum level. SBS1700 can be used on both classic and modern vehicles and also features an auto trickle and maintainer feature for all lead-acid batteries. Ring or check website for up-to-date prices.

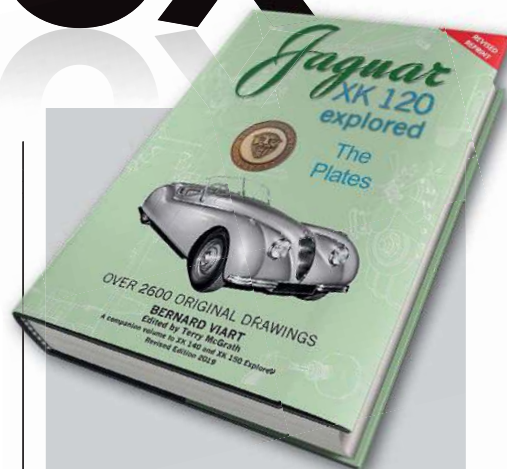


Sales Office UK
Tel: 01746 765 432
Sales.uk@sngbarratt.com

Sales Office USA
Tel: +1 800 452 4787 (toll free)
Sales.usa@sngbarratt.com

Sales Office France
Tel: +33 (0) 3 85 20 14 20
Sales.fr@sngbarratt.com

Sales Office Holland
Tel: +31 (0) 13 52 11 552
Sales.nl@sngbarratt.com



BOOK REVIEW

XK 120 Explored

Author: Bernard Viart

Publisher: Paul Skilleter Books

Website:

www.paulskilleterbooks.co.uk

Price: £110

ISBN: 978-1-908658-16-6

This 407-page revised edition, recording all the parts that make up the XK 120 (all models, LHD and RHD), consists of several thousand individual perspective drawings that are artworks in themselves. On-going research by the talented XK 120 expert and artist Bernard Viart and renowned XK expert and historian Terry McGrath has resulted in revisions or enhancements to many of the original plates, plus some new ones.

The plates are mostly in colour and annotated, making them especially invaluable to anyone with a disassembled or incomplete car. There are beautiful illustrations of the extras too, including a luggage rack and shaped luggage.

The general history sections in the early edition have been dropped to concentrate on the plates, with additional information and stunning detail.

This large hardback is divided into sections, for example the tool chapter, which offers a detailed examination of the various tool rolls.

As the most comprehensive guide available to the XK 120 owner, there is nothing else remotely like this on the market.



E-type S3 heat shields

Because temperatures inside an E-type can get very hot, it is vital that the heat shields are in place. However, over time, the originals can deteriorate or simply disappear.

You can now obtain the complete five-part kit to suit the Series 3 from Vicarage.

Part numbers are: C36112, C33827, C34323, C35855 and C35856. Call for current prices.

Tel: 01902 791816

Website: www.vicarage.co.uk

Power steering kit

"Over-sensitive", "vague" and "lacking in feel" are some of the many complaints aimed at certain Jaguars with power-assisted steering. Fortunately, the Rob Beere team has solved this problem by developing a simple kit that plumbs directly into the standard power-steering system. Plus, it is easily adjustable, so you can tailor the steering feel to suit the occasion.

The complete easy-to-fit kit costs £185 (plus local tax and delivery).

Tel: 02476 473311

Website: www.rob-beere-racing.co.uk



Bulkhead wire guide

If you decide to take on rewiring your Jaguar, you'll find that passing a new wire or a repaired harness section through a box section (and grommet) can make for testing times.

Wire is just too flexible to pass through longer sections, and, at such times, this new tool from Laser (part number 7618) will be a great help: a one-metre long wire guide tool that is rigid enough to maintain its shape yet still remain flexible. The wire is hooked around a loop on the guide, which is then passed through the box section, or

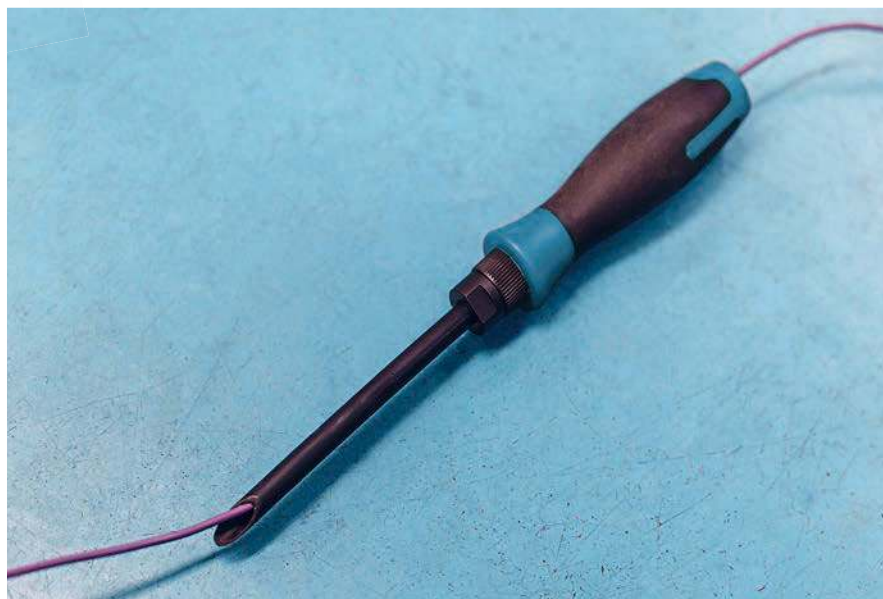
behind the trim panel, and the wire is then pulled through. Two widths and two lengths are supplied, covering a wide range of cable or harness section diameters.

Typically priced at £62.81 inc UK VAT.

Part number 7775 can be eased through a grommet without damaging the existing wiring, leaving you to simply push the new wire or cable through the tool. Slide the tool back out, leaving the new wire in place. Price: £9.75 inc UK VAT.

Always check for the best prices and special offers.

Website: www.lasertools.co.uk



Carbon V8 engine cover

Swallows Racing has created a range of stylish carbon fibre engine covers for all Jaguar 5.0 V8s to transform the appearance of the engine bay.

They are available in a choice of genuine

carbon fibre standard weave, special weave, or Kevlar and are easy to insert, replacing the standard plastic cover.

Priced from £699.95+VAT (£839.94).

Tel: 01934 750319

Website: www.swallows-jag.co.uk



RH's specialist underwriters.
(L-R): James Kenny, Andrew Thomas and Phil Hunt



PERSONAL TOUCH

Emma Airey, from RH Insurance, explains how the company's unique policies and high levels of customer service, which set them out from the crowd, stem from understanding classic cars and their owners' needs

WORDS PAUL WALTON

WE UNDERSTAND classics. We get what makes their owners tick, making us part of the community," says the Head of RH Insurance, Emma Airey. "It's our duty to make sure people are adequately insured and understand what they're buying from us. We give all the information we feel is relevant and then it's up to the individual to decide what's important for them when buying insurance."

For more than four decades, RH has specialised in policies aimed at classic and specialist vehicles and today offers many unique products, often designed around their own love of cars.

"I am a complete petrol head," admits Emma. "My love of classics stems from my father's navy-blue E-type Series 2, which I remember him buying as a nearly new car in the early Seventies (he'd previously had a succession of Morgans). I always knew what colour his new specialist car was because the garage door would change colour to match. On this particular day, the door was blue – which I thought was a strange colour for a Morgan (his cars had previously been orange, red and white). I remember the E-type's proportions, that enormously long bonnet, and would get so excited if mum drove me to school in the E-type rather than the Mini. It was a really evocative era."

Her love of classics continued into adulthood. She has owned between 20-30 specialist cars, from a Rolls-Royce Silver Cloud to several TVRs. "I currently have my eye on a Jaguar XKR-S 5.0. They cost £100,000 new, but it's currently £40,000, which represents great value for money."

Emma joined RH in 2011 after starting her career at another specialist classic car brokers. Even though she's now Head of RH, she still encourages customers to contact her directly. "I speak to our customers day in, day out. I feel that's one of the things that sets us apart. If our team had a motto, it would be 'we treat every customer like they're a VIP.'"

RH also has 36 underwriters based in Swansea, plus a bespoke product manager



ABOVE LEFT: Every RH policy automatically comes with European breakdown recovery
ABOVE: Emma's next car could be an XKR-S that, as a cherished, specialist vehicle, will qualify for an RH Insurance policy

and two senior underwriters in London, all of which are employed by a third-party underwriter, ERS, which handles RH's quotes and claims fulfilment. This relatively small number creates a genuine relationship with RH's customers. "That's where we shine," says Emma. "Each case is looked at individually and if it needs to be referred to more senior underwriters, it will be; if it needs to go to the bespoke department head, it will. And, if it's someone I've met at an event, I will handle it throughout the quote process."

This personal touch is one of the reasons why you won't find RH on a comparison website. "Our underwriters look at the overall profile of the driver, how many miles, value etc. There's no replacement for what we do."

RH Insurance was started in 1977 by Sidney Richardson and Peter Hosken, and was the first to offer policies aimed at classic vehicles rated on their value and usage as opposed to overall risk. "They understood that these are cherished vehicles that are garaged and only used occasionally," continues Emma. Since 2015, RH has been part of Hiscox, a leading global specialist insurer.

Although RH is well known for its classic car policies, it will consider requests for cover provided the vehicle is over 11 years old, considered desirable, such as a limited-edition model or one that's no longer in

production. The most important thing is for it not to be an everyday workhorse and that it is treated like a cherished vehicle. If you have one or more of these policies, then RH can also accommodate your everyday car. Says Emma, "If you're paying more than £240 on the daily car, we guarantee to beat it by up to 10 percent of your current renewal premium."

Unlike other insurers, RH doesn't charge admin fees (which will also be extended to Green Cards for European travel should they be required for 2021).

Also unique is the complementary return of cherished salvage (providing the vehicle is over 20 years of age) that is repairable to DVLA guidelines without detriment to the settlement. "For most of our competitors, it's an option to buy back cars that have been written off, which can cost as much as 40 percent of the final settlement." RH Insurance is the only company to offer full settlement as well as the car back for free.

Finally, every policy RH provides comes with breakdown cover through Call Assist, which includes assistance at home and European recovery to either a local repairer or any address in the UK.

Emma realises that few owners think about what's in their car insurance policy until they need it; RH will be there with the personal touch.



**Head of RH Insurance,
Emma Airey**

RH Insurance

Website:
www.rhspecialistinsurance.co.uk

Customer enquiries (new and existing):
0333 043 3911

Email: Emma.Airey@HISCOX.com

READER OFFER!

TRY A SUBSCRIPTION TO JAGUAR WORLD TODAY!

ENJOY 6 ISSUES FOR ONLY £23.99*

AND GET A PAIR OF *HEEL TREAD*
E-TYPE INSPIRED SOCKS!

XJ6: MICHAEL QUINN ENTERS SIR WILLIAM
SERIES 1 INTO THE CONCOURS OF ELEGANCE

JAGUAR WORLD

NOVEMBER 2018 THE WORLD'S BEST-SELLING INDEPENDENT JAGUAR MAGAZINE

4 FINAL SPORTS

WE TEST THE LAST
E-TYPE SERIES 3, XJS, X100
XKR AND X150 XKR



**CLASSIC JAGUAR
TRACK DAY**
Experiencing six classic cars
at their limit

**GIFT
WORTH
£9.00**



• E-TYPE •

XK8 4.0 & F-TYPE 2.0
Two extremely different engines, but similar levels of power

JAGUAR WORLD

SEPTEMBER 2018 THE WORLD'S BEST-SELLING INDEPENDENT JAGUAR MAGAZINE WWW.JAGUAR-WORLD.CO.UK

5 FUTURE CLASSICS TO BUY NOW



XJ40 Daimler
A RURY ON A BUDGET: WHAT SETS THE
DAILER APART FROM OTHER XJ40 MODELS

**Railton F29
Claremont**

WORKSHOP: RENEWING XK8 CONVERTIBLE'S HYDRAULIC HOOD PIPES

**WHY
JAGUAR WORLD?**
A mix of new, classic
and used road tests
Buyers and owners'
in depth guides
Owner features
'How to' guides

TO SUBSCRIBE SIMPLY VISIT SHOP.KELSEY.CO.UK/JWOP0320
OR CALL 01959 543 457* AND QUOTE REF JWOP0320
LINES OPEN MONDAY – FRIDAY 8.30AM-5.30PM.
CALLS ARE CHARGED AT YOUR STANDARD NETWORK RATE

TERMS AND CONDITIONS TEXT: *Offer applies to UK direct debit subscribers only. Savings are based on full cover price. Your subscription will start with the next available issue. Prices correct at time print and subject to change. For full terms and conditions and overseas prices visit shop.kelsey.co.uk. After the first 6 issues payments will continue at the same low rate with payments taken every 6 months until you chose to cancel your subscription.

FREE ADS

FOR MAXIMUM IMPACT, INCLUDE A PHOTO WITH YOUR AD

Photos are printed free but cannot be returned. We can only accept one advert per reader per issue.



Email: **cars@kelseyclassifieds.co.uk**



Tel: **0906 802 0279**

(Lines open Mon to Fri, 10am-4pm, calls cost 65p per minute plus network extras. Calls from mobiles and some networks may be considerably higher). Service provided by Kelsey Media.



By post

Kelsey Publishing Ltd,
The Granary, Downs Court,
Yalding Hill, Yalding, Kent,
ME18 6AL

Reach a dedicated
audience of
**JAGUAR WORLD
ENTHUSIASTS**

READERS' ADVERTISEMENT COUPON

CATEGORY: ☐ FOR SALE ☐ WANTED

☐ VEHICLES ☐ PARTS ☐ MISCELLANEOUS ☐ LITERATURE & INFORMATION

**JAGUAR
WORLD**

ADVERT DETAILS:

Make/Model:

Year: Price: Mileage:

Main Text (no more than 30 words):

.....

.....

.....

.....

.....

.....

.....

.....

Ad Contact Number:

ADVERTISER DETAILS:

Name:

Address:

.....

.....

Town:

County:

Country:

Postcode:

Telephone:

Email (optional):

PRIVATE ADVERTISERS ONLY MUST SIGN HERE:

.....

(The goods advertised are not offered by way of trade.)

CONDITIONS OF ACCEPTANCE

- We reserve the right to refuse any advert.
- Adverts are published subject to space. Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
- Traders please contact the sales person on 01732441642.
- Kelsey Media reserves the right to edit adverts that exceed the 30 word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge. This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.
- All adverts and images will be kept on file for a maximum of 6 months.
- When submitting an advert, you all assign all copyright of the words and photos to Kelsey Media and agree to waive all moral rights in relation to the advert.

- Kelsey Media's customer service representatives reserve the right to terminate telephone calls if the caller becomes abusive.
 - Advertisements may appear in other relevant Kelsey Media publications.
 - By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
 - No other correspondence can be entered into.
 - Business Advertisements (Disclosure) Order 1977. Dealers and traders are reminded that they are committing an offence if readers are led to believe that goods are being offered by a private seller.
 - ☐ Tick here to receive email newsletters and offers from Jaguar World.
 - ☐ Please tick here to receive our Classics World e-newsletter and offers.
 - ☐ Tick the box if you are happy to receive this information about other Kelsey publications, events, promotions and products that may be of interest to you.
- For further information please refer to our Privacy policy at <https://www.kelsey.co.uk/privacy-policy/>

MKX/420G

420



£6,999. This car had been with an Italian Jaguar collector and has subsequently been part exchanged. It is now English registered in the UK. New carpets have been fitted since these photos were taken. Please call 01525 861474, Bedfordshire. (T)

12865

E-TYPE

WANTED

Urgently wanted E-types and classic Jaguars in any condition. Will travel any distance. We pay more.

PLEASE TEL:
01322 669081 or 07836 250222
Fax: 01322 662400
Email: PJarvis646@aol.com

WANTED JAGUARS

E TYPES
XK120, 140, 150
MK1 & MK2 SALOONS
PRE-WAR SS MODELS

ANY OTHER CLASSIC JAGUAR
SPORTS & SALOONS

ALSO INTERESTED IN ALL MAKES OF
CLASSIC & VINTAGE
CARS & MOTORCYCLES

COMPLETE COLLECTIONS
ANY CONDITION FROM
BARN FIND TO CONCOURS
CASH WAITING, IMMEDIATE SETTLEMENT
DISCRETION ASSURED

REPUTABLE BUSINESS, EST. 1975
CALL GRAHAME BULL ANYTIME
01252 612245 OR 07836 203159

1964 E Type S1 3.8 FHC Original right hand drive with matching numbers, this very late 3.8 has had a recent comprehensive refurbishment by a marque specialist on a very good earlier restored car. Fitted with a genuine Webasto sunroof and Coopercraft brakes this car presents very well in Signal Red with black interior, and is great to drive.

£109,900
mail@retroclassics.com **01300 321199**
Paul Abadjian, Dorset

E TYPE



1970, 42,000 miles, £69,750. 2+2, finished in opalescent silver blue with superb matching hide interior, overmats, headrests, original stereo, manual transmission, chrome wire wheels, two new owners, invoices, original handbook, service book and an excellent example. Please call 01322 669081/ 07836 250222 or Please visit www.peterjarvis.net, Kent (T).

12494

E-TYPE SERIES 2



£23,999. Newly built, major components all with the vehicle and very solid bodyshell. Please call 01525 861474, Bedfordshire. (T)

12863

E-TYPE V12



1971, £86,500. 2+2 finished in unmarked gleaming signal red with black hide interior. Sparkling chrome wire wheels with white side tyres, tinted glass, stereo system, power steering, automatic, drives superb, thousands spent to bring this E type maintained to the highest of standards with service invoices, original handbook and many old MoT's this car is just stunning one of the best there is garaged from new. Please call 01322 669081/ 07836 250222 or Please visit www.peterjarvis.net, Kent (T).

12493

E TYPE ROADSTER



1973, 51,000 miles, £59,995. Manual and one owner. Please call 07590 078383, Cheltenham. (T)

E TYPE ROADSTER



1973, 53,000 miles, £88,995. Right hand drive and absolutely stunning. Please call 07590 078383, Cheltenham. (T)

E TYPE 3.8



1962, £59,995. FHC, matching numbers and now getting rare. Please call 07590 078383, Cheltenham. (T)

E TYPE SERIES 1 ROADSTER



1966, £124,995. Cream/red, fully restored and ready to go. Please call 07590 078383, Cheltenham. (T)

E TYPE 2+2



1966, 23,000 miles, £34,995. Dark blue and great value. Please call 07590 078383, Cheltenham. (T)

Chiltern Jaguar Specialists



Tel 01442 833311

Open Mon -Fri 9.30am- 6pm,
Sat 9.30-5pm, Sunday by appointment
Unit 1 and 2 Independent Business Park,
Mill Road, Stokenchurch, High Wycombe,
Buckinghamshire, HP14 3TP Jct5 M40



2014 (64) Jaguar XK 5.0 V8 Supercharged Dynamic R 2dr 6 months warranty, 12 months MOT, Full dealership history, Excellent bodywork, Interior - Excellent Condition, Tyre condition Excellent, Metallic Ultimate **£36,980**



2012 Jaguar XK 5.0 V8 Portfolio 2dr 6 months warranty, Full dealership history, Excellent bodywork, 10-Way Electric Front Seats - Excellent Condition, Tyre condition Excellent, Front & Rear Parking Aid, Red, **£29,995**



2016 (66) Jaguar F-Pace 3.0 V6 Supercharged S (AWD) 5dr 6 months warranty, Full service history, Excellent bodywork, Interior - Excellent Condition, Tyre condition Excellent, Black, 3 owners, **£34,995**



2012 (62) Jaguar XK 5.0 V8 Artisan 2dr 6 months warranty, Full service history, Excellent bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Polaris, 3 owners **£30,995**



2017 Jaguar XF 3.0 i V6 Supercharged S (s/s) 4dr** Full dealership history, Excellent bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Grey, 3 owners **£25,995**



2012 (62) Jaguar XK 5.0 V8 2dr 6 months warranty, Full service history, Excellent bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Frost **£25,995**



2009 (09) Jaguar XKR 5.0 Supercharged 2dr Alarm, Alloy Wheels (20in), Climate Control, Cruise Control, Electric Windows (Front), Heated Front Screen, In Car Entertainment, Metallic Ultimate, 5+ owners, **£23,995**



2011 Jaguar XKR 5.0 Supercharged 2dr 6 months warranty, Full service history, Excellent bodywork, Full leather interior - Excellent Condition, 10-Way Electric Front Seats, Tyre condition Excellent, Black, **£24,995**



2009 (09) Jaguar XKR 5.0 Supercharged 2dr This Beautiful 2009 XKR has been face lifted with 2012 Lights including 20" Venom Alloys, Reversing Camera, 2014 Dynamic Recaro Seats, Adaptive Cruise Control, Full service history, Excellent bodywork, Full leather interior, Metallic Ultimate, 3 owners... **£22,995**



2009 (09) Jaguar XKR 4.2 2dr ** 27000miles FJSH, BIG SPEC** 6 months warranty, Full dealership history, Excellent bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Midnight, 3 owners..... **£21,995**



2006 (06) Jaguar XKR 4.2 S 2dr ** Final Edition** 6 months warranty, Service history, Excellent bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Pacific, 2 owners **£19,995**



2007 (57) Jaguar XKR 4.2 2dr **SALSA RED/IVORY** 6 months warranty, Full service history, Excellent bodywork, Interior - Excellent Condition, Tyre condition Excellent, Salsa, 2 owners **£19,995**



2007 (57) Jaguar XKR 4.2 2dr **LOW MILEAGE, BIG SPEC** 6 months warranty, Full service history, Clean bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Midnight, 3 owners **£19,995**



2006 (06) Jaguar XKR 4.2 S 2dr *Recaro's/Adaptive Cruise* 6 months warranty, Full service history, Excellent bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Liquid, **£19,995**



2012 (62) Jaguar XF 5.0 V8 Supercharged XFR (s/s) 4dr 6 months warranty, 12 months MOT, Full dealership history, Excellent bodywork, Interior - Excellent Condition, Tyre condition Excellent, Metallic Kyanite, 3 owners, **£18,995**



2009 (59) Jaguar XK 5.0 V8 Portfolio 2dr Alarm, Alloy Wheels (20in), Climate Control, Cruise Control, Electric Windows (Front), Heated Front Screen, In Car Entertainment, Full leather interior, Metallic Indigo, 3 owners **£17,995**



2004 (54) Jaguar XKR 4.2 2dr *STUNNING CLASSIC* 6 months warranty, Service history, Excellent bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Ultraviolet, 5+ owners **£17,995**



2009 (09) Jaguar XK 5.0 V8 Portfolio 2dr 6 months warranty, 12 months MOT, Service history, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Zircon **£16,995**



2014 (14) Jaguar XF 3.0 TD V6 S Portfolio Sportbrake 6 months warranty, 12 months MOT, Full dealership history, Full leather interior, Metallic Carnelian, 2 owners **£15,995**

AA Approved Dealer

All cars sold with:
• Full MOT
• Full Service
• Pre-delivery inspection

36 month parts and labour warranty available on all Jaguars

www.chilternjag.co.uk

E TYPE SERIES 3



1973, £54,995. Fully restored in stunning condition, black and cream. Please call 07590 078383, Cheltenham. (T)

E TYPE V12



1971, £19,995. LHD, red with red, needs light work and amazing value. Please call 07590 078383, Cheltenham. (T)

V12 ROADSTER MANUAL MODEL RHD



10,300 miles, £POA. English matching numbers car, outstanding condition through out, chrome wire wheels and period white side wall tyres, finished in original Jaguar signal red with full black leather trim, fitted with mohair hood and hood bag. Please call 01676 541111 or 07850 444555 or email paul56burden@btinternet.com. (T)

MKI, MKII & S-TYPE

MKII



1962, 37,120 miles, £45,000. Concours, red wire wheels, bottom up rebuild 1998, new engine, warranted, fine speed, gearbox, power steering, disc breaks and cream hide. Please call 07747 600639, Norfolk.

12693

F-PACE

F-PACE 2.0



2017, 18,000 miles, £28,995. Polarix Hide with Jet Hide, Climate Control, DAB Radio, Ambient Lighting, Keyless Start, 19" Grey/Diamond Split Spoke Alloys, FMDSH. Please call Beechdown Garage on 01803 520026 or visit our website www.beechdowngarage.co.uk

XE, XF AND XFR

XE PRESITGE D AUTO



2015, 14,600 miles, £18,500 Ono. 1997cc, 4 cyl, 178 bhp, 8 speed auto, full service history by Jaguar main dealership. Road tax only £20 pa, meets emission standards for central London ULEZ. Unusually high spec, £9,000 worth of extras. Please call 07724 676486, Sevenoaks.

12738

XF 3.0



2016, 27,000 miles, £21,995. Ammonite Grey with Ebony Hide, Huge Spec including Panoramic Sliding roof, Navigation, Adaptive headlamps and more. Please call Beechdown Garage on 01803 520026 or visit our website www.beechdowngarage.co.uk

X-TYPE

DEMONSTRATOR SPORTS ESTATE



52,000 miles, £3,995. Rare vehicle owned by JDHT used as the vehicle to promote this new model to the estate markets by Jaguar Cars Ltd, only fitted with all possible extras 2.0 litre Diesel manual gearbox, sports heated seats & suspension, ultra violet blue and full charcoal leather trim. Full detailed history from new by JDHT, looks and drives like new. Further details call Corley Garage Cov 07850 444555 or email paul56burden@btinternet.com.

XJ AND XJR

XJ SERIES



33,000 miles, £6,999. Automatic over steering, electric windows, electric rear blind parking sensors, electric seats, remote central locking, abs brakes, stereo and cd player. Spare unused, alarm, full leather seats, cruise control, alloy wheels and comes with private plate. Please call 07545 703474, Southampton. (T)

12338

XJ6

2004, 58,000 miles, £4,999. V6 auto, silver with cream leather interior. Excellent cab, full history and two keys. Please call 07973 820463, Durham.

12762

XJR



93,700 miles, £8,995. Registration number M44 XJR, beige leather interior, full service history, garaged, owned by myself as my company or my private car from 1,500 miles. MoT till April 2020. Excellent condition throughout. Please call 01206 853239, Essex.

12744

JOIN TODAY

You could save up to 10 times the annual subscription with the club's extensive range of member discounts, offers and promotions available from our Club partners*

Joining is quick and easy via the interactive form on our website. Once completed, you instantly become a member of the Club and can immediately take advantage of the extensive range of member benefits on offer.

Need convincing? Why not have a chat with one of our team on 0117 969 8186?



www.jec.org.uk/membership



As a Club member, you have access to special discounted insurance schemes. We've partnered with three insurance companies who offer our members classic and modern car insurance policies designed to cater to the needs of the most dedicated enthusiasts.

Our trusted insurance partners are



Club members also benefit from an exclusive range of offers and discounts from leading companies including:

*For a full list of partners and discounts visit www.jec.org.uk

100% PURE CLASSIC JAGUARS!

READER OFFER SAVE 39%

100% PURE CLASSIC JAGUARS

E-TYPE BUYING GUIDE
WHAT TO CHECK IF YOU'RE IN THE MARKET FOR A SERIES III V12



CLASSIC JAGUAR

BUY. RESTORE. IMPROVE. ENJOY

132 PAGE SPECIAL ISSUE

GETTING THE MOST FROM YOUR CLASSIC PROJECT



PLUS



JAGUAR'S FACELIFT
XJ SERIES III AT FORTY

STYLE OF THE SIXTIES
THE ORIGINAL S-TYPE

LIVING WITH AN XJS
OWNER'S EXPERIENCES

PLUS: NORMAN DEWIS TRIBUTE • RESTORED XK150
• SUMMER JAGUAR FESTIVAL • DIY RUSTPROOFING

AUGUST/SEPTEMBER 20 £5.99



100% PURE CLASSIC JAGUARS

OWNING AN E-TYPE 2+2
THE IDEAL SERIES II FOR EPIC TRIPS AND ADVENTURES



CLASSIC JAGUAR

XJ-C: LAST OF ITS KIND

UP CLOSE WITH A LOW-MILEAGE GEM: THE FINAL XJ COUPE



X300 SALOON PREVENTING THE RUST



CLASSIC XK STORY
CREATION OF A LEGEND

XK8 BUYING ADVICE
BEST VALUE SPORTSTER

FORTIES FAVOURITE
2½ LITRE SALOON TEST

PLUS: JIM RANDLE TRIBUTE • PERIOD BROCHURES
• SPECIALIST VISIT • NEWS AND VIEWS • MARKET UPDATES

OCTOBER/NOVEMBER 20 £4.99



SUBSCRIBE! 6 ISSUES JUST £18*

Enjoy issues filled with fascinating restoration stories, model history, buyers guides and more!

TO SUBSCRIBE SIMPLY VISIT SHOP
kelsey.co.uk/CJ618 OR CALL **01959 543 457***
AND QUOTE REF CJ618

Offer applies to UK subscribers only. Offer ends 17 April 2020. The charge will appear on your statement as Kelsey Publishing LTD and your subscription will start with the next available issue. If you wish to cancel your subscription call our customer service team. You'll pay £24.99 every 6 months. For full terms and conditions visit: shop.kelsey.co.uk/terms-and-conditions

**COME AND VISIT OUR WEBSITE AND
SEE WHAT WE CAN DO FOR YOU!**

Coventry Auto Components Ltd

Everything You'll Ever Need
For Your Classic XK

50 YEARS IN BUSINESS

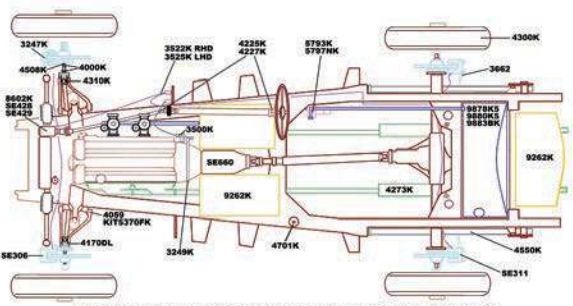
We provide Jaguar XK120, XK140 & XK150 owners, parts re-orderers and workshops with a professional and friendly service. Providing our own brand of highest quality parts, reconditioned original units and even some original second hand (pre-loved) core parts to help continue the running of this Classic Jaguar marque well into the 21st century. Please check out our information packed, online shop, which is constantly updated with new products, information, data sheets, fitting advice and unique pictures. You can perhaps gain yourself a 'look-off' bargain too, as we are celebrating 50 years trading in 100 parts and are putting up constantly changing, 'Gosnay's 50th Anniversary offers'.



We are actually the first true manufacturer and so invest in commissioning our own tooling, from original samples, but wherever possible with modern, higher quality materials. Our own products are sourced within the UK, manufactured by the best British craftsmen to give you, the customer, peace of mind when restoring a cherished 50+ classic.



SIMPLE SOLUTIONS BUILD KITS GUIDE XK150



ALL OF THESE MODULAR BUILD KITS ARE AVAILABLE FROM OUR SHOP ON WWW.COVAUTO.COM

www.coventryautocomponents.co.uk

Call us (+44) 02476 471 217 Email: sales@covauto.com

**When the E type was introduced
we already had more than 25 year's
experience...**

Today, for Jaguar engines of all types,
specifications and ages, we still provide
precision workshop services including...

- cylinder boring, sleeving & honing
- line boring
- balancing
- valve refacing
- valve seat recutting & inserting
- crankshaft regrinding (including offset)
- cylinder head refacing
- flywheel grinding & lightening
- cam buckets replaced



Backed by one of the most extensive ranges of
engine components (including gasket sets; pistons;
bearings etc) for Jaguars "ancient & modern" plus
leading brand replacement & performance parts
including CP pistons and Carrillo conrods, JE pistons,
K Line 'Bronze Bullets' and SaverShims.



gosnay's
ENGINEERING COMPANY LTD
MORE THAN 80 YEARS STRONG

Tel: 01708 748320

Fax: 01708 733266

Email: sales@gosnays.co.uk

www.gosnays.co.uk

Manway Road Junction, Eastern Avenue, Romford Essex RM7 7NS



**1962 Jaguar E-Type Series 1 3.8
Roadster choice of 3**



From £139,995

2015 Jaguar F-Type V8 R



£41,995

**2014 Jaguar F-Type 5.0
V8 S 480BHP**



£37,995

**1967 Jaguar Mark II 340 MANUAL
OVERDRIVE**



£29,995

1968 Jaguar S-Type 340 SALOON



£26,995

2016 Jaguar F-Pace PRESTIGE



£25,995

**1991 Jaguar XJS V12
CONVERTIBLE**



£23,995

**2006 Jaguar XKR-S XKR S
STRATSTONE EDITION**



£21,995

**2011 Jaguar XFR 100 V8
5.0 SUPERCHARGED**



£20,995

**2016 Jaguar XF 2.0
D PORTFOLIO AWD**



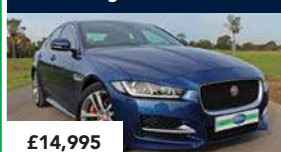
£18,995

2007 Jaguar XK CONVERTIBLE



£17,995

2015 Jaguar XE R-SPORT



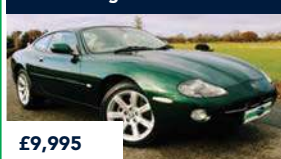
£14,995

**2001 Jaguar XJR 100
SUPERCHARGED**



£13,995

2002 Jaguar XK8 COUPE



£9,995

t 01798 874477

w arunltd.com

XJR



2001, 38,160 miles, £17,500. Only 82 were made for UK market in 2001. The car is in excellent condition. MoT valid until November 2020. One previous owner plus Jaguar. Complete set of manuals are present. Please call 07740 739048.

12788

XJS



1996, 129,000 miles, £15,995. Celebration convertible finished in rare stunning white with superb grey leather interior. Fitted navy blue electric sunroof, polished alloys and all the usual refinements. Please call 01509 881106, Melton Mowbray. (T)

12804

XJS

THE XJS REBORN



KWECARS.COM 01635 30030

XJS CONVERTIBLE



1995, £7,495.. White with cream, Miami car all its life, needs tlc and great value. Please call 07590 078383, Cheltenham. (T)

12804

XJS



1984, 42,702 miles, £14,995. Stunning XJS finished in Gloss Black with Doeskin Hide and original Starfish Alloy Wheels. The last owner was a doctor who owned the vehicle since 1986, 32 years and only covered 41,000 miles. Please call 01485 541526, Kings Lynn. (T)

12868

XJS



1993, 58,000 miles, £15,495. This exceptional example was first registered to Jaguar cars Browns Lane in Feb 93 then sold to its last and only owner in Dec 93. Please call 01485 541526, Kings Lynn. (T)

12871

XJS 4 LITRE AUTO



1992, 60,550 miles, £18,650. Full service history, MoT from 1997 on A1 + condition throughout. Unmarked black, bodywork, beige leather, electric seats, new mohair, hood and head lining. New callipers and discs front and back. Radio/CD player and tool kit. Please call 07779 301332, Mid Glam.

12363

XJS 4.0 LITRE CELEBRATION



1996, 17,000 miles, £36,500. Full Jaguar service history. Every conceivable extra. Been in a private collection for many years hence the exceptionally low mileage. Finished in stunning, Bordeaux metallic with piped Parchment interior, matching carpets and Black Mohair power hood. Please call 01794 390895, New Forest. (T)

12810

XJS 5.3 CONVERTIBLE



1988, £11,995. Automatic, Finished in White Tan Trim, low mileage, just had a TLC refurbishment, inc Reg no A 4SNT. Please call 01676 541111 or 07850 444555 or email paul56burden@btinternet.com. (T)

XJS 6-0 LITRE



1993, 119,000 miles, £10,995. Finished in flamenco red with full doe skin interior, full Jaguar service history fitted all factory extras. Supplied with full pre-sales service, 12 months MoT, HPI check and drives superb great investment of this rare motor vehicle. Further details call Corley Garage Cov 07850 444555 or email paul56burden@btinternet.com.

XJS V12 CONVERTIBLE



1990, 44,000 miles, £14,000. Signal red, cream leather interior. Blackhood, new cream lining, black tonneau cover. Automatic hood, windows, mirrors, heated seats and spinal support control. Original wheels, full service history, owners manual, two sets keys. Please call 01737 841515, Surrey.

12730

XJS V12 CONVERTIBLE



1989, 47,883 miles, £27,995. The car is finished in stunning Jaguar Anthracite Metallic Grey, electrically operated adjustable and heated seats, rear seat conversion, cruise control, digital computer and 16" diamond cut alloy wheels with brand new tyres. Please call 01889 580222, Staffordshire. (T)

12818

XJS V12 CONVERTIBLE



1988, £19,995. Finished in white with complimentary new blue mohair hood and blue leather interior. Silky smooth V12 engine mated to an equally smooth automatic gearbox, heated electric seats, cruise, trip computer and electric hood. Please call 01889 580222, Staffordshire. (T)

12819

XJS V12 LE MANS



1991, 74,000 miles, £24,000. Limited edition of only 250 models. Excellent interior and exterior condition. Cream leather seats with matching colour trims. Automatic with all 'Le Mans' extra features. Brooklands green, FSH plus MoT and only 2 owners. Please call 01620 248226, East Lothian. 11877

XK140 AND XK150

JAGUARS WANTED

Tom Lenthall Ltd

All good models purchased from XK120 – F Type

All enquiries to Tom – enquiries@tomlenthall.co.uk or call 0118 973 1614 www.tomlenthall.co.uk

XK 120



£135,000. Restored by Leaping Cats Ltd. All matching numbers, upgrades include electric power steering, uprated frt and Rr brakes, 5 speed gearbox, polybush suspension, modified extended pedal box, 2" HD8 carbs, SS exhaust system, 140 rad and electric fan, electric ignition and LED light conversion. Please call 07949 268617. 9515

XK 150



£64,999. Original right hand drive, complete new interior and has had a mechanical restoration and repainted. Please call 01525 861474, Bedfordshire. (T) 12861

XK 150



£44,999. Restoration, very complete and minimal panel work required. Please call 01525 861474, Bedfordshire. (T) 12862

XK, XK8 AND XKR

XK



2008, 45,600 miles, £19,000. Convertible in azure blue. J.S history with second owner, 8 1/2 years, no paint work repairs and original. Simply stunning condition. Please call 01624 813980, Isle of Man. 12623

XK 5.0 V8 PORTFOLIO COUPE



2013, 31,000 miles, £23,995. Ultimate Black with Warm Charcoal Hide, SAT NAV, Bluetooth, Cruise Control, DAB Radio, premium sound system, 20" Kalymnos alloys, FSH, Please call Beechdown Garage on 01803 520026 or visit our website www.beechdowngarage.co.uk

XK8



2004, 82,500 miles, £10,750. Extensive maintenance history, mile since 2011 with all bills. Restored footwells, sills, front chassis, rear subframe required, new headlining, alloys refurbished and excellent throughout. Please call 07974 936422, Cornwall. 12736

XK8 COUPE



1997, 77,000 miles, £5,000. MoT to August 2020. No advisories, new headlining, blue with ivory leather, looks good and runs well. Please call 07802 933914, East Sussex. 12719

PARTS

E-TYPE V12 ROADSTER HARD TOP



£5,995. Original used hard top, assembly complete. In first class condition under preparation. Finished in British or can be painted in the colour of your choice. Fully re-trimmed in side to original spec or to your own desire. Chrome work refurbished, new seals concur standard if required. Please call 01676 541111 or 07850 444555 or email paul56burden@btinternet.com. (T)

3.8 MK2 ENGINE



£7,950 Ono. Just rebuilt power Max, pistons new, H/C, unleaded, bronze guides and new everything. Matching carburettors. Online video. Please call 07840 400569, Bristol. 11093

VARIOUS JAGUAR PARTS

£POA. Complete laid up (1970) engine that still turns/fires in unmachined standard, £600. Twin carbs and manifold, £150. To suit missing top timing cover and flywheel only. Manual over drive complete serviced gearbox 'moss' box, £750. Engine is a series 1 XJ6 4.2. Please call 07840 400569, Bristol. 8251

MISCELLANEOUS

JAGUAR WORLD MAGAZINES POA. 2008 through to 2018 complete years in very good condition. Please call 01892 832848, Kent. 11878

NEXT MONTH

ON SALE FRIDAY,
20 MARCH 2020

XF SURVIVAL GUIDE

From engine issues to electrical glitches, everything you need to know to buy and then live with one of these ground-breaking and now great-value saloons



XJR Portfolio

A model profile of the most luxurious variant of the X350 generation of XJ: the top-of-the-range XJR Portfolio



E-type Series 1

Purported to have been used by famed F1 driver Jack Brabham, this 4.2 has been recently restored by Woodham Mortimer



Pre-production XK8

We take a look at the fifth XK8 built, one of six that went to the Geneva Motor Show for the car's 1996 debut

PLUS: News, Workshop, Our Jaguars, and much, much more. All in the April 2020 issue of *Jaguar World*, on sale Friday, 20 March 2020

Contents subject to change www.jaguar-world.com

KELSEY MEDIA: INFORMATION STATEMENTS FOR MAGAZINES

PRODUCT GIVEAWAYS/ COMPETITIONS

With regard to product giveaways, free prize draws and competitions operated by Kelsey Media, if any prize or other product is lost or damaged during the course of delivery to you, we will provide reasonable assistance in seeking to resolve the problem. However, it will not always be possible to obtain replacements for lost or damaged goods, and no financial compensation is payable by us where replacement goods cannot be provided.

TECHNICAL FEATURES

Readers wishing to carry out any of the tasks outlined in technical or "step-by-step" features should ensure they have the necessary skills and equipment to do so safely. Kelsey Publishing accept no responsibility for any injury or damage incurred in the process of following one of these features.

DRIVING OUR ADS/ROAD TESTS

Where we test a car or other vehicle that is currently for sale or owned by a third party, our report is intended to

provide general information of interest to our readers. It does not constitute a technical inspection report for the vehicle, and should not be relied upon as such. We cannot be held responsible for any inaccuracies in the report, including errors regarding condition or mileage. Readers who wish to purchase any vehicle should contact the owner direct and arrange for their own inspection of the vehicle.



DATA PROTECTION

Kelsey Media uses a multi-layered privacy policy giving you brief de-

tails about how we would like to use your personal information. For full details, visit www.kelsey.co.uk, or call 01959 543524.

If you have any questions please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt out at any time via email: data.controller@kelsey.co.uk, or 01959 543524.



Professional cleaning and
restoration services for leather,
vinyl and plastic surfaces

Contact Andy 07831155523
www.leather-smart.co.uk info@leather-smart.co.uk

SAGGING ROOFLINING?

We supply and fit for all models.

Tel Pat: 07384 296716

Email: psight@hotmail.co.uk

Eurojag

The world's largest recycler of
Jaguars of all models
1995 - current model
Currently dismantling over 300
Jaguars. We offer a full
programme of reconditioned parts
and a vast range of used parts.

01325 722777

Fax: 01325 722778 dave@eurojag.com

JAGUAR OWNERS

Established 1994



We can service your car to the same high standard as main
dealers at a fraction of the cost without affecting your
manufacturers warranty.

Fixed price servicing for XJ6/XJ8/XK8, S-Type and X-Type

- Latest Jaguar diagnostic equipment • Keys cut and coded while you wait
 - Specialist for V8 engine problems • Air con, gearboxes
 - Fully trained Jaguar technicians • All work guaranteed
 - Loan cars available • Collection/delivery service
 - Agents for Paramount Performance Parts • Wheel refurbishment/Paintwork
- Always a large selection of quality pre-owned Jaguars in stock, also please
check our website for current stock, or give us a call...



Service/Parts/Bodywork - 01442 832932

Sales - 01442 833311

Call us now for honest and friendly advice on your Jaguar
'Big enough to cope, small enough to care'

Chiltern Jaguar Specialists
www.chilternjag.co.uk

Unit 1 and 2 INDEPENDENT BUSINESS PARK, MILL ROAD,
STOKENCHURCH, HIGH WYCOMBE, BUCKINGHAMSHIRE, HP14 3TP JCTS M40

ESSEX JAGUAR SPARES

USED PARTS FROM 1990 TO LATEST MODELS

MAIL ORDER WORLDWIDE

SERVICING, REPAIRS, DIAGNOSTICS

Jaguars Wanted, MoT Failures/Salvage

INDEPENDENT JAGUAR SPECIALIST EST. 28 YRS

01708 228150

www.essexjaguarspares.co.uk



CLASSIC BRITISH QUALITY
WIRING HARNESSES

Made In Britain

CHECK OUT OUR
HUGE RANGE
OF JAGUAR
WIRING HARNESSES

www.autosparks.co.uk
+44 (0) 115 949 7211
sales@autosparks.co.uk



CLASSIC CAR AUTOMATIC TRANSMISSIONS

ALL CLASSIC CAR AUTOMATIC
TRANSMISSIONS RECONDITIONED
& SPARE PARTS SUPPLIED

G. WHITEHOUSE AUTOS LTD.

Tel: 0121 559 9800

www.gwautos.com

info@gwautos.com

CLASSIC CAR AUTOMATIC CONVERSION
Convert your classic car to
Jaguar XJ40 four-speed automatic.
KITS NOW AVAILABLE FOR MOST CARS



JAGCATS

Welcome's you to Brexit and one
of the Great British Inventions

**The Jaguar Car - Graceful,
Powerful, Quality, Loved by all,
Sometimes tempermental**

The Cars of: Professionals, POD + Rock
stars and gangsters! and then passed
on to us the humble enthusiast to keep
the dream of many alive through good
skilled businesses with passion.

After the passion of 55 years of spares
and repairs of Jaguars and meeting
enthusiast friendly Jaguar owners, now
is the time for a clearance of our cars

Mk 11's, ser 111's, XJ40's, X300's, V8's,
S.Types, X. Types, XJS's

Not all breakers, just MOT's needed
lots of wheels, tyres and used parts all
model's too much to mention

Ring for details Les 01977 617450
Mob: 07710 612800

WANTED

JAGUARS

E TYPES
XK120, 140, 150
MK1 & MK2 SALOONS
PRE-WAR SS MODELS

ANY OTHER CLASSIC JAGUAR
SPORTS & SALOONS

ALSO INTERESTED IN ALL MAKES OF
CLASSIC & VINTAGE
CARS & MOTORCYCLES

COMPLETE COLLECTIONS
ANY CONDITION FROM
BARN FIND TO CONCOURS
CASH WAITING, IMMEDIATE SETTLEMENT
DISCRETION ASSURED

REPUTABLE BUSINESS, EST. 1975
CALL GRAHAME BULL ANYTIME
01252 612245 OR 07836 203159

SWALLOWS
INDEPENDENT JAGUAR SPECIALIST

Jaguar Sales

*Hand Picked classics, sports and performance
Jaguars.*

Sale or return services.

Looking for Jaguars of all ages and models.

WWW.SWALLOWS-JAG.CO.UK
ACACIA FARM, BRISTOL ROAD, ROOKSBIDGE, BRISTOL BS26 2TA
+44 (0)1934 750 319 | ENQUIRIES@SWALLOWS-JAG.CO.UK

Advertising Doesn't Cost.

It Pays

Call Malcolm Or Alex On

01708 641031

or

01732 441642





FINISHING LINES

Advanced Lightweight Coupe reveal, Detroit, 2005

THE ADVANCED Lightweight Coupe's 2005 debut is, it could be argued, one of the most important moments in Jaguar's recent history. Not only did it preview the X150 generation of XK, it showed what we could expect from the design director at the time, Ian Callum.

Explained Callum to *Autocar* magazine at the car's debut, "This is Jaguar design moving on as it should do. The new look is about power and elegance using clear, pure surfaces. Look at all our great cars in the past and they were muscular and taut, as well as subtle and curvaceous."

The ALC wasn't the first concept from Callum, who had joined Jaguar in 1999. There had already been the R-Coupe from 2001 and the 2003 diesel-engined R-D6. These, though, were never destined for production, only to illustrate that the company and its cars were changing. "The R-D6 was put in there deliberately to challenge people's perception of what a Jaguar could be," said Callum in 2005. "The whole concept was, 'Could we do a Jaguar like this?' And people went, 'Whoa-ho!' But, after a few months, people were going, 'Yeah! Hmm, I like it.' It worked. I was testing my own values of what a Jaguar should be."

The ALC was different. With the X100 XK8 reaching the end of its life, it was clear that other than a few concept-like details (such as the unrealistically

large 21in alloys), it was a taster of the production model that would be revealed a few months later in Frankfurt. "When you see the new XK, you'll see a clear link between the two," said senior design manager Giles Taylor at the time of the ALC's reveal.

And that was clearly a good thing. With its handsome, muscular lines, the metallic blue car received a rapturous reception when Callum revealed it at the 2005 North American Motor Show on 10 January 2005. "Uniquely beautiful and very promising indeed," is how *Autocar* described the car, while *Auto Express* said, "We can't wait to drive the new XK on UK roads, as we reckon it will be one of the most desirable coupes on the market."

As a low, two-door coupe, its profile was similar to the X100's, while some of the detailing – such as the oval mouth – was clearly influenced by the E-type; but the ALC introduced the type of crisp, chiselled lines that became synonymous with Callum's Jaguars. It's not too much of a stretch to say that had there not been an ALC then the production XK, X250-generation of XF, X351 XJ, F-TYPE and PACE family could have looked very different.

Following its European debut at the 2005 Geneva Motor Show in March, the ALC was retired and gifted to the Jaguar Daimler Heritage Trust and can be seen at its Gaydon museum. Which means the car's immediate future – as well as its place in history – is assured.



E-TYPE UK

BE THE HERO OF YOUR E-TYPE STORY



THROUGH OUR TRUSTED BROKERAGE SERVICE, E-TYPE UK OFFERS A PROFESSIONAL AND RELIABLE RESOLUTION TO SELLING YOUR BELOVED CLASSIC JAGUAR.

W: etypeuk.com - E: sales@etypeuk.com - T: +44 (0) 1732 852 762



Keeping your
Jaguar
on the road



S·N·G
BARRATT
GROUP

Call us on +44 (0)1746 765432 or visit sngbarratt.com